(No Model.) 4 Sheets—Sheet 1.

W. A. RUSSELL.

CAR OMNIBUS.

No. 434,726. Patented Aug. 19, 1890.

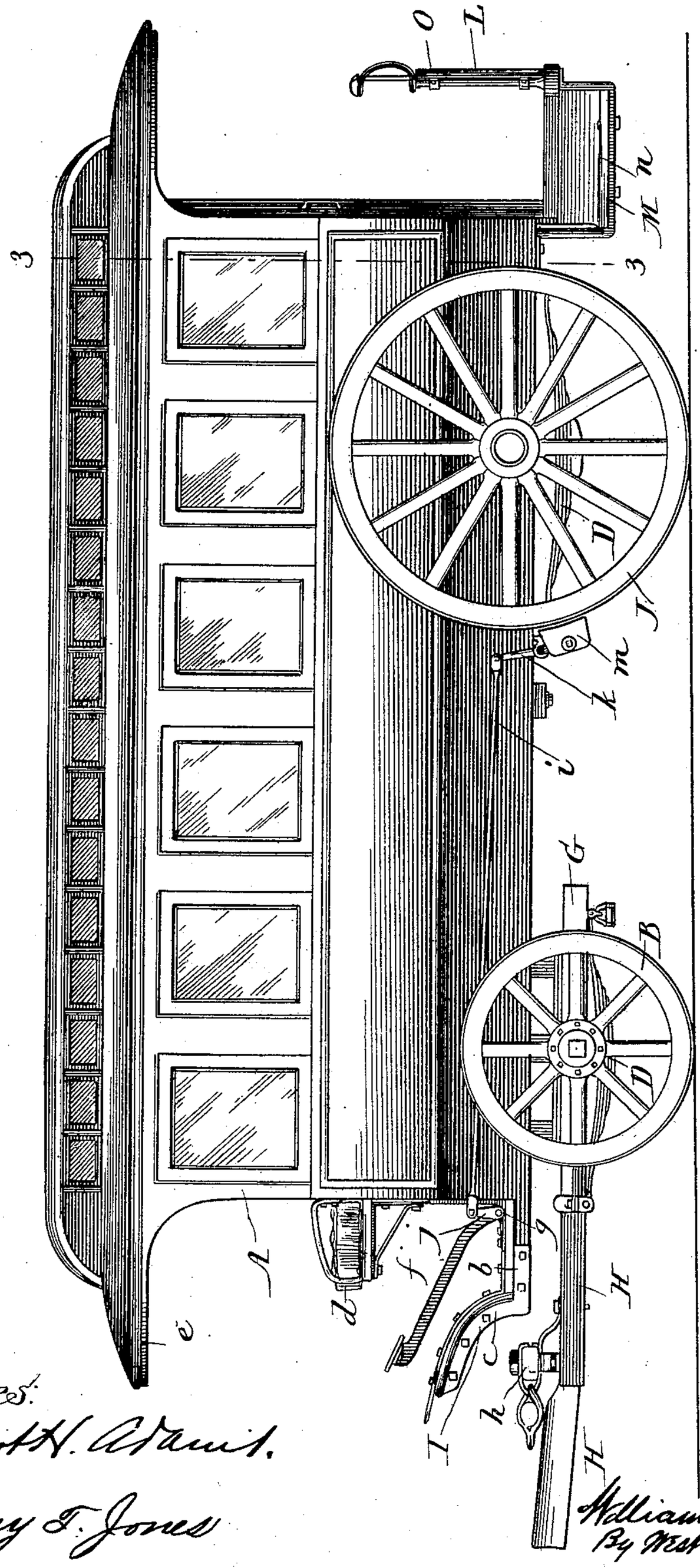

Fig. 1.

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Fig. 2.

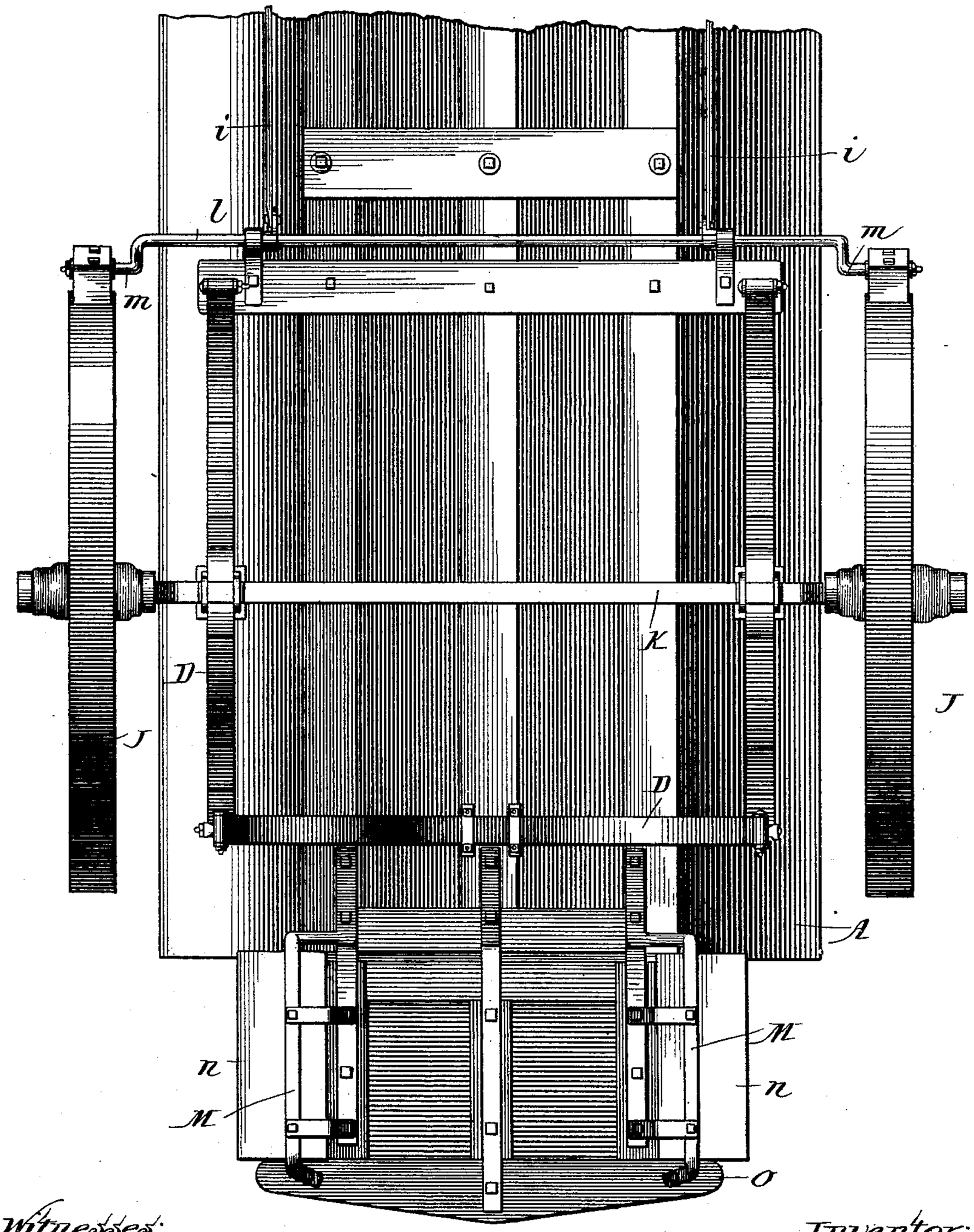

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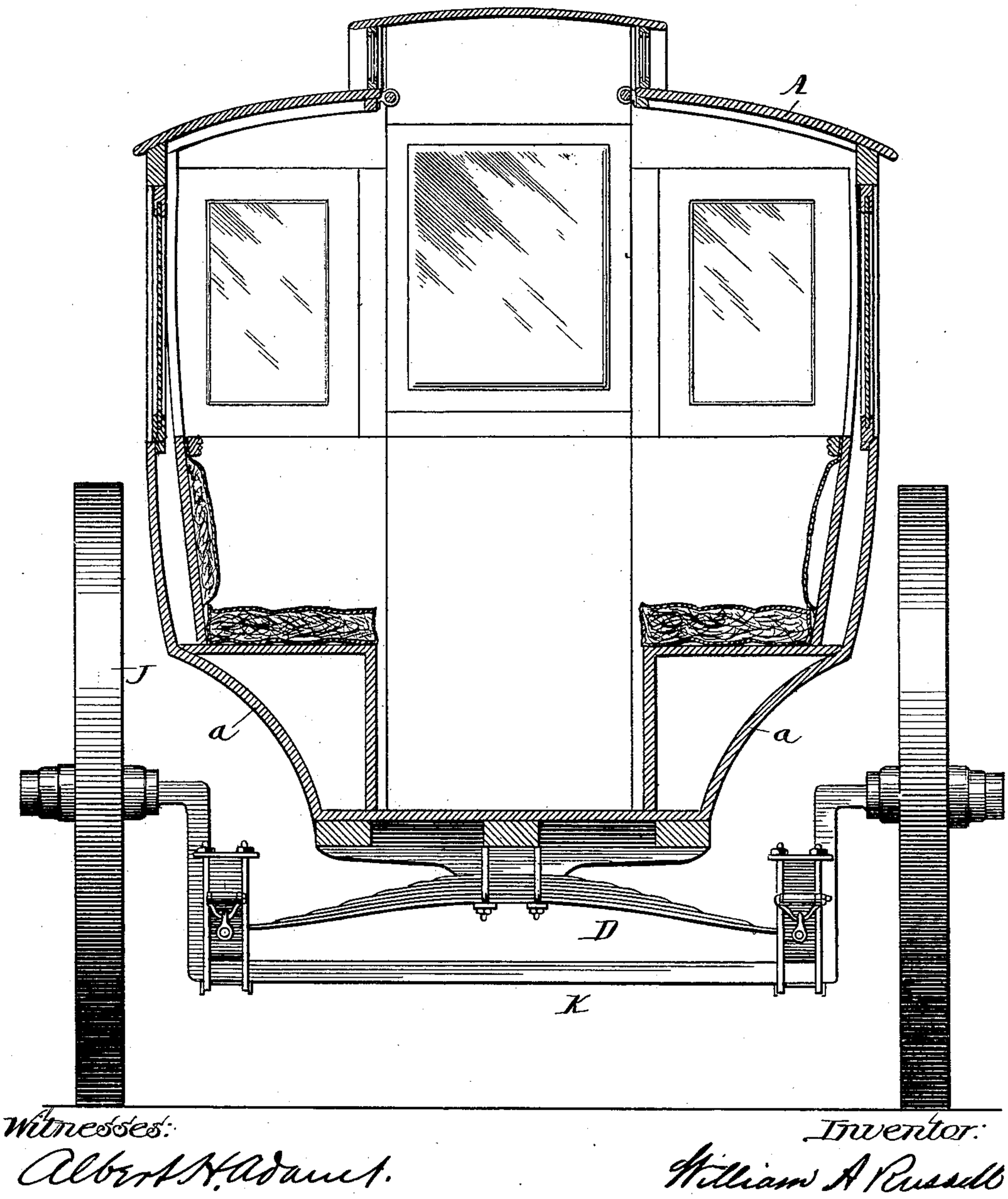
Fig. 3.



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4 Sheets—Sheet 4.

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CAR OMNIBUS.

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Fig. 4

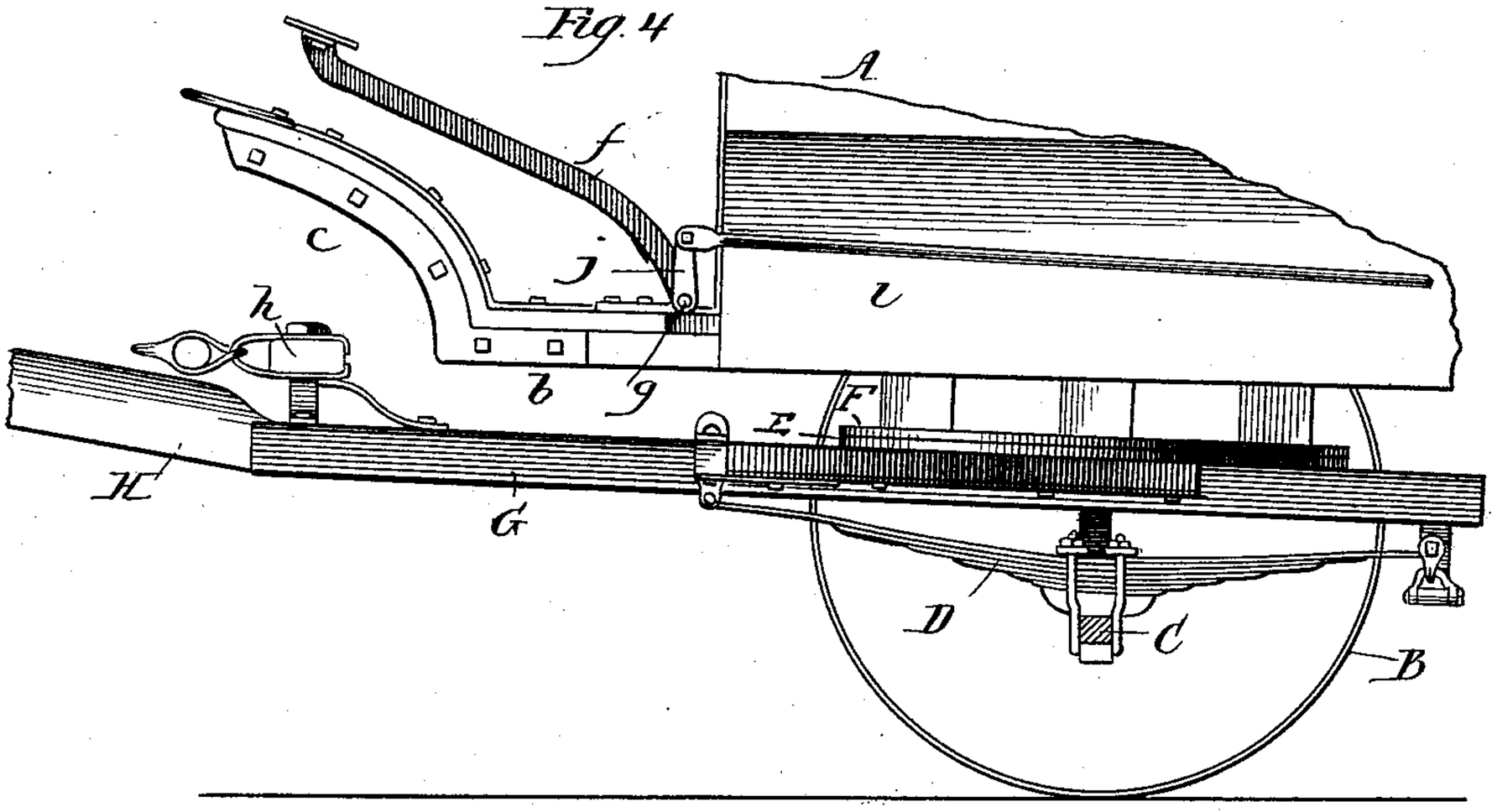
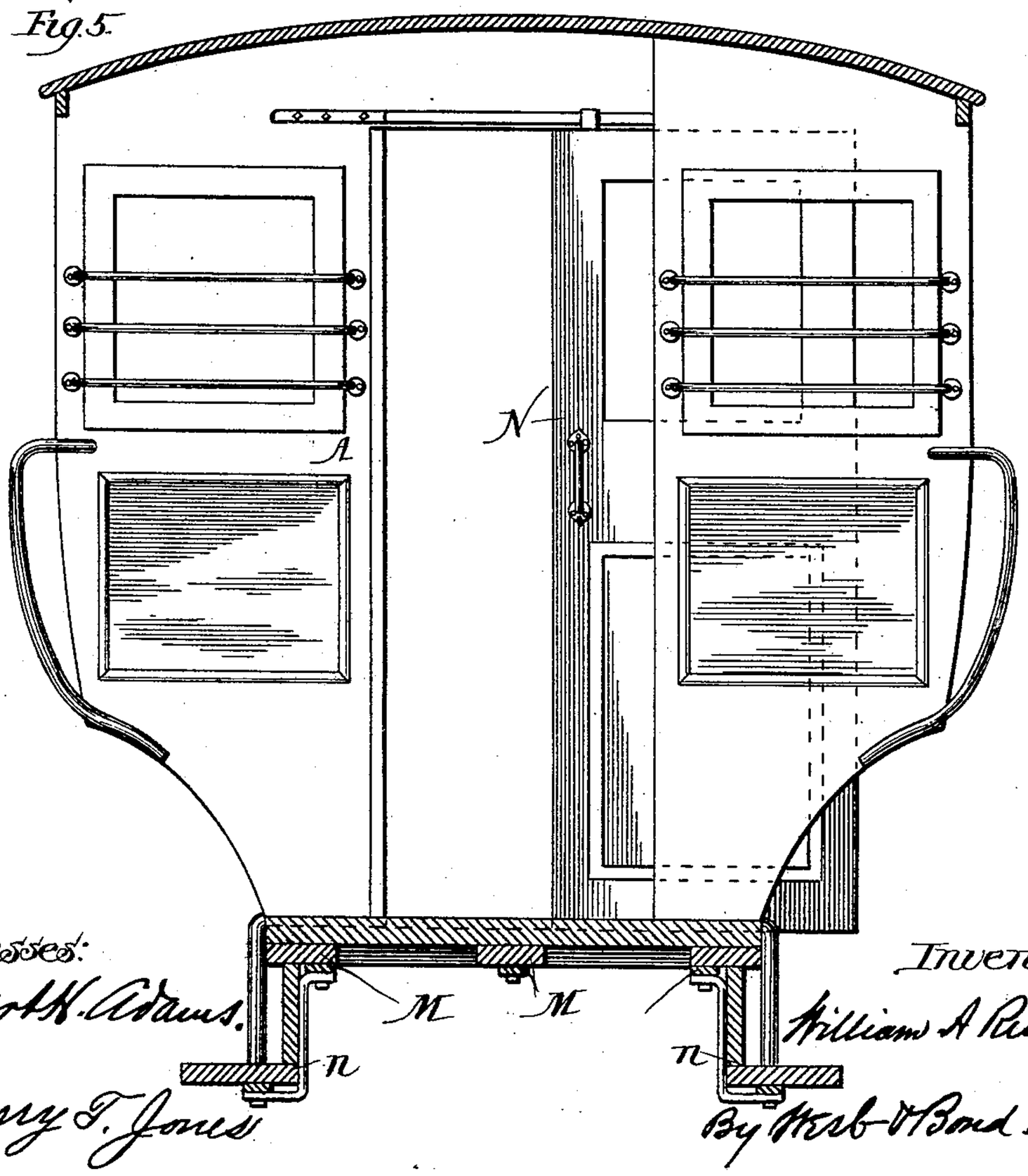


Fig. 5.



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UNITED STATES PATENT OFFICE.

WILLIAM A. RUSSELL, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE RUSSELL STREET CARETTE COMPANY, OF SAME PLACE.

CAR-OMNIBUS.

SPECIFICATION forming part of Letters Patent No. 434,726, dated August 19, 1890.

Application filed October 31, 1889. Serial No. 328,866. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM A. RUSSELL, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Car-Omnibuses, of which the following is a specification, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation. Fig. 2 is an under side view of the rear end of the car-omnibus. Fig. 3 is a cross vertical section at line 3 3 of Fig. 1. Fig. 4 is an enlarged detail, being a side elevation of the front end of the car-omnibus with one wheel removed. Fig. 5 is a rear elevation, the projecting roof and platform being in section.

This invention relates to car omnibuses or vehicles designed to carry passengers, but not running on a track.

The object of this invention is to provide an improved conveyance for passengers which will be low and convenient to get into or out of, and which will at the same time be so supported on springs that it will ride easily, which I accomplish as illustraded in the drawings, and as hereinafter described.

That which I claim as new will be pointed out in the claims.

In the drawings, A represents the body of the car-omnibus. The lower panel *a* on each side of the body A, as shown in Figs. 1, 2, and 5, is curved inward to permit the wheels to be placed as near to the main portion of the car-body as possible and to permit the forward wheels to turn. The interior of the car-omnibus is provided with seats on each side, as shown in Fig. 3, and upholstered and finished to make it convenient and pleasant for the passengers.

B B are the forward wheels, which, as shown in Fig. 1, are quite low.

C is the front axle. This axle, as indicated in Fig. 4, is bent downward, so that its middle portion is several inches below the hub of the wheels.

D are springs for the forward end of the car-omnibus. These springs are secured on the axle C, and are provided with hounds G and a fifth-wheel E, as shown in Fig. 4. These springs, as shown, are made quite flat, so as not to raise the body A any more than necessary for the wheels B to turn under it, and in use these flat springs are found to be superior to those heretofore in use.

F is a circle or fifth-wheel secured to the body A, which fifth-wheel rests on the fifth-wheel E, as shown in Fig. 4, so that in turning the hounds G, springs D, and bent axle C can turn beneath the fifth-wheel F.

H is the tongue. This tongue is secured between the forward ends of the hounds G, as shown in Fig. 1. The hounds being so low, the tongue H is bent at or near the point where it enters the hounds G, in order to raise its forward end to the proper height for the horses. The doubletree *h* is secured to the hounds G, as showr in Fig. 1.

I is the foot-board. This foot-board consists of a horizontal portion *b*, which projects outward from the body A, and of an upwardly-curved portion *c*. The upwardly-curved portion *c* gives a sufficient space for the doubletree *h*, which is beneath it.

d is the seat, which is secured to the front end of the body A and extends across its entire width.

e is a projecting portion of the roof of the body A, which projects over the seat *d* and foot-board I.

J J are the rear wheels, and K is the rear axle. The rear axle K is bent downward, as shown in Fig. 3, so that the body A will be supported at the same height by the springs D at the rear as at the front.

f is the foot-brake lever, which, as shown in Figs. 1 and 4, is pivotally mounted on the horizontal portion *b* of the foot-board I. A rod *i* connects an arm *j* on the horizontal portion *g* of the lever *f* with an arm *k* on a rock-shaft *l*, which is mounted on the under side of the body A, as shown in Fig. 2. The outer ends of this rock-shaft *l* are provided with arms *m*, on each of which is secured a brake-block adapted to brake the rear wheels J.

L represents the platform at the rear of the body A. This platform L is detachably secured to the body A by rods M, as shown in Fig. 2. It is provided with side steps *n*, as shown in Fig. 5, and a fender *o*, as shown in Fig. 2.

N is the door in the rear end of the body A. This door is inclosed in a partition, which is open at the bottom for the passage of the door out of the body A, as shown in Fig. 5, and to allow any dirt which may get into the guide-way of the door to find an exit, thereby preventing the clogging of the door at the bottom.

On account of the body A being supported on axles bent downward and flat springs it is quite low, and being provided with side steps passengers can easily get on or off, which makes this car-omnibus a very popular conveyance. The body A is so hung on the springs D, which are quite flat, that it is an exceedingly easy conveyance to ride in.

By the construction shown and described all the advantages of a track street-car are obtained in a conveyance which does not require a track.

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

1. In a car-omnibus, the sliding door N, in combination with the body A, having an inclosing-partition open at the bottom for the passage of the door partly cut of the body and preventing clogging at the bottom, substantially as specified.

2. In a car-omnibus, the combination of the body A, having lower inwardly-curved panels *a*, the front bent axle C, the small front wheels B, located in rear of the front end of the body, the low-down hounds G, the flat springs D, attached to the hounds and turning therewith, the fifth-wheels F and E, the tongue H, secured between the forward ends of the hounds and bent upward at about the point of attachment for the doubletree, the foot-board I, having a horizontal portion *b* and an upwardly-curved portion *c*, and the doubletree *h*, attached to the hounds beneath the curved portion *c* of the foot-board, substantially as described.

3. In a car-omnibus, the combination of the body A, having the lower inwardly-curved panels *a*, the front and rear bent axles C K, small front wheels B, large rear wheels J, the flat springs D, the foot-board I, having an upwardly-curved front portion *c*, the low-down hounds G, having the doubletree *h* attached thereto beneath the curved portion of the foot-board, the rear platform L, having side steps *n*, and the sliding door N, substantially as described.

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Witnesses:
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