

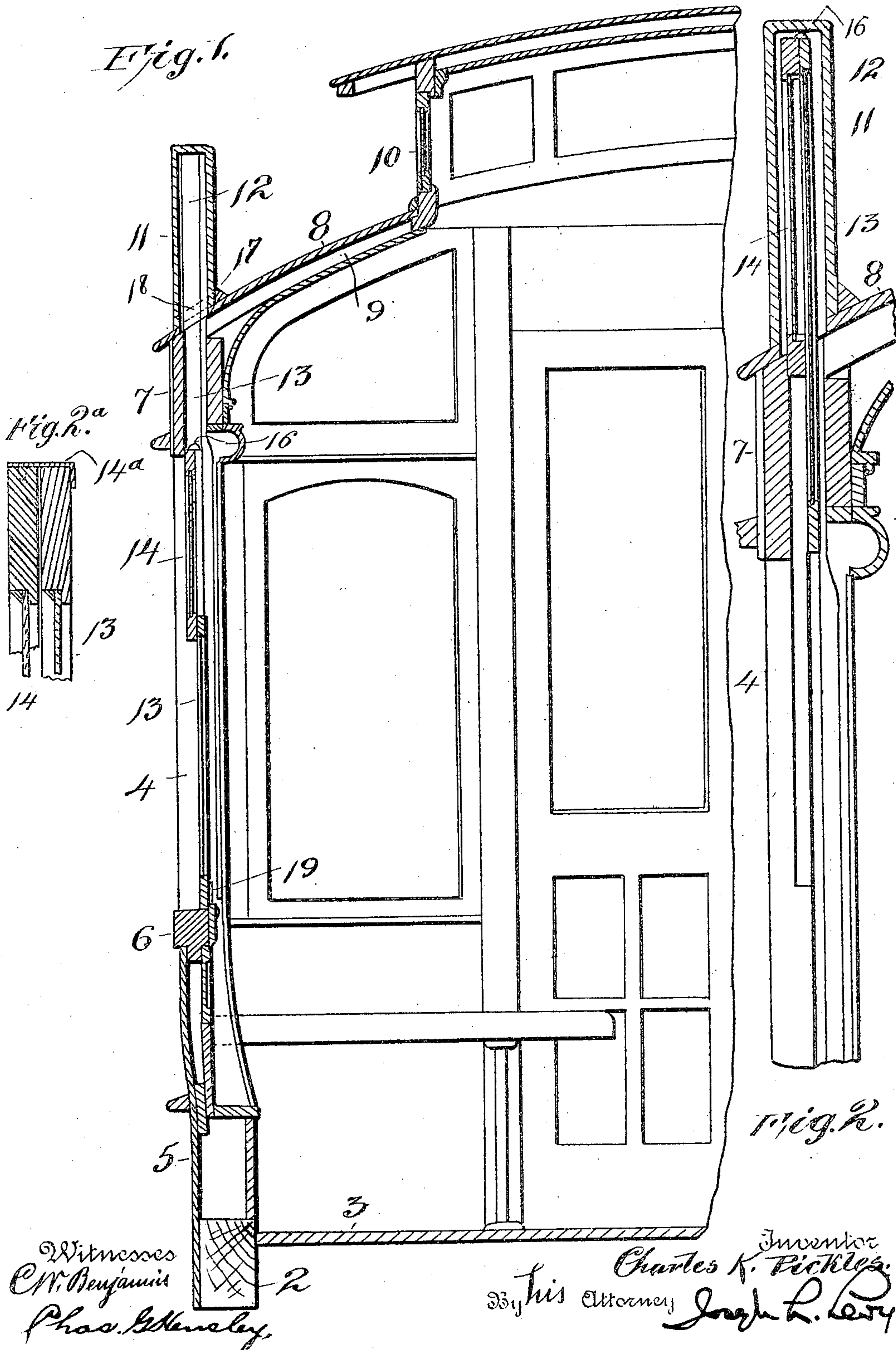
No. 798,059.

PATENTED AUG. 22, 1905.

C. K. PICKLES.
CAR STRUCTURE.

APPLICATION FILED JULY 1, 1904.

2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

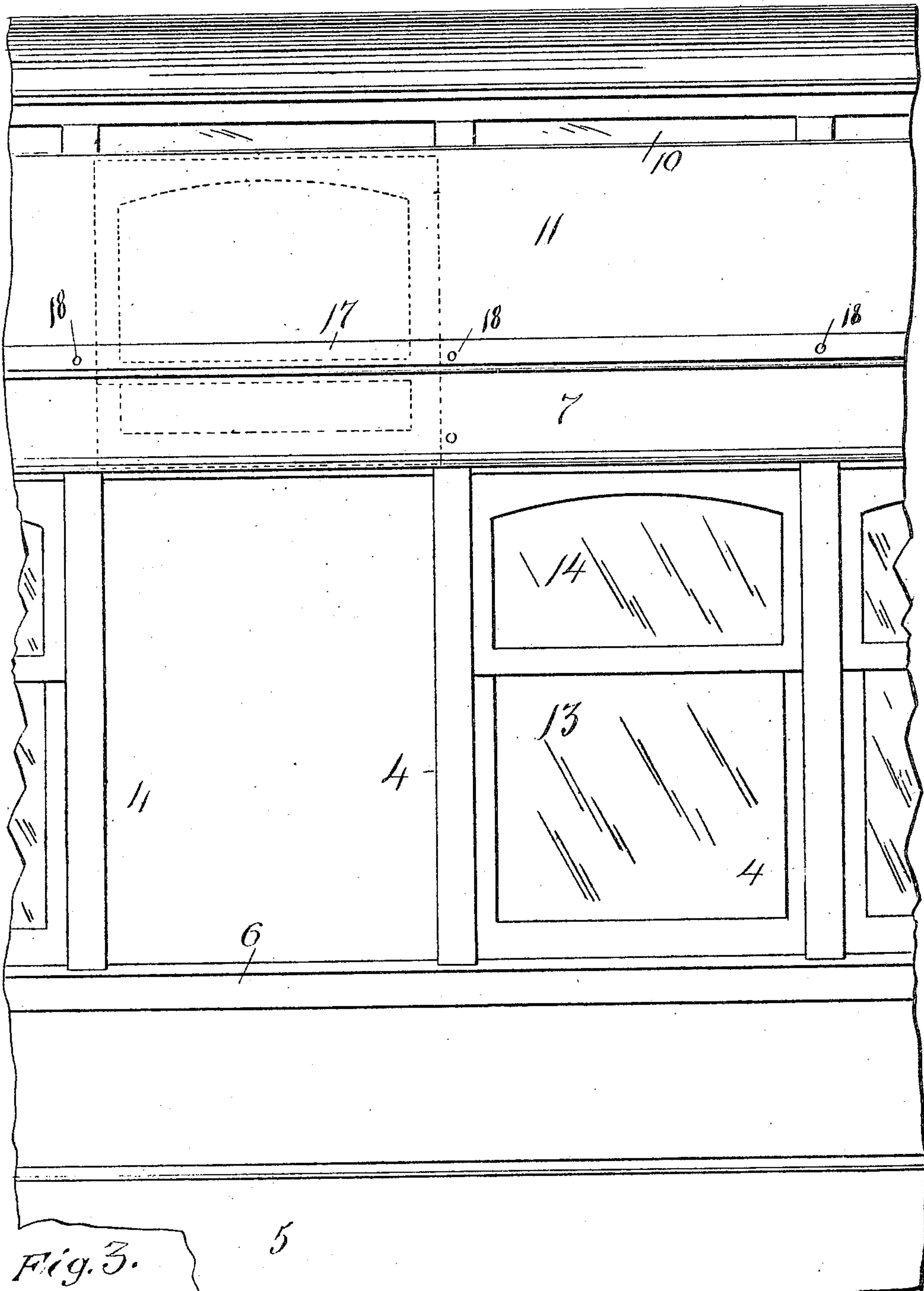


Fig. 3.

Witnesses
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UNITED STATES PATENT OFFICE.

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CAR STRUCTURE.

No. 798,059.

Specification of Letters Patent.

Patented Aug. 22, 1905.

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To all whom it may concern:

Be it known that I, CHARLES K. PICKLES, a citizen of the United States, and a resident of the city of Philadelphia, county of Philadelphia, and State of Pennsylvania, have made a new and useful Improvement in Car Structures, of which the following is a specification.

The object of my invention is to provide a simpler and more durable structure of this class in which large opening may be made by raising the window-sashes or other closures in a vertical direction and then storing said closures without inclining them from the vertical position.

For a more particular description of my invention reference is to be had to the accompanying drawings, forming a part hereof, in which—

Figure 1 is a half-section of a car-body provided with my improvement. Fig. 2 is an enlarged sectional view of the same, showing the sashes raised into a sash-pocket. Fig. 2^a is a sectional view of the sashes, showing a guide on one sash for determining the movement of the other. Fig. 3 is a side elevation of the structure shown in Fig. 1.

Throughout the various views of the drawings similar reference characters designate similar parts.

Referring to the structure shown in Fig. 1, the car-body is designated by the character 1 and may be of any convenient type, although it is preferably constructed, as shown, with side sills 2, which support a flooring 3, and stanchions 4 in the usual manner. The stanchions are connected by the car-sheathing 5 and window-sills 6 on the exterior of the car at or near their lower extremities. At their upper ends they are united by the letter-board 7. The roof 8 is supported on carlines 9, which also support the decking 10, as is usual.

The interior of the car may be given the customary finish, and as this forms no part of the improvement here considered further description of it is believed to be unnecessary.

Near the outer edge of the roof and immediately over the stanchions 4 is a hollow sign 11, which has vertical walls and guides 12 in its interior, which guides form a continuation of the guides 13 in the stanchions 4. The interior of the sign 11 forms a sash-pocket. Overlapping sashes slide in the groove or guides 13 and 12 in the manner described be-

low. The upper sash 14 is provided with an inwardly-extending projection 16, secured to its upper edge, so that when the sash 15 is raised its upper portion will engage the sash 16 and the two will move together until the upper extremities of the sashes 14 and 15 reach the upper limits of the guides 12 in the sash-pocket. The exterior of the sign 11 may be used for any advertising purpose or purposes, as desired, or may be utilized to designate the route taken by the car or the railroad to which the car belongs, or, if desired, all signs may be omitted and it may be given any suitable exterior.

The inner exterior surface of the sign 11 is preferably provided with a block 17, which is covered in any suitable way so as to form a trough which will prevent water from leaking into the sash-pockets during a storm. Suitable drains may be employed which may pass either through the sign-board 11 and over the stanchions 4, as indicated at 18 in Fig. 1 by dotted lines, or else these drains may be extended beyond the ends of the sign 11, so that the roof will drain from the ends of the car, or both means for draining may be employed, as desired.

The windows 14 and 15 are held and lifted by means of the customary sash fasteners and lifts 19, and, if desired, the sash 14 may be provided with a guide 14^a, as shown in Fig. 2^a, by which the sash 13 is guided.

It is not necessary that the overlapping sashes engage in the manner disclosed above, although it is preferable that they engage as described in one or the other of the modifications above disclosed. If desired, the upper sash may be made stationary and the lower sash may slide by it, although this is not desirable, because this results in a reduced opening of the window. It is also obvious that two or more sashes may be employed and that these sashes may be glazed or unglazed, as desired.

The same principle of window opening and sash distribution is applicable to full convertible cars in which the sashes and panels rise from the floor to the roof-pockets. In such a structure the seats would not be disposed with their ends between the stanchions, as shown in Fig. 1. These and many other modifications may be made without departing from the scope of my invention as set forth in the annexed claims.

Having thus described my invention, what I claim is—

1. A car with stanchions, guides on said stanchions, a sash-pocket extending over said stanchions, and sashes adapted to move between said guides into said sash-pocket.

2. In a car or similar device, stanchions, guides on said stanchions, a roof supported by said stanchions, and a sash-pocket extending vertically above said roof.

3. In a car or similar device, stanchions, a roof, a hollow sign above said roof, and sashes adapted to be moved into said hollow sign.

4. In a car, stanchions, a roof, a hollow sign extending above said roof, overlapping sashes and means for moving said overlapping sashes into said sign.

5. In a car, stanchions, a roof, a hollow sign extending above said roof, upper and lower overlapping sashes, a projection on one sash, and means for causing said projection to be engaged by the other sash, and both sashes raised into the hollow sign together.

6. In a car, stanchions, a roof, a hollow sign above said roof, overlapping sashes and means for moving said sashes into said sign.

Signed in the city and county of Philadelphia, State of Pennsylvania, this 29th day of June, 1904.

CHARLES K. PICKLES.

Witnesses:

TERRENCE McCUSKER,
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