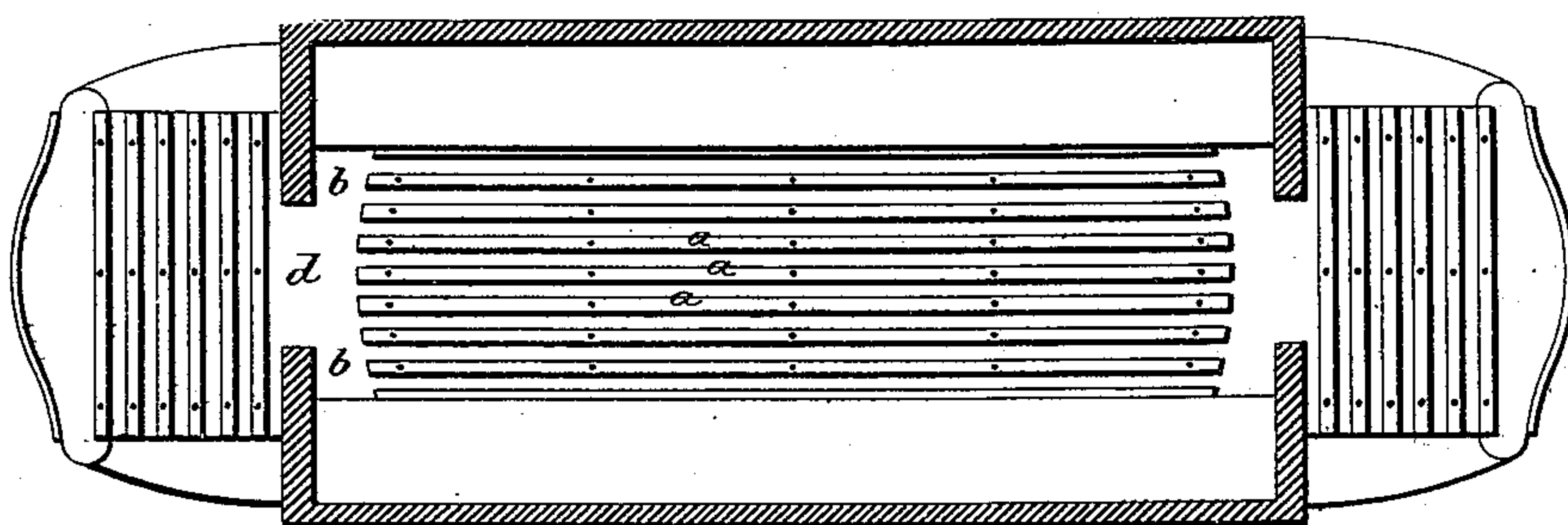


W. L. EVERIT.  
Street-Car.

No. 207,726.

Patented Sept. 3, 1878.



Witnesses:

J. H. Shumway.  
H. H. H. H.

Wm. L. Everit

By atty. Inventor.

John E. Paul

# UNITED STATES PATENT OFFICE.

WILLIAM L. EVERIT, OF NEW HAVEN, CONNECTICUT.

## IMPROVEMENT IN STREET-CARS.

Specification forming part of Letters Patent No. **207,726**, dated September 3, 1878; application filed May 25, 1878.

*To all whom it may concern:*

Be it known that I, WM. L. EVERIT, of New Haven, in the county of New Haven and State of Connecticut, have invented a new Improvement in Street-Railway Cars; and I do hereby declare the following, when taken in connection with the accompanying drawing and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawing constitutes part of this specification, and represents, in—

Figure 1, a horizontal section of a street-railway car, looking toward the floor.

This invention relates to the construction of the floor of street-railway cars, so as to avoid the use of mats.

Mats, as usually made, consist of series of slats connected together, so as to be removed from the car, the connections between the slats preventing the removal of the dirt in the car without first taking out the mats; and the invention consists in a close floor combined with a covering of narrow strips arranged longitudinally, and so as to leave a space between them free from end to end of the car, and also in a similar floor for the platform.

The principal floor of the car is constructed in the usual manner. Over this principal floor longitudinal strips *a* are arranged from end to end of the car and rigidly fixed to the principal floor, parallel to each other, and so as to leave a narrow space between the said strips, as shown. A space should be left at the ends between the strips and the end of the car, so as to make a passage, *b*, from the strips to the door *d*.

The dirt falls between the strips, and is removed by simply sweeping the floor longitudinally, the broom freely taking the dirt from between the strips to the spaces *b* at the ends; thence it is easily swept through the door-opening. This avoids the trouble of removing the mats, saving a great amount of time in cleaning cars, and also affording a facility for washing the floors when occasion requires.

The platform at the two ends is constructed in like manner, with a series of similar strips running transversely across the platform, with like spaces between them, and open from end to end, and so that the dirt swept from the car onto the platform may be easily swept from the platform simply by working the broom longitudinally along the spaces.

As the strips become worn they are easily removed and new strips substituted therefor.

I claim—

1. The herein-described floor for street-railway cars, consisting of the principal floor combined with a series of strips running longitudinally from end to end, with spaces between the strips, and spaces *b* at one or both ends, substantially as described.

2. The herein-described platform for street-railway cars, consisting of the principal floor with strips running transversely from side to side, and with spaces between them, substantially as described.

WM. L. EVERIT.

Witnesses:

JOHN E. EARLE,  
H. A. KITSON.