W. H. PAIGE.

Open Railway-Car.

No. 205,206. Patented June 25, 1878.

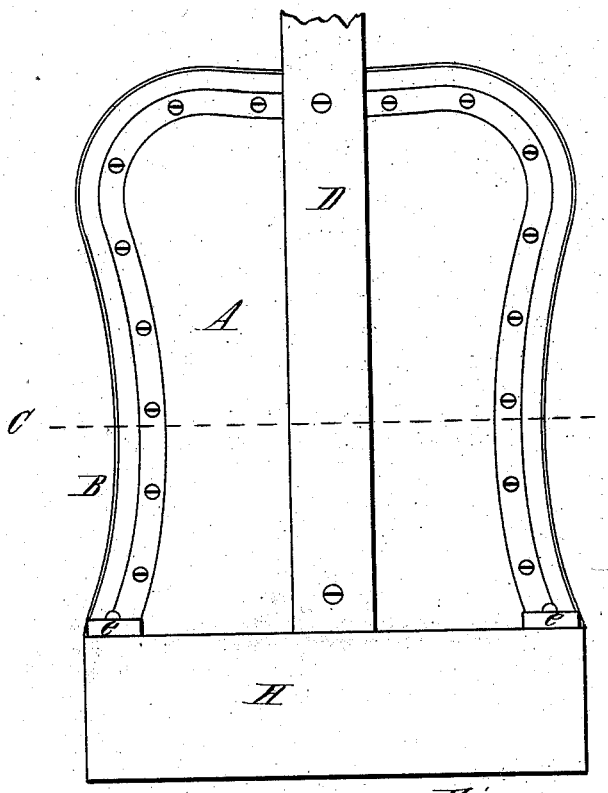

Fig. I

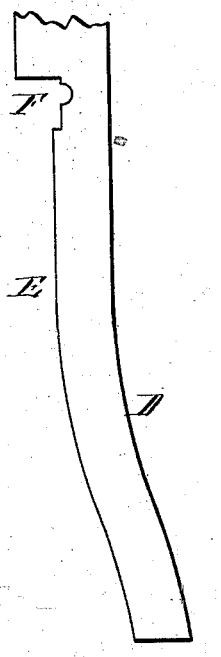

Fig. II

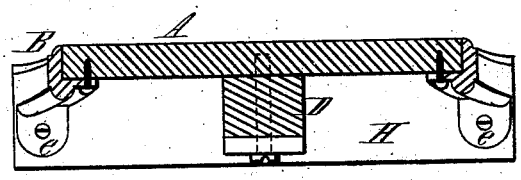

Fig. III

Witnesses.
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UNITED STATES PATENT OFFICE.

WILLIAM H. PAIGE, OF SPRINGFIELD, MASSACHUSETTS.

IMPROVEMENT IN OPEN RAILWAY-CARS.

Specification forming part of Letters Patent No. **205,206**, dated June 25, 1878; application filed April 4, 1878.

To all whom it may concern:

Be it known that I, WILLIAM H. PAIGE, of Springfield, in the State of Massachusetts, have invented a new and useful Improvement in Open Railway-Cars; and that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, and to the letters of reference marked thereon.

The object of my invention is to provide a strong metal frame for the panel at the end of the seats of an open railway-car, and so arranged that the panel, if damaged, may be easily removed and a new one inserted in its place without removing the frame itself; and it consists of a metal frame provided with a recess to receive the panel, and in which it is secured, the frame being let into the post of the car and secured thereto, and also to the floor or sill of the car, as will be more fully hereinafter described.

Figure I is a side elevation of the frame and panel of a car made according to my invention. Fig. II is a side view of so much of the post as is used in connection with the panel and frame; and Fig. III is a horizontal section of the panel, frame, and post at line C, as they are secured.

In the drawings, D is the post, which is secured firmly to the sill or lower frame of the car, and which supports the roof.

B is a frame, made of metal, and in its cross-section of the form of angle-iron, with a recess to receive the panel; and A is the panel, made of any desired wood, and of the proper thickness.

I cut away the post at F of a form to receive the metal B, and I also cut away the post at E to a suitable depth to receive the panel A. I then secure the frame B to the floor or sill of the car by screws or bolts through the ears *e* of the frame and each side of the post, the frame being on the inside of the post, and the top fitted into the recess at F; and I bolt the frame to the post. I then fit the wood panel A into the recess in the frame B, on the inside of the frame, and secure it by screws inserted through holes in the flange of the frame, as shown clearly in Figs. I and III.

As heretofore made, the panels were merely surrounded with a wood molding, which, when the panel was damaged, had to be removed with the panel, which caused expense and trouble. My invention entirely obviates this trouble, while it very materially strengthens the car and makes it ornamental, as, if the panel becomes injured, the screws are removed from the flange of the frame, the latter remaining in its place, and the panel is removed and another substituted at very little expense and trouble.

Having thus described my invention, what I claim as new is—

The combination, in an open railway-car, of the metal frame B, the panel A, and the post D, all constructed, arranged, and secured substantially as herein described.

WILLIAM H. PAIGE.

Witnesses:
T. A. CURTIS,
C. E. BUCKLAND.