(No Model.)

# E. ROBINSON.
## Passenger Car.

**No. 239,551.** **Patented March 29, 1881.**

*Fig. 1.*

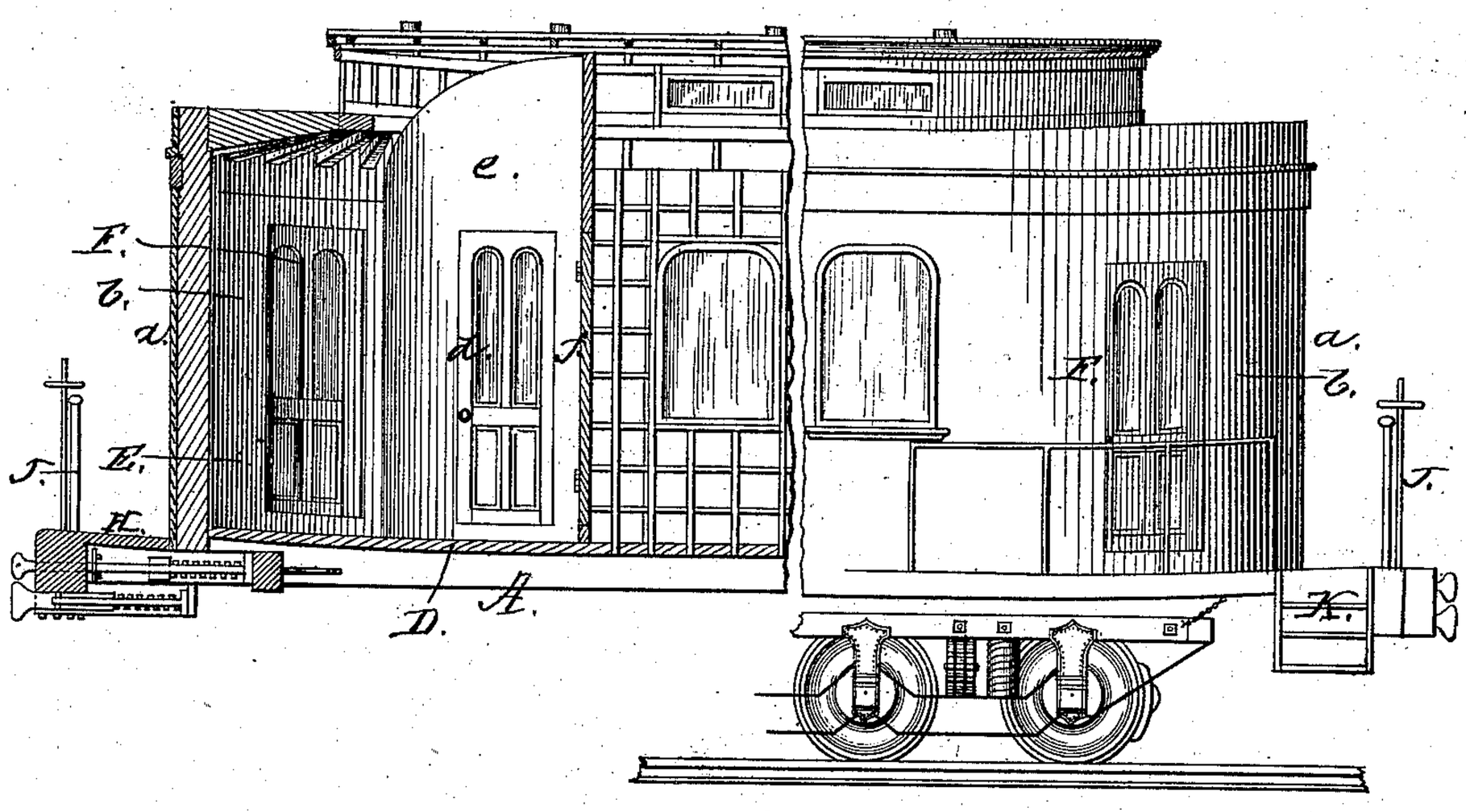



*Fig. 2.*

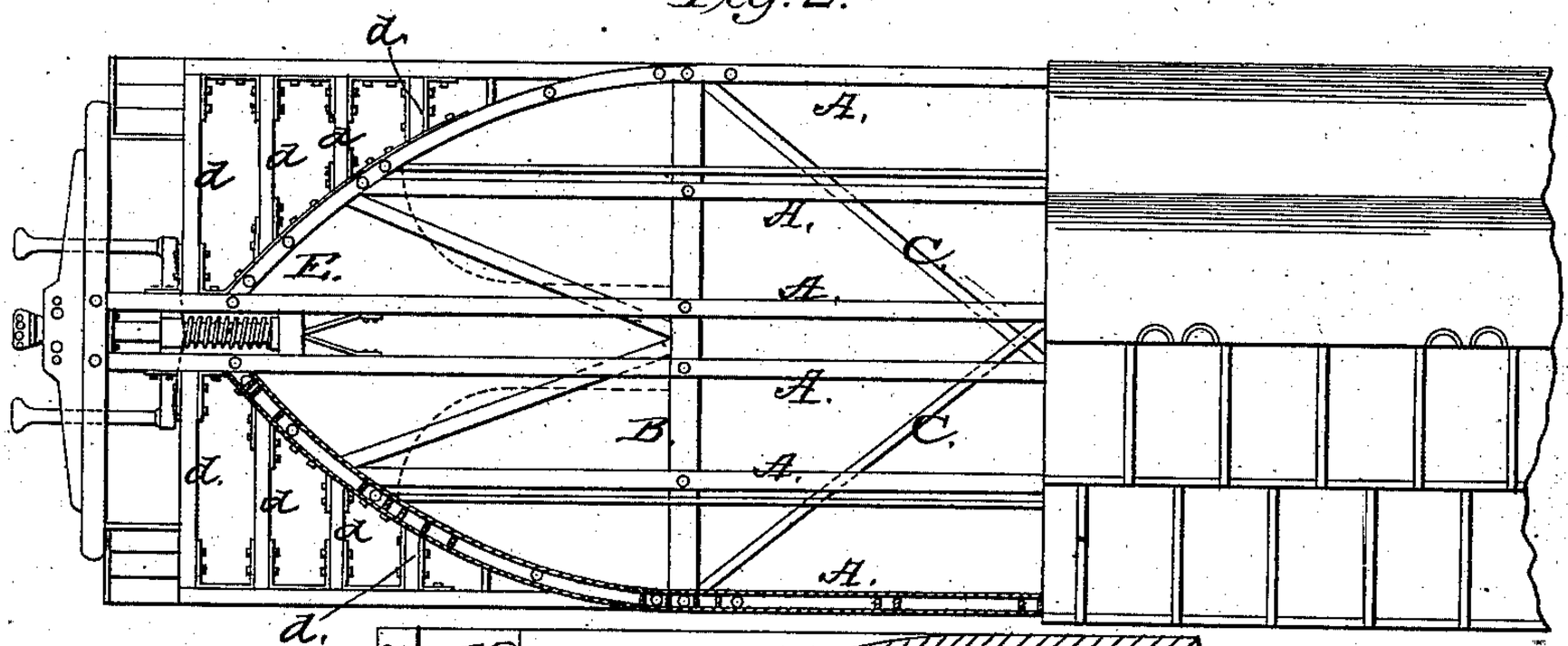
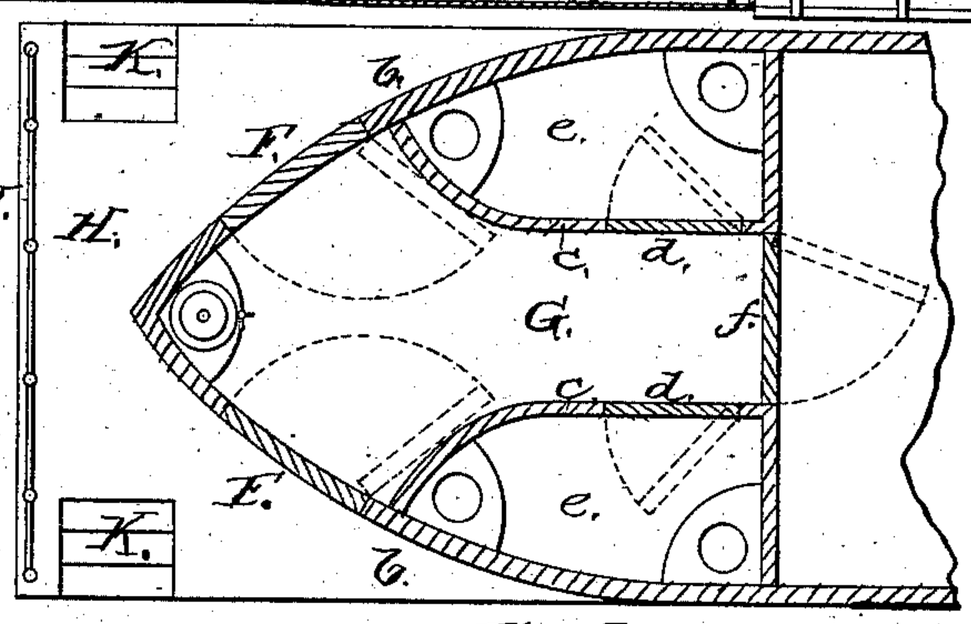



*Fig. 3.*




WITNESSES

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# UNITED STATES PATENT OFFICE.

EDGAR ROBINSON, OF COLUMBUS, OHIO.

## PASSENGER-CAR.

SPECIFICATION forming part of Letters Patent No. 239,551, dated March 29, 1881.

Application filed August 7, 1880. (No model.)

*To all whom it may concern:*

Be it known that I, EDGAR ROBINSON, of Columbus, in the county of Franklin and State of Ohio, have invented a new and valuable Improvement in Passenger-Cars; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a side view, partly in section, of my improved car. Fig. 2 is a plan view of the same, also partly in section. Fig. 3 is a horizontal section of one end of the same.

This invention has relation to improvements in railway passenger-cars.

The object of the invention is mainly to devise a car which will be incapable of telescoping with one in front or rear in case of a sudden stoppage, collision, or jumping the track, and which will cut the wind in its progress, thus diminishing the strain of the draft and increasing the speed of the train without an increase of power; and it consists in a car or coach having pointed or angular ends and platforms extending in front and on both sides of said ends, which platform is a separate and distinct structure from the frame-work of the bottom of the car or car-body, but is secured thereto, whereby the said platforms, in the event of collision or other accident to the train involving sudden stoppage, will be crushed or torn off, thus allowing the pointed ends of the cars to come together and glance off from each other, thereby preventing telescoping, as will be hereinafter more fully set forth.

In the annexed drawings, the letter A designates the purlins of the bottom frame-work of the car, and B the cross-beams, framed into or otherwise secured thereto. The two middle sills or draw-bar timbers are carried from end to end of the car-body for the attachment of the buffers and draw-bars, and the remaining sills gradually shorten therefrom outward. The beams B are framed into or otherwise secured to the outer sills, A, and are braced together by the diagonals C. The car-bottom frame is thus made to present the outline at each end shown in Fig. 2, and upon it is secured the floor D and the superstructure of the car-body D′. This body is constructed in the usual way, except at its ends E, where it is pointed, as indicated in Fig. 1, the meeting edge *a* of the sides of the car ends being vertical and in the median line of the car. Usually I prefer to make the sides bounding the pointed ends of the car of curved form.

The doors F, admitting the passengers into the car, are formed in the curved sides *b*, and open into a corridor, G, formed by the vertical walls or partitions *c*, having doors *d* opening into the closets *e*. The corridor G leads, by a door, *f*, into the rectangular interior of the car, wherein are arranged the seats for the passengers.

H indicates the platform arranged at the ends of the car, projecting, if desired, somewhat beyond the same, and supported by beams *d*, arranged at right angles to the length of the car, and secured to its frame in any suitable way. The platforms H have the usual hand-rails J, and are ascended by the steps K.

I do not confine myself to any special form of construction either in the frame-work of the car bottom, body, or platform, the essential point in the two former being that their ends should be wedge-shaped, and in the latter that it should be a separate structure from the car-body, and secured thereto.

It will be observed that the angular space at the ends of the car is utilized as a location for the closets and dressing-rooms.

In the event of a collision, derailment, or sudden stoppage, involving the danger of telescoping, the platforms are immediately crushed or torn off, and the wedge-shaped ends of the cars in rear come in contact with those in front and glance off from each other on opposite sides of the track. It is evident that by this means telescoping is effectually prevented, since the ends of the cars are thrown out of line with each other under the circumstances above enumerated. The wedge-shaped ends of the cars cut the wind in their forward progress in front, and thus lessen the strain of the draft. A considerable increase in speed is thus attained without increasing the power of traction.

If desired, the under side of the ends of the cars may be slightly turned up, thus utilizing the air as a cushion, as indicated in Fig. 1.

What I claim as new, and desire to secure by Letters Patent, is—

1. A railway-car having vertically wedge-shaped ends and platforms made separate and secured thereto, substantially as specified.

2. A railway passenger-car having vertically wedge-form ends, entrance-doors in the walls forming said ends, and platforms attached thereto and constructed separately from the car or its frame, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

EDGAR ROBINSON.

Witnesses:

PHILIP C. MASI,

JOHN A. ELLIS.