

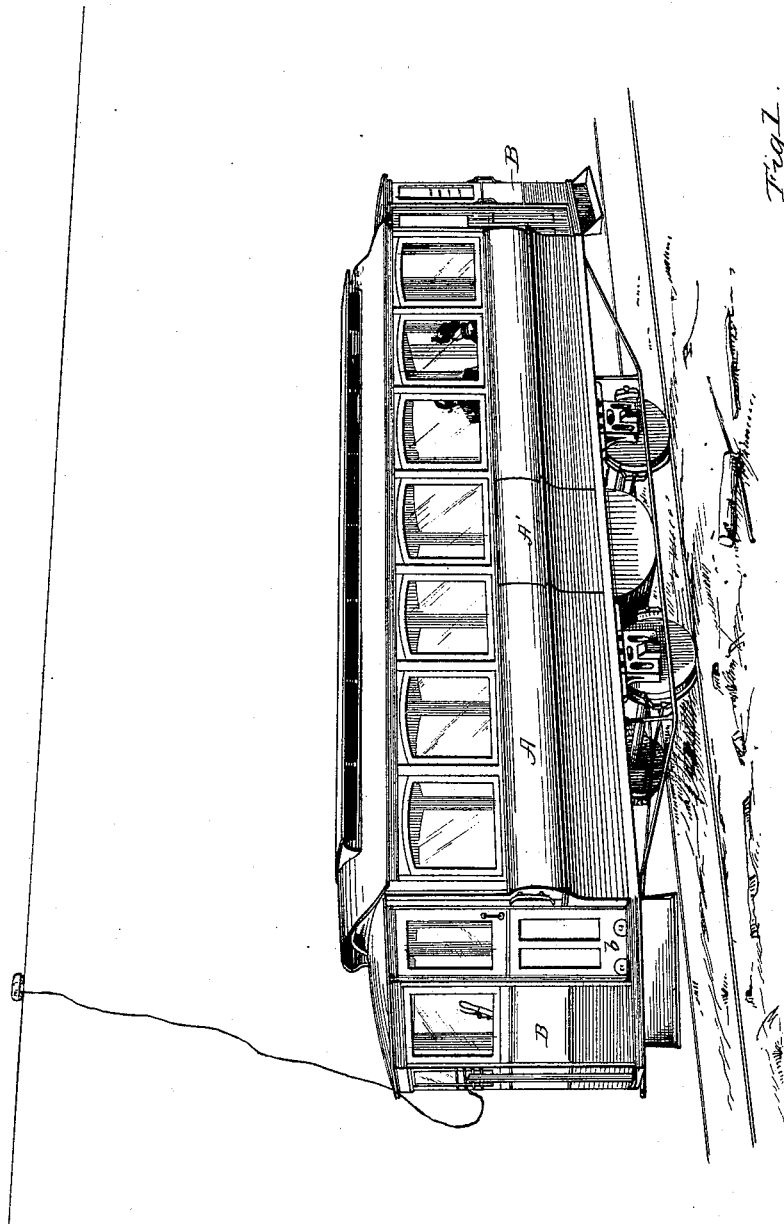
(No Model.)

2 Sheets—Sheet 1.

E. VERSTRAETE.
RAILWAY CAR.

No. 386,512.

Patented July 24, 1888.



WITNESSES:

Wm. A. Rosenbaum.
Frank C. Guen

INVENTOR,
Edmond Verstraete.

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ATTORNEY.

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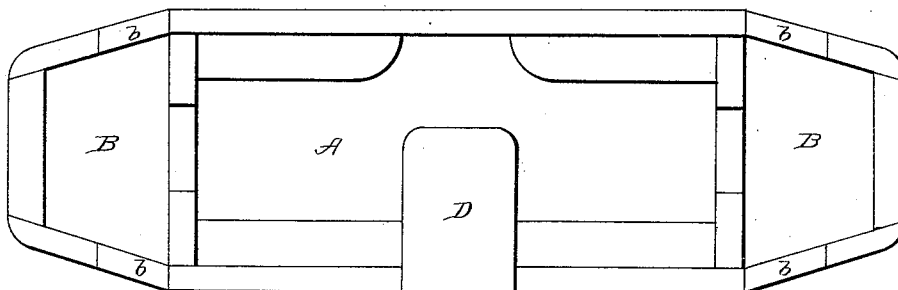


Fig. 2.

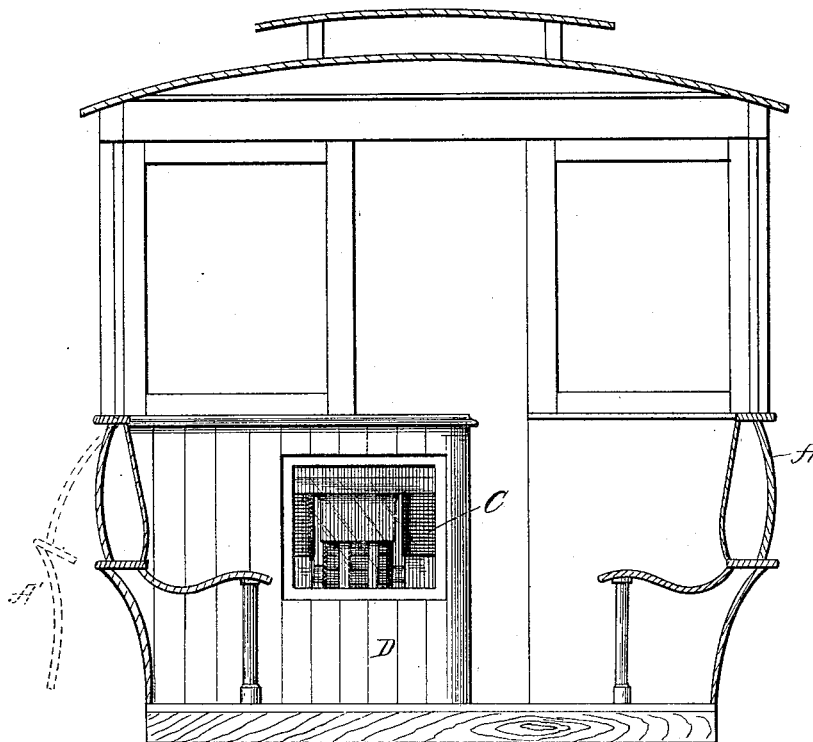


Fig. 3.

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UNITED STATES PATENT OFFICE.

EDMOND VERSTRAETE, OF CHICAGO, ILLINOIS.

RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 386,512, dated July 24, 1888.

Application filed March 1, 1888. Serial No. 265,897. (No model.)

To all whom it may concern:

Be it known that I, EDMOND VERSTRAETE, a subject of the King of Belgium, residing in the city of Chicago, county of Cook, State of Illinois, have invented certain new and useful Improvements in Railway-Cars; and I do hereby declare that the following is a full, clear, and exact description of my invention, such as it appertains to make and use the same.

My invention relates to railway-cars, with particular reference to the cars on electric railways.

The object is to provide an electric car on which the operator, the levers which he operates, and the motor will be protected from the weather and from the interference of passengers.

A further object is to construct an electric car which will accommodate the largest number of passengers in a given amount of floor-space, and to make the car-structure as compact and strong as possible.

With these objects in view the invention consists, primarily, in constructing a car with the platforms at the end extended and housed in. They are formed like bow-windows, the entrance to the car being through sliding doors located therein. The motor is placed at one side of the car between the axles, and is covered with a box which extends up to the car-windows and about one-half the distance across the car. Windows are placed in the sides of the box to enable the operator to inspect the machinery.

Other minor features of my invention will be set forth in the following detailed description.

Referring to the drawings, Figure 1 represents a perspective view of my improved car; Fig. 2, a floor plan of same, and Fig. 3 a transverse section.

A represents the car-body, and B the extended platforms. The latter converge toward their outer ends. The sides are housed in by walls, in which are placed windows for observation by the operator, who stands within. The doors *b* are located next to the body of the car and are adapted to slide outward. The levers for controlling the current and the brakes

are arranged in front of the platform in reach of the operator. Duplicate sets of levers are located in the platforms, so that the car may be run in either direction. The doors for entrance and exit are used at one end only at a time, thus freeing the operator from all hindrance.

One of the features of my improved car is the double brake mechanism. Two brake-shoes work against each wheel. They are controlled independently of each other, and one only is used except when sudden stops are made or one fails to work.

The motor C is located at one side of the car, between the axles, and is covered by a casing or box, D. This box has windows formed in the sides, so that the operation of the motor may be seen. The case occupies about one-half of the space across the car, leaving passage-way for the passengers from one end of the car to the other.

A' represents a door in the side of the car, through which the motor or parts thereof may be removed for repairs.

Having now described my invention, what I claim is—

1. The combination, with a railway-car, of two extended housed-in platforms, one at either end thereof, each platform being closed at the end and being provided with sliding side doors, substantially as described.

2. The combination, with an electric-railway car, of a box or casing for covering the motor, the box being located at one side of the car and extending about half-way across the same, a free passage being left between the box and the side of the car.

3. The combination, with an electric-railway car, of a box or casing for the motor located at one side of the car, the car being provided with a door in its side through which access may be had to the motor.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

EDMOND VERSTRAETE.

Witnesses:

H. W. KINGSBURY,
HENRY FREY.