

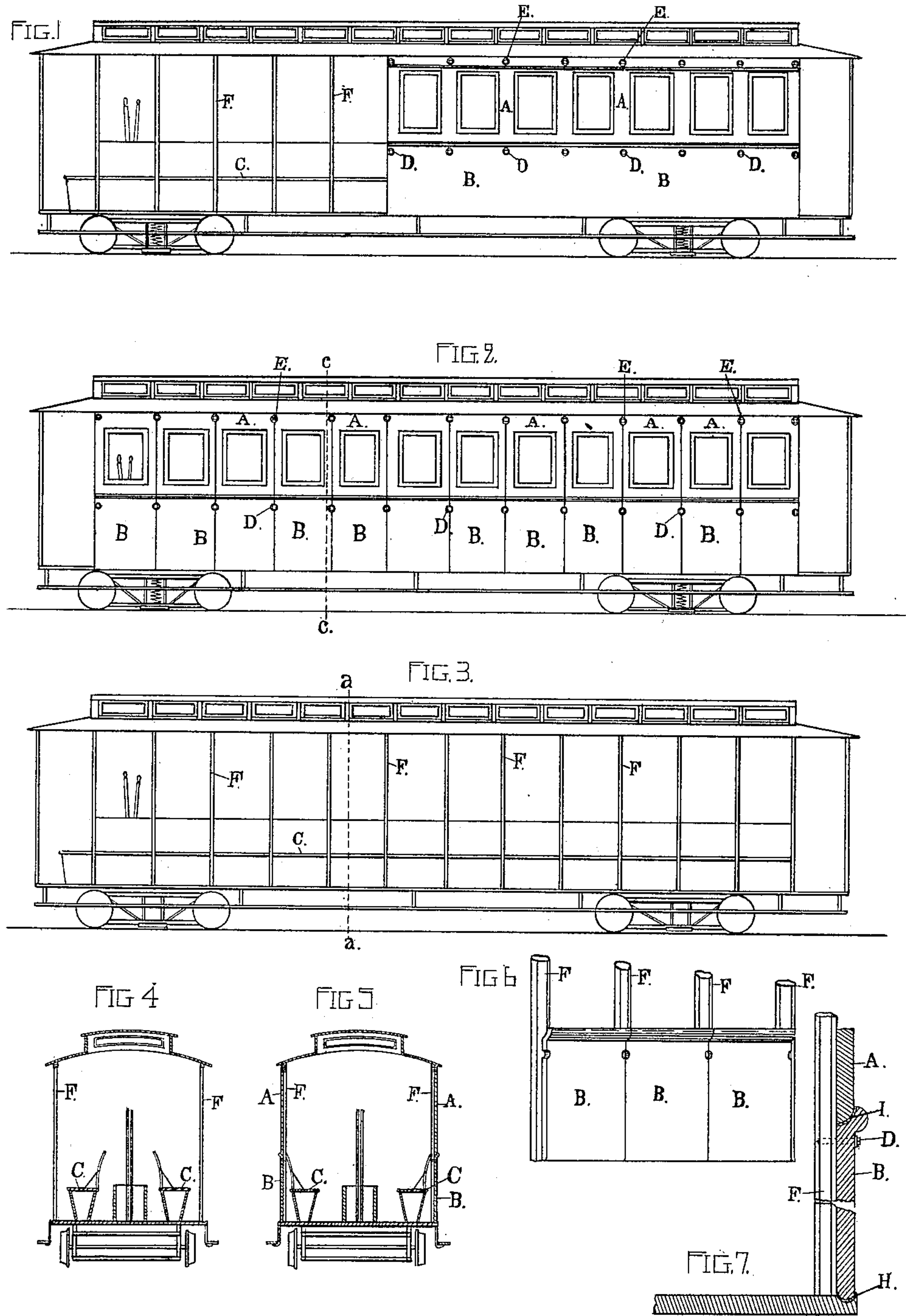
(No Model.)

2 Sheets—Sheet 1.

J. C. BROWN.  
STREET RAILWAY CAR.

No. 354,037.

Patented Dec. 7, 1886.



ATTEST;  
Albert E. Redstone  
L. E. Redstone

INVENTOR,  
James C. Brown  
By John H. Redstone  
Atty in fact

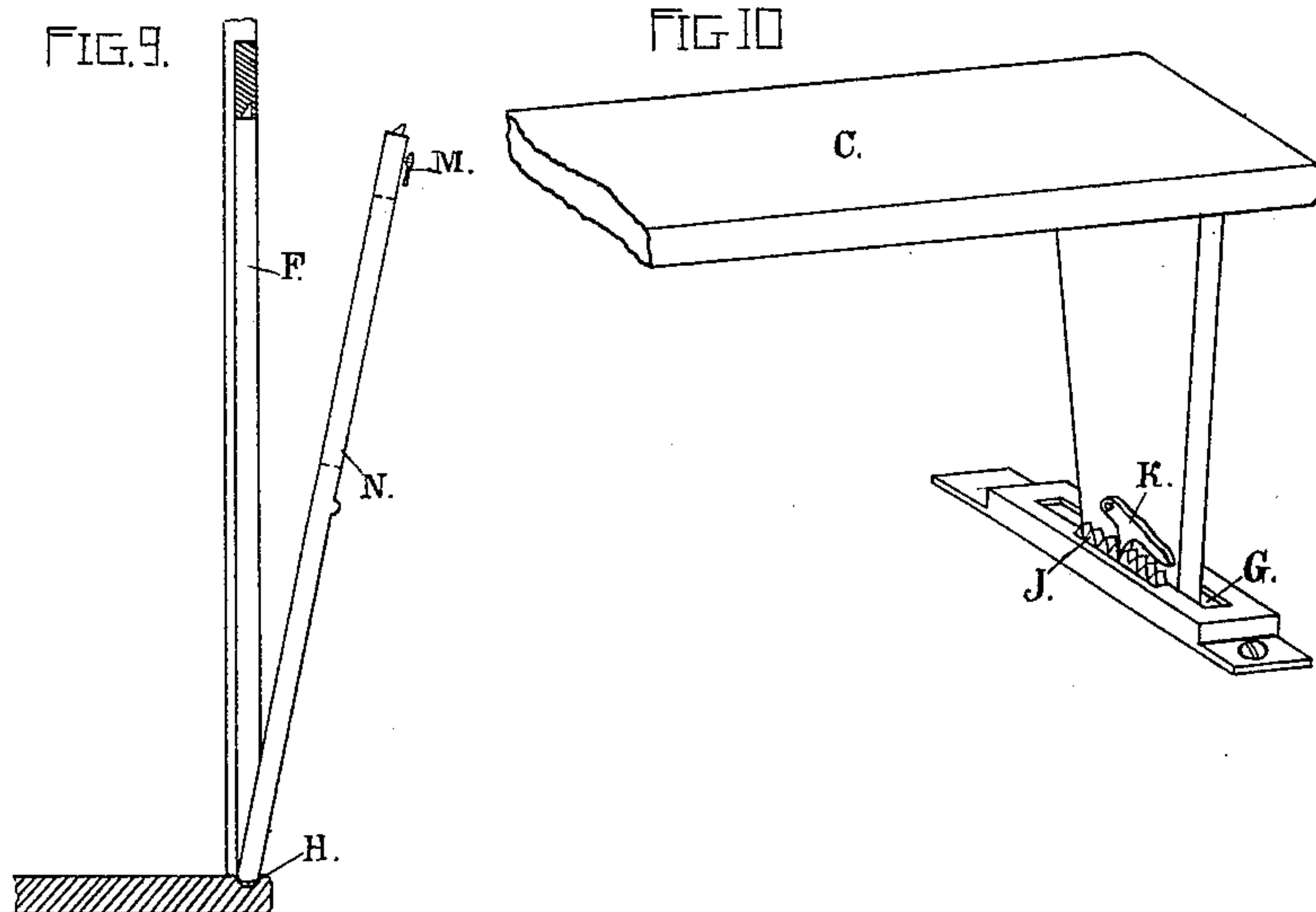
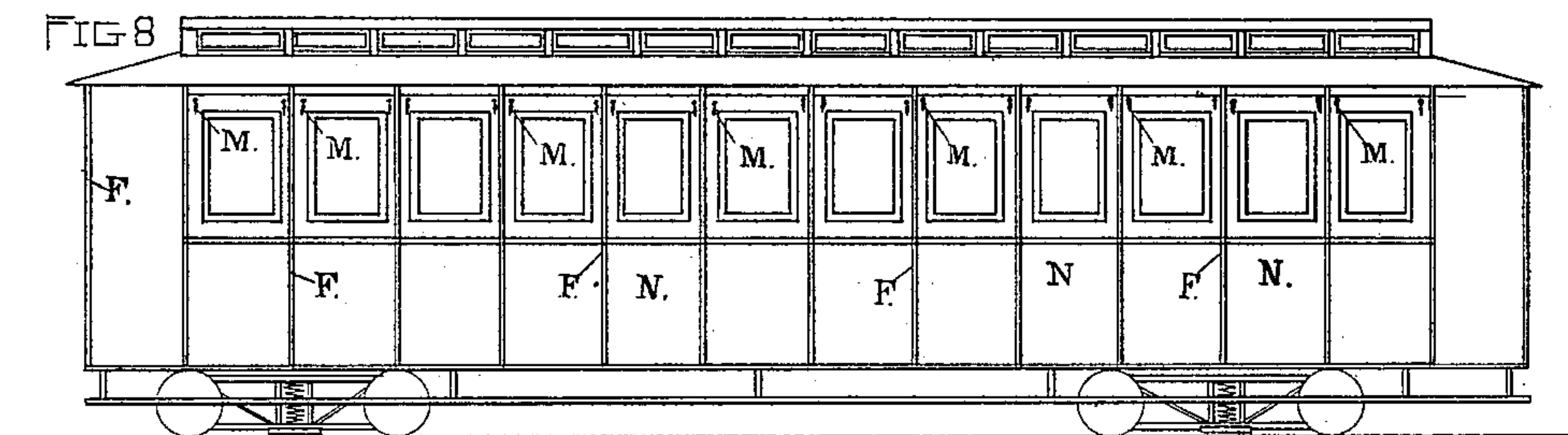
(No Model.)

2 Sheets—Sheet 2.

J. C. BROWN.  
STREET RAILWAY CAR.

No. 354,037.

Patented Dec. 7, 1886.



ATTEST,  
*Albert E. Redstone*  
*L. E. Redstone*

INVENTOR,  
*James C. Brown*  
*By John H. Redstone*  
*Atty in Fact.*



# UNITED STATES PATENT OFFICE.

JAMES C. BROWN, OF SAN FRANCISCO, CALIFORNIA.

## STREET-RAILWAY CAR.

SPECIFICATION forming part of Letters Patent No. 354,037, dated December 7, 1886.

Application filed July 17, 1886. Serial No. 203,268. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES C. BROWN, a citizen of the United States, residing in the city and county of San Francisco, and State of California, have invented a new and useful Improvement in Construction of Cable and other Passenger-Cars, of which the following is a specification.

My invention relates to improvements in passenger-cars; and it consists in the construction and arrangement of a certain device for open and closed cars to adapt them to different kinds of weather. It will be understood by reference to the accompanying drawings and the letters referring thereto.

Figure 1 is a side elevation showing a car with the rear portion inclosed and the other forward part open for the accommodation of those who prefer riding in the open air. Fig. 2 is a side elevation showing the same car with the forward as well as the rear portion closed up for inclement weather. Fig. 3 is a side elevation showing the same car open for hot weather, the outer wall having been entirely removed. Fig. 4 is a cross-sectional view cut through the dotted lines *aa*. Fig. 5 is a cross-section cut through the dotted lines *CC*. Figs. 6 and 7 are detached views of parts broken out for the purpose of explaining the construction of the conjoining parts. Fig. 8 represents a car inclosed, which may be changed to a wholly-open car. Fig. 9 is a section of the side of the car to show the panel, including the upper part or sash and the lower part, in a single piece; and Fig. 10 shows movement of the seat, as will be fully explained.

A represents the upper or window panel; B, the lower panels; C, the seats; D, the bolts by which the lower panels are secured; E, the bolts by which the windows or upper portion of the car is secured; F, the stanchions; G, the grooves in which the seats are operated, for the purpose of reversing the seats when changing from an open to an inclosed car.

H represents the lower joining-socket for the lower panel.

I represents the upper joining-recess to receive the upper panels or windows.

J represents the stop-notches for the seat, and K represents any catch for the same.

N represents a full-length panel.

The following is the construction and operation of my improved car: I make the running-gear and general construction of the car similar to the cars now in use, or employ those already in use by constructing and placing suitable sockets and catches for cars wholly open, or those known as "excursion-cars," or those partly open and partly closed, (one of which I have shown in Fig. 1.) I attach the molding or strip forming the socket H. I place a suitable rubber packing in all the joints to prevent rattling or shaking, and when the bolts D and E are screwed in tightly a good solid bearing is secured.

In Fig. 9 the panel is shown as including the whole in one panel, N, from the bottom or floor to the top or roof of the car, each panel including one sash or window. The top is secured by a catch-bolt, M, thus securing an instantaneous attachment.

In Fig. 3 I have shown an open car with only the stanchion supporting the roof of the same. The seats are longitudinally arranged, facing outward; but when the panels are placed in position to form a closed car, then the seats are slid out close to the panel or outer wall of the car, and the back reversed by turning over, as the back of the ordinary car-seat is reversed.

I do not confine myself to any particular mode of constructing the panels, the seats, or the mechanical means for operating the moving of the seats, as the same may be varied to suit the style of construction or the dimensions of the car; but,

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

In interchangeable cars, the portable panels A and B, combined by means of the socket or groove I, and attached by means of the socket-groove H and bolts D and E, constructed and operated substantially as and for the purposes set forth.

JAMES C. BROWN.

Witnesses:

I. H. REDSTONE,  
L. E. REDSTONE.