

No. 731,149.

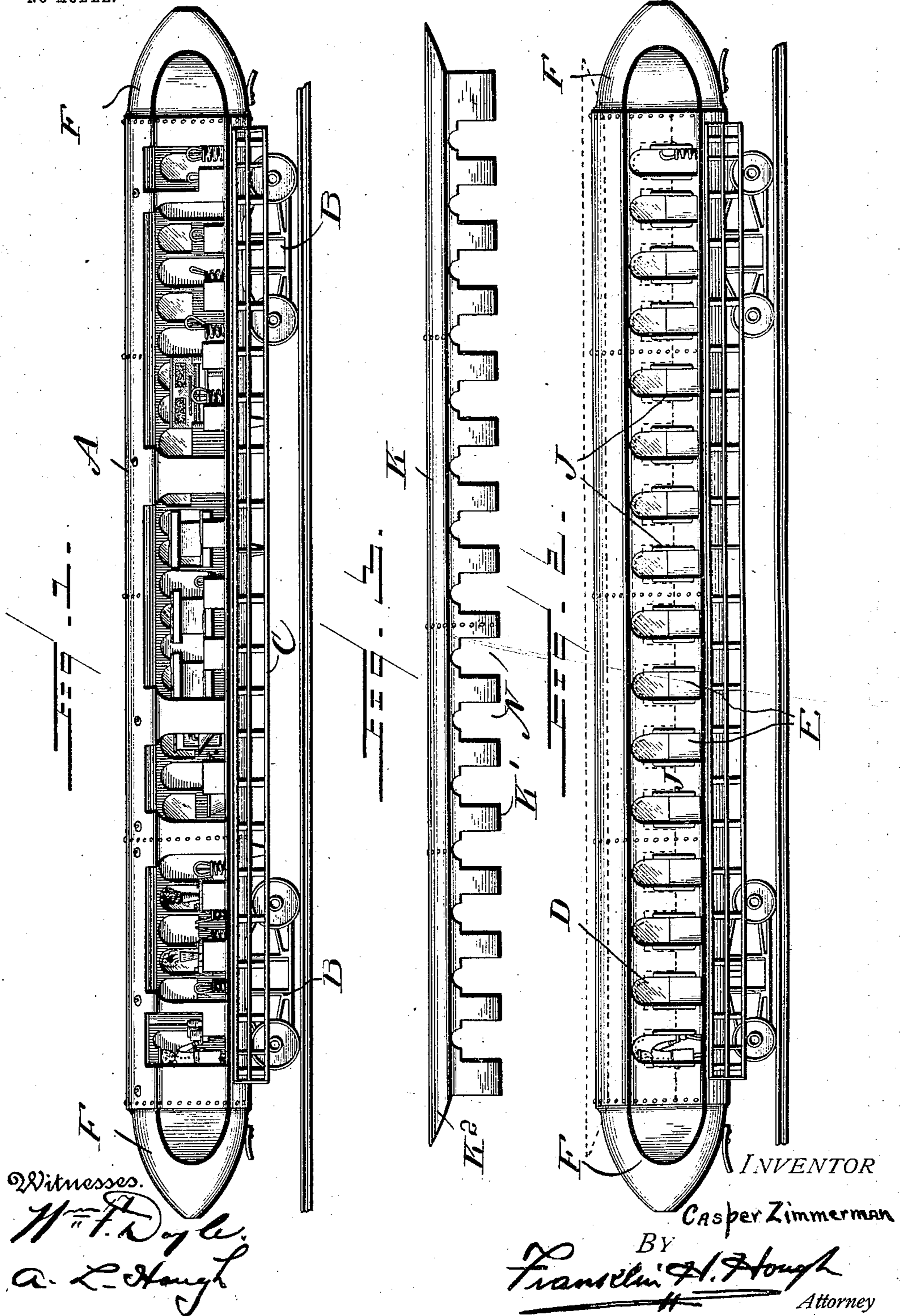
PATENTED JUNE 16, 1903.

C. ZIMMERMAN.
RAILWAY CAR.

APPLICATION FILED APR. 3, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



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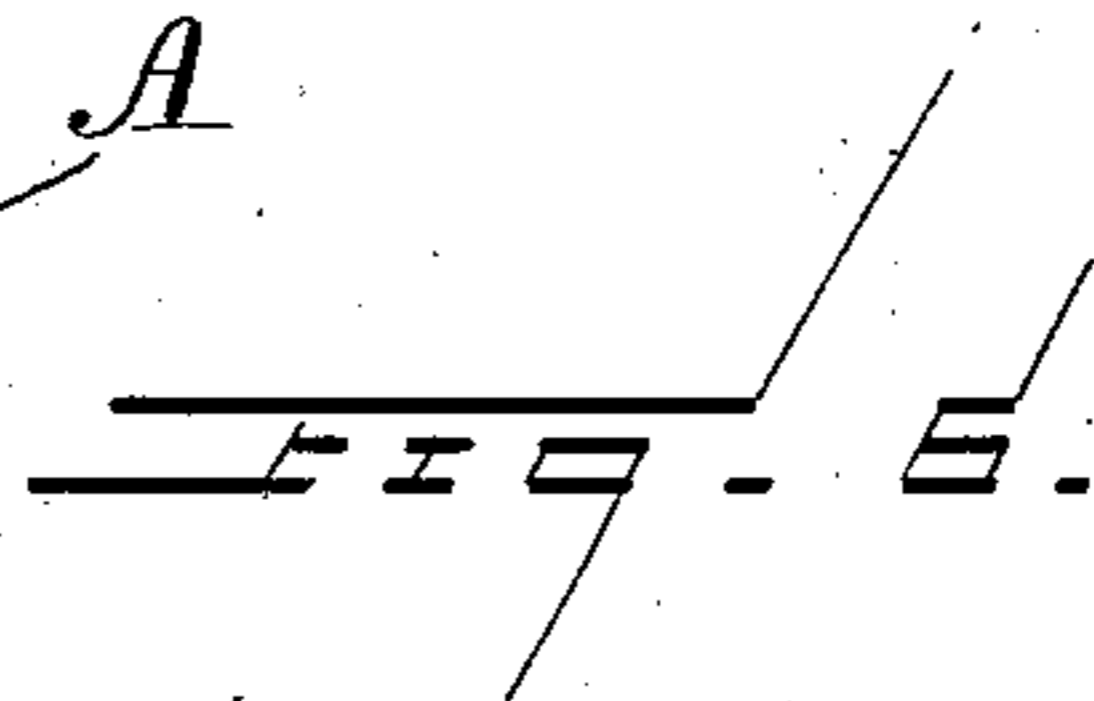
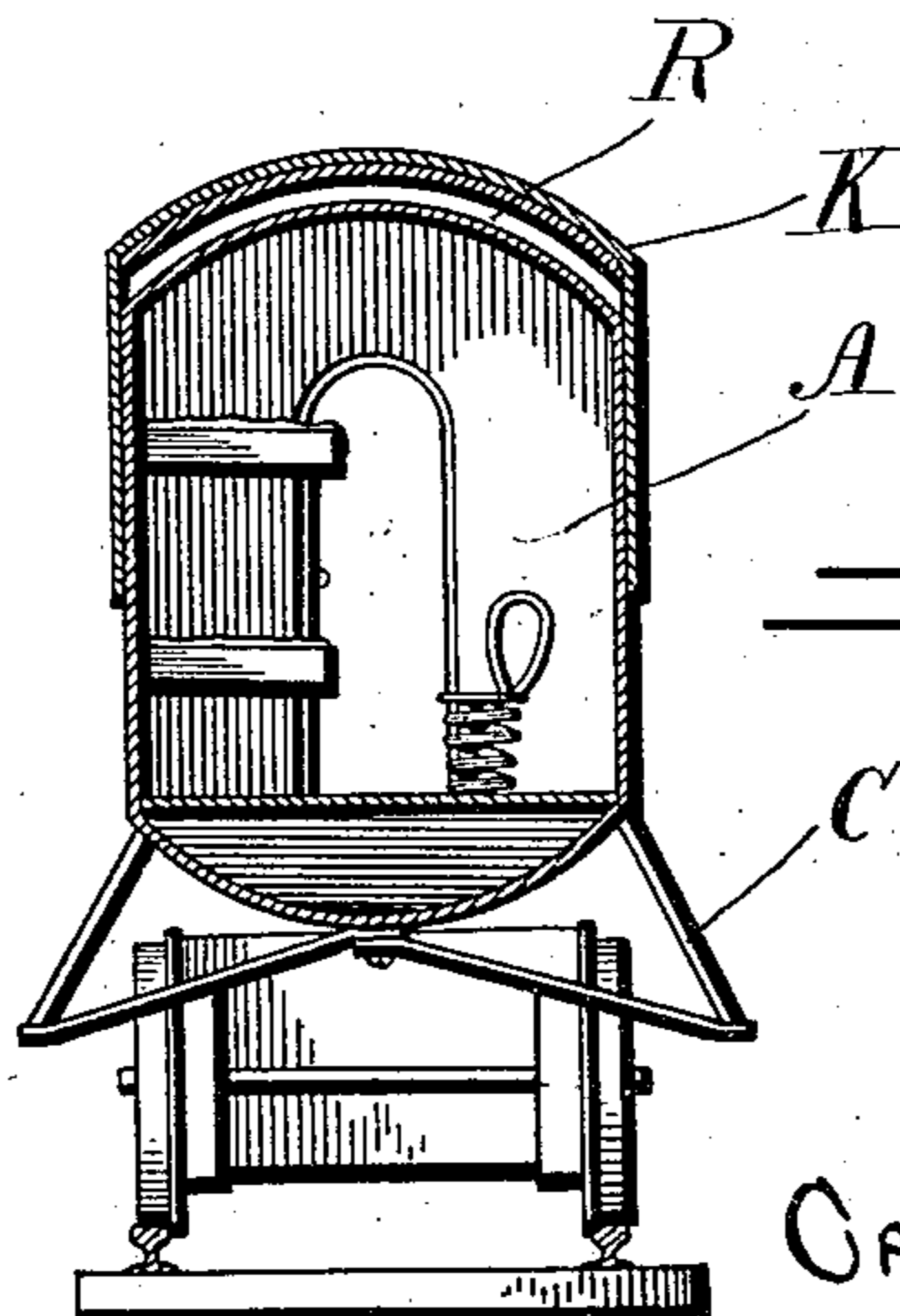
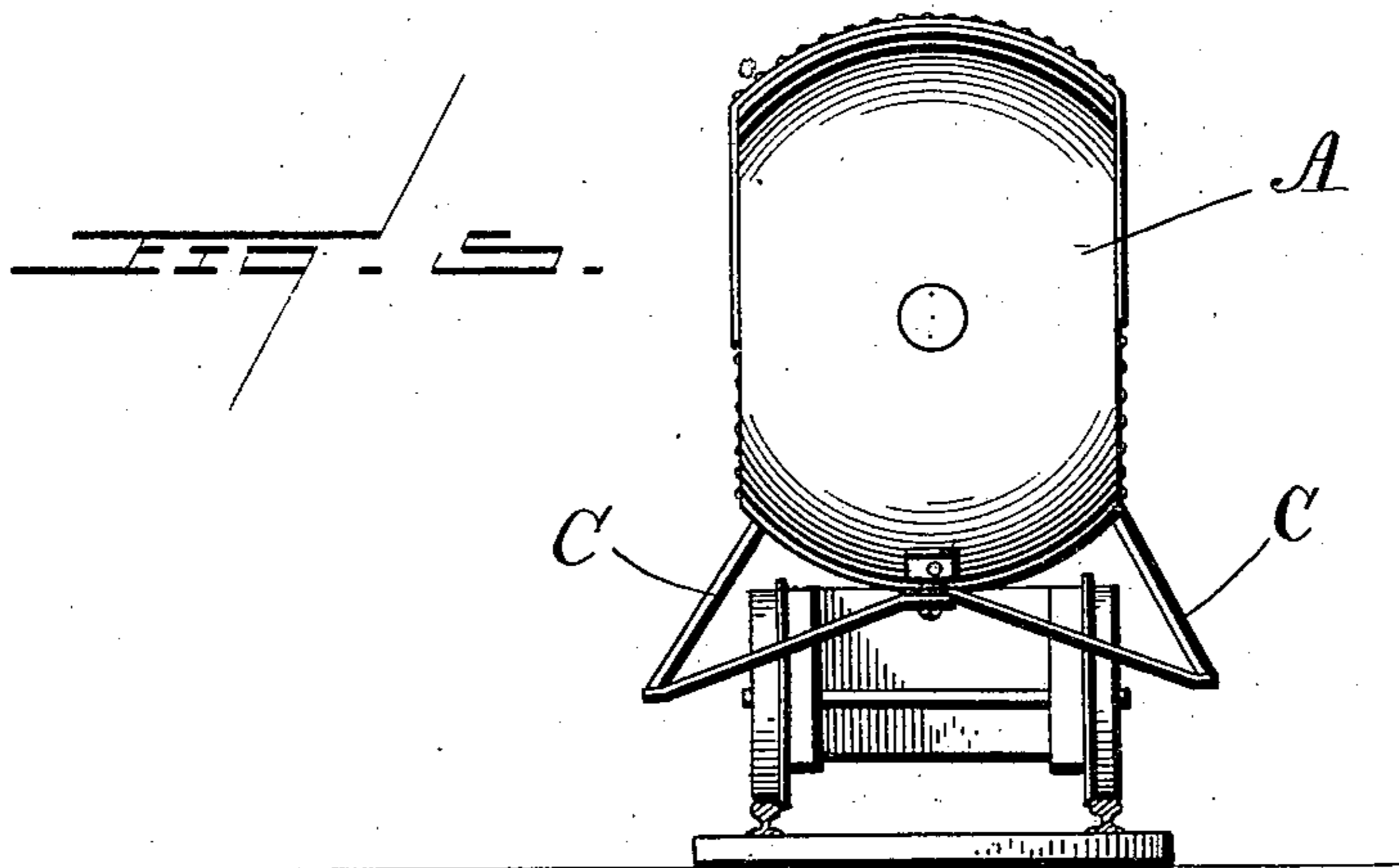
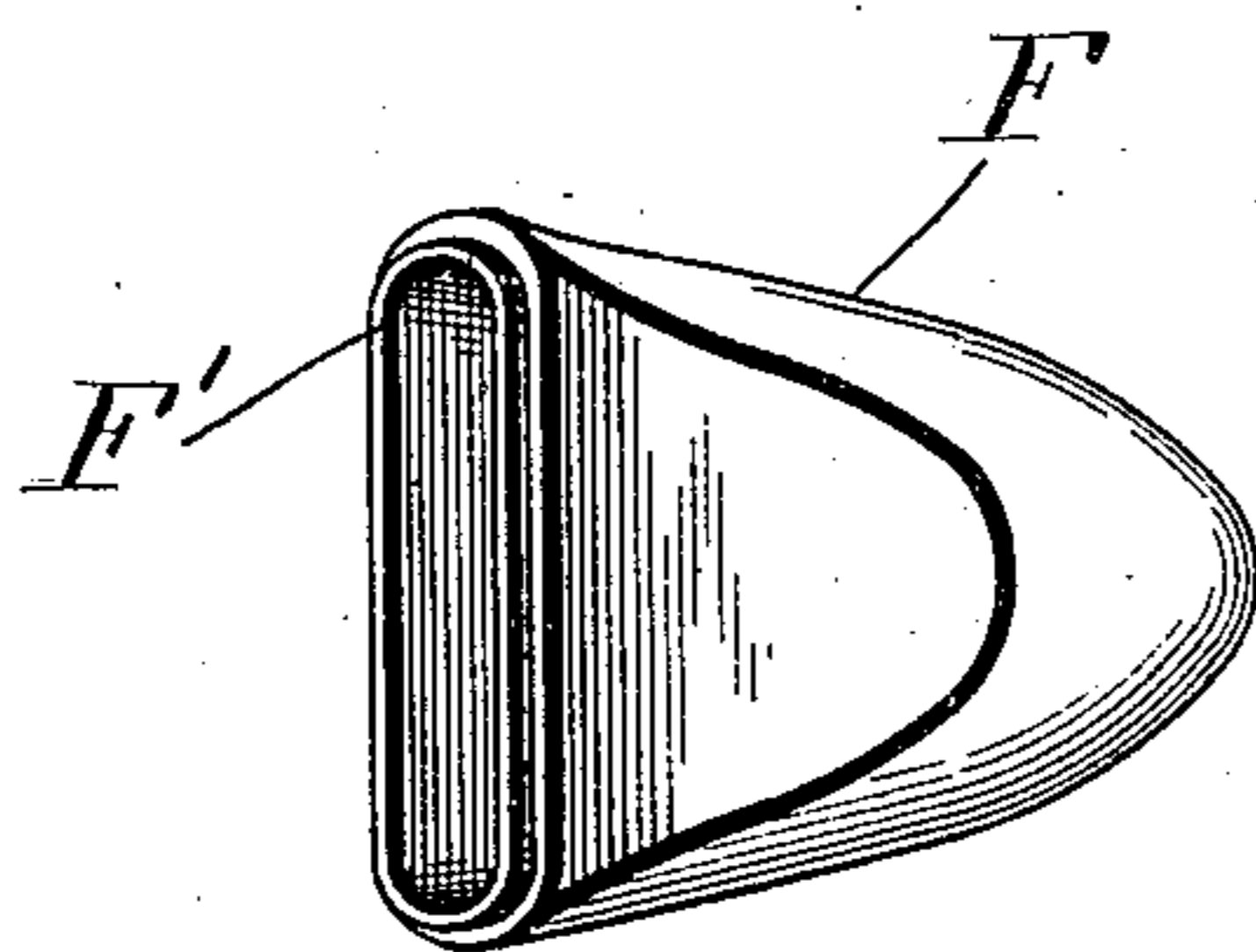
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2 SHEETS—SHEET 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

CASPER ZIMMERMAN, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF
TO CHARLES ANDERSON AND JOHN M. KNADLE, OF VIENNA, SOUTH
DAKOTA.

RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 731,149, dated June 16, 1903

Application filed April 3, 1903. Serial No. 150,984. (No model.)

To all whom it may concern:

Be it known that I, CASPER ZIMMERMAN, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Railway-Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in cars, and especially in the provision of a passenger or other car which is made up of a metallic shell, the ends of which are made, preferably, of cast-steel or other metal, and in the provision of a hood, removably held over the roof of the shell, with a slight space intervening between the shell and the removable hood or top, whereby a current of air is allowed to circulate between the hood and shell and the rays of the sun prevented from coming in direct contact with the roof of the car proper.

The invention consists, further, in various details of construction and combinations and arrangements of parts, which will be hereinafter fully described and then specifically defined in the appended claims.

My invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of my improved car, portions of one side of the car being removed, and also the protecting-hood. Fig. 2 is a side elevation of a car, showing in dotted lines the position that the protecting-hood would assume when placed over the car. Fig. 3 is a side elevation of the protecting-hood. Fig. 4 is a perspective view of one end of the car. Fig. 5 is an end view, and Fig. 6 is a cross-sectional view through the car, showing in section the hood held over the car.

Reference now being had to the details of the drawings by letter, A designates the shell of a car, which is made, preferably, fireproof and of any suitable metal—as boiler-plate iron—and the plates of which are fastened together by means of rivets A'. The general

shape of the body portion of the car is cylindrical outlined, with the opposite sides flattened, as shown clearly in Figs. 5 and 6 of the drawings, and is mounted upon suitable trucks B. Along each side of the car is a platform C, the upper steps of which are adjacent to the thresholds of the doors D, whereby the entire car may be loaded and unloaded at a moment's notice.

E E designate sliding doors, which may be connected in any suitable manner to a rod and handle, whereby an operator may throw all of the doors open together, or any door may be so arranged as to open independent of the others when for any purpose it may be desired to open a single door and when it is desired to allow the others to remain closed.

Each end of the car is provided with a conical-shaped end F, which is flattened on its opposite sides, as shown clearly in Fig. 4 of the drawings. Said ends comprise hollow shells, made, preferably, of cast-steel, and are riveted to the body portion of the car, as shown clearly in the drawings. The tip ends of said shells are preferably flattened slightly, as shown, and are so constructed that the telescoping of cars is impossible.

The protective hood (designated by letter K) has downwardly-projecting strips K', intermediate which are spaces N, and said projecting portions K' when the hood is placed over the car are designed to engage behind the guideways J on either side of the door-entrances of the cars, while the lugs or rivets upon the hood will prevent the same from coming down against the top of the body portion of the car, leaving a space R, (shown clearly in Fig. 6 of the drawings,) intervening between the top of the car and said hood. The ends of the hood have projecting portions K² extending over the base portions of the shells F, as shown, and serve to deflect the air into the space R as the car is in motion, thus keeping up a current which will have a tendency to make the car more comfortable when traveling in hot weather under the intense rays of the sun. The hood may be bolted or otherwise temporarily fastened to the car and may be used in hot weather and may be easily removed from the car when not required.

While I have shown a particular construction of car embodying the features of my invention, it will be understood that I may make alterations in the detailed construction of the same without departing from the spirit of the invention.

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

10 1. An improved construction of fireproof car, comprising a body portion made up of general cylindrical outline with flattened sides, cast conical-shaped shells forming ends to the car, and a protective hood adapted to be carried by the car, as set forth.

15 2. An improved construction of car, comprising a body portion made up of substantially cylindrical shape with flattened sides, tapering and hollow cast shells fitted to the ends of the car, and a hood extending the entire length of the car projecting over the meeting ends of the car with said shell, as set forth.

20 3. An improved construction of car, comprising a body portion of metal, shells of cast metal fitted to the ends of the body portion of the car, and a hood adapted to be held over the roof of the car with a space intervening between the same and said car, as set forth.

4. An improved construction of car comprising a body portion of metal, hollow cast shells having their opposite sides flattened and secured at their flanged ends to the ends of the body portion of the car, a hood having downwardly-projecting portions which engage the sides of the car, spaces intervening between said portions, said hood adapted to be held with a space intervening between the same and the roof of the car, as set forth.

5. An improved construction of car, comprising a body portion made up of metal, cast metallic shells forming the ends of the car, the opposite sides of the body portion being flattened and having door-openings, guideways along the marginal edge of each doorway, a hood having downwardly-projecting portions held by said guideways between the door-openings, the ends of said hood projecting over the meeting edges of the ends of the car with said shells, as set forth.

In testimony whereof I hereunto affix my signature in presence of two witnesses.

CASPER ZIMMERMAN.

Witnesses:

A. L. HOUGH,
FRANKLIN H. HOUGH.