

(No Model.)

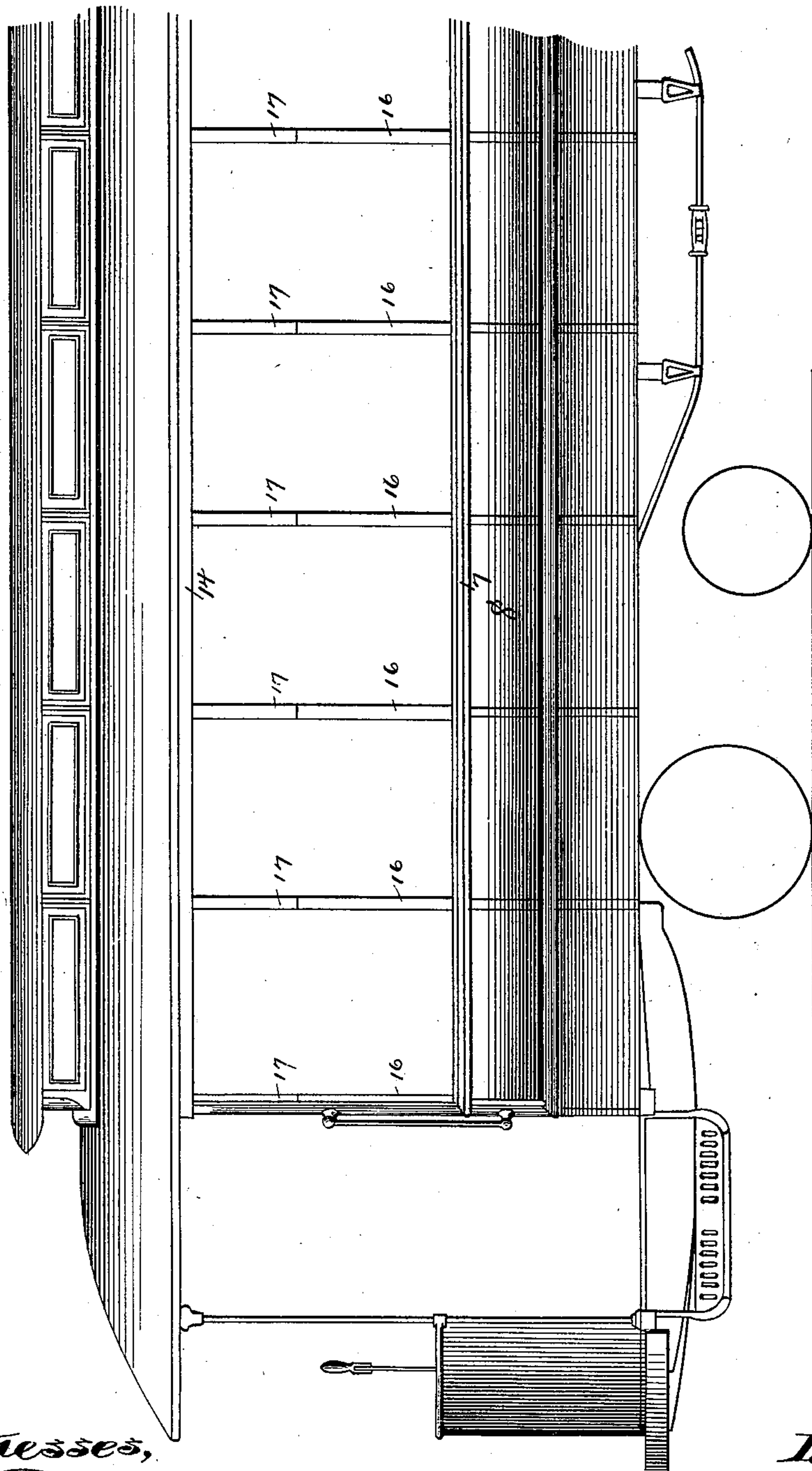
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G. F. BROWN.
STREET CAR.

No. 592,749.

Patented Oct. 26, 1897

Fig. 1.



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(No Model.)

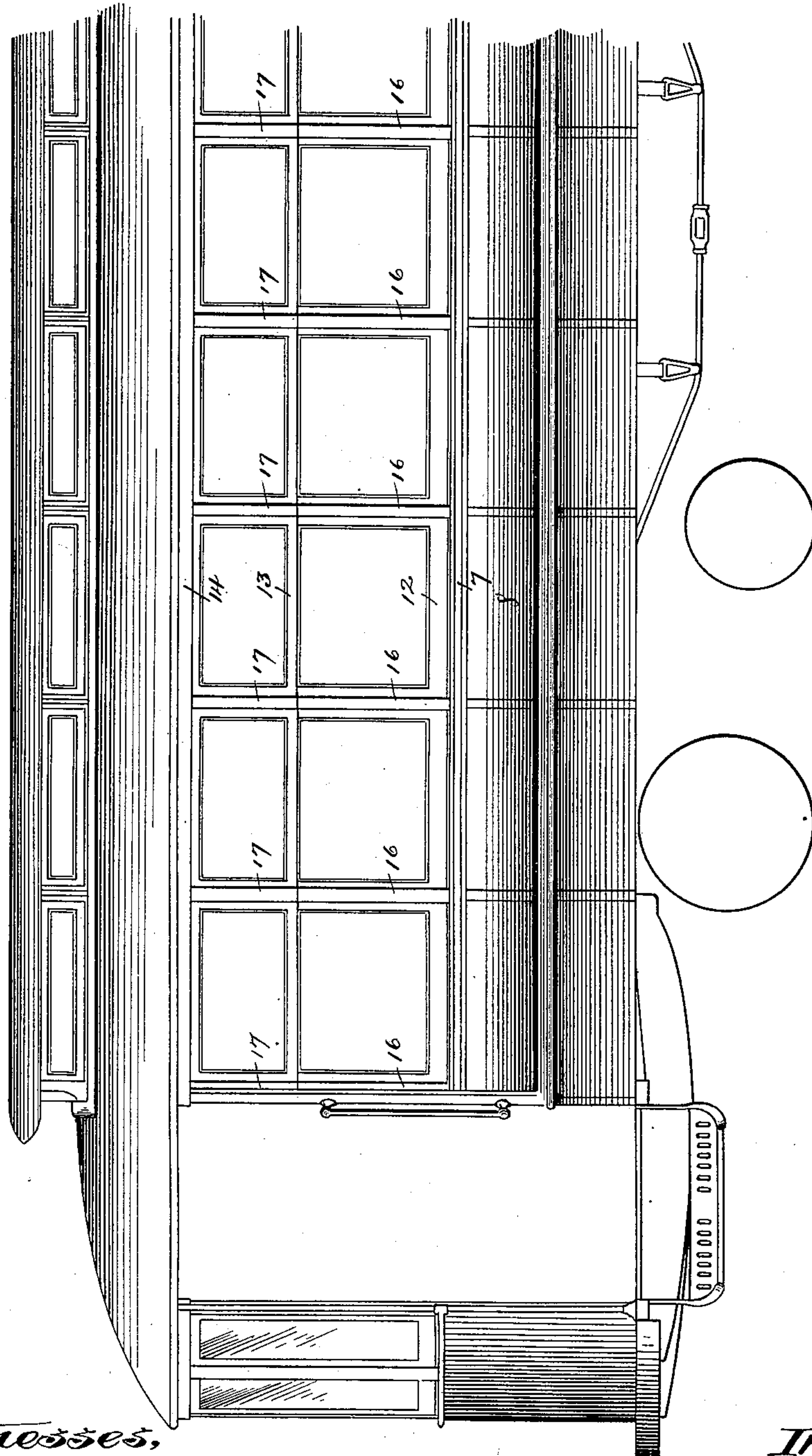
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Fig. 2.



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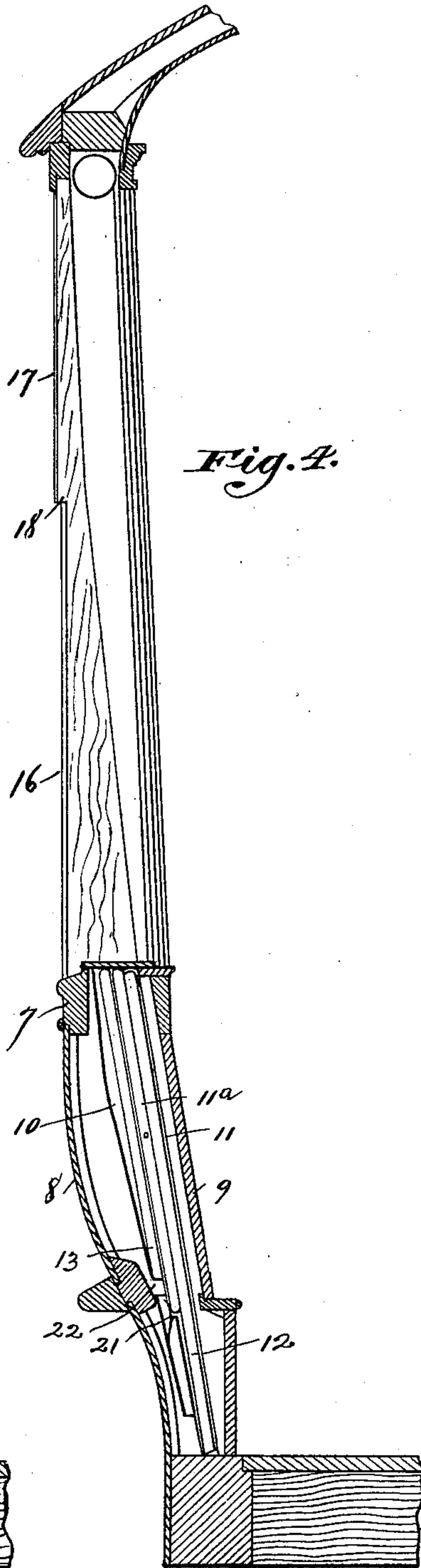
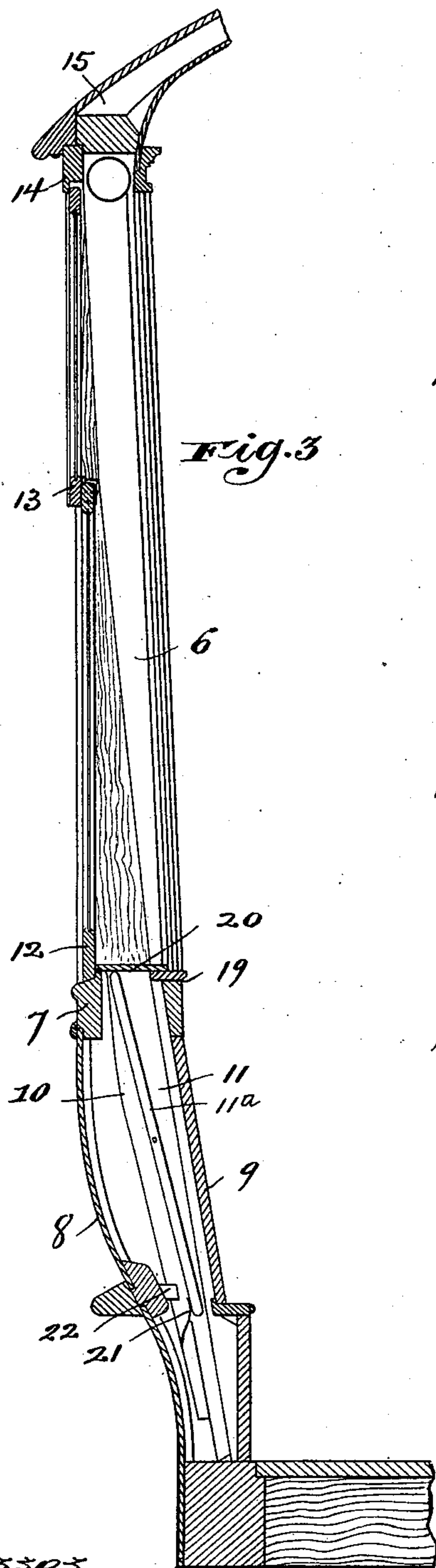
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UNITED STATES PATENT OFFICE.

GEORGE F. BROWN, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE PULLMAN'S
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STREET-CAR.

SPECIFICATION forming part of Letters Patent No. 592,749, dated October 26, 1897.

Application filed March 10, 1896. Serial No. 582,569. (No model.)

To all whom it may concern:

Be it known that I, GEORGE F. BROWN, of Chicago, Illinois, have invented certain new and useful Improvements in a Combined Summer and Winter Street-Car, of which the following is a specification.

This invention has for its object to so construct a street-car and arrange the windows thereof that the car may be readily adapted either for summer or winter use.

The modern street-car has high windows, such windows reaching practically from the tops of the seats to a point a short distance below the lower edge of the lower-deck roof. I preserve this desired feature of construction and extend it by dropping the window-sills still lower and leaving only a very narrow letter-board or apron above the windows and below the monitor-deck roof. The windows are made with double sash, the sash being of unequal height, the lower one being preferably of twice the height of the upper. Both sash are adapted to slide in grooves or ways in the frame-post, and sash-pockets are formed behind the seats and between the posts, into which pockets both sash can be dropped, a pivoted gate, arranged within the sash-pocket, serving to guide the sash to their respective places and to hold them separated from each other, so that they will not be broken and will be prevented from rattling. I also provide an adjustable table-strip to cover the openings or top of the sash-pocket, which strip also serves as an arm-rest.

In the accompanying drawings, Figure 1 is a broken side elevation of the car arranged for summer use, the window-sash being lowered and leaving large openings between the posts. Fig. 2 is a similar view showing the car closed. Figs. 3 and 4 are broken transverse sectional elevations through one side of the car and a portion of the lower deck, the former figure showing the sash raised and the latter figure showing them in position in the pockets.

In carrying out my invention the car is framed in substantially the same way as now practiced in making closed street-cars, the posts being marked 6 and being separated or spaced at suitable distances to support the

roof and to afford the frames for the window-sash.

7 represents the water-table or window-sill, 8 the outer sheathing, and 9 the inner sheathing, which may be covered to form the backs of the seats when such seats are arranged longitudinally of the car. I preferably, however, arrange them transversely. Between these outer and inner sheathings there is thus provided a pocket or chamber, and this is subdivided into the compartments 10 11 to receive the sash 12 13, the former being of considerable height and preferably two-thirds the height of the space between the window-sills 7 and the longitudinal cap-plate 14, on which the ends of the carlines 15 are supported. The posts are stripped on their outer sides, as shown at 16 17, to furnish stops for the upper and lower sash, and the strip 17 sets out farther than the strip 16, so as to furnish a stop or rest, as at 18, for the lower edge of the upper sash. A cap 19 surmounts the inner sheathing 9 in about the plane of the top of the seats, and a movable table 20 is supported upon this cap and upon the upper edge of the window-sill or water-table 7. This table 20 may be hinged or pivoted to the cap 19 or adapted to slide out and in thereon. When it is moved so as to uncover the pocket below, the window-sash may be lowered into their respective compartments by first raising the lower sash 12, slightly pulling its lower edge inwardly, and lowering it to run into place, being guided by the hinged gate 11^a, which is normally held in the inclined position shown in Fig. 3 by the spring 21 or by suitably arranging its pivot so as to cause it to tilt outwardly by gravity. When the lower sash is in place, the upper sash is then pulled off its rest 18 and lowered, passing outside of the gate 11^a and coming to rest upon the strip 22. The gate 11^a thus not only serves as a guide, but it supports the two sash when lowered into place and prevents the glass from being broken and the sash from rattling.

The advantages of my invention are obvious. A car constructed as above described will be well lighted, and by making the sash of unequal width the view of the passengers from the interior of the car is unobstructed,

the meeting-rails of the upper and lower sash being above the sight-line of the passengers who are seated.

For summer use the car may be made as comfortable as the ordinary open car by lowering the sash into their receptacles, and by the employment of the movable gate and table the sash may be entirely concealed, while the sash may be quickly replaced when occasion for closing the car arises, as frequently happens in summer-time.

I claim—

In a car of the class described, the combi-

nation with posts, inner and outer sheathing applied to said posts above the floor, a lower 15 and an upper sash arranged to slide between the posts, the lower sash being of greater height than the upper, and a gate pivoted in the sash-compartment and adapted to guide the sash to place and to support them therein, 20 substantially as described.

GEORGE F. BROWN.

Witnesses:

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