

No. 777,805.

PATENTED DEC. 20, 1904.

E. D. PRIEST.  
LOCOMOTIVE.

APPLICATION FILED JUNE 8, 1904.

NO MODEL.

2 SHEETS—SHEET 1.

Fig. 1.

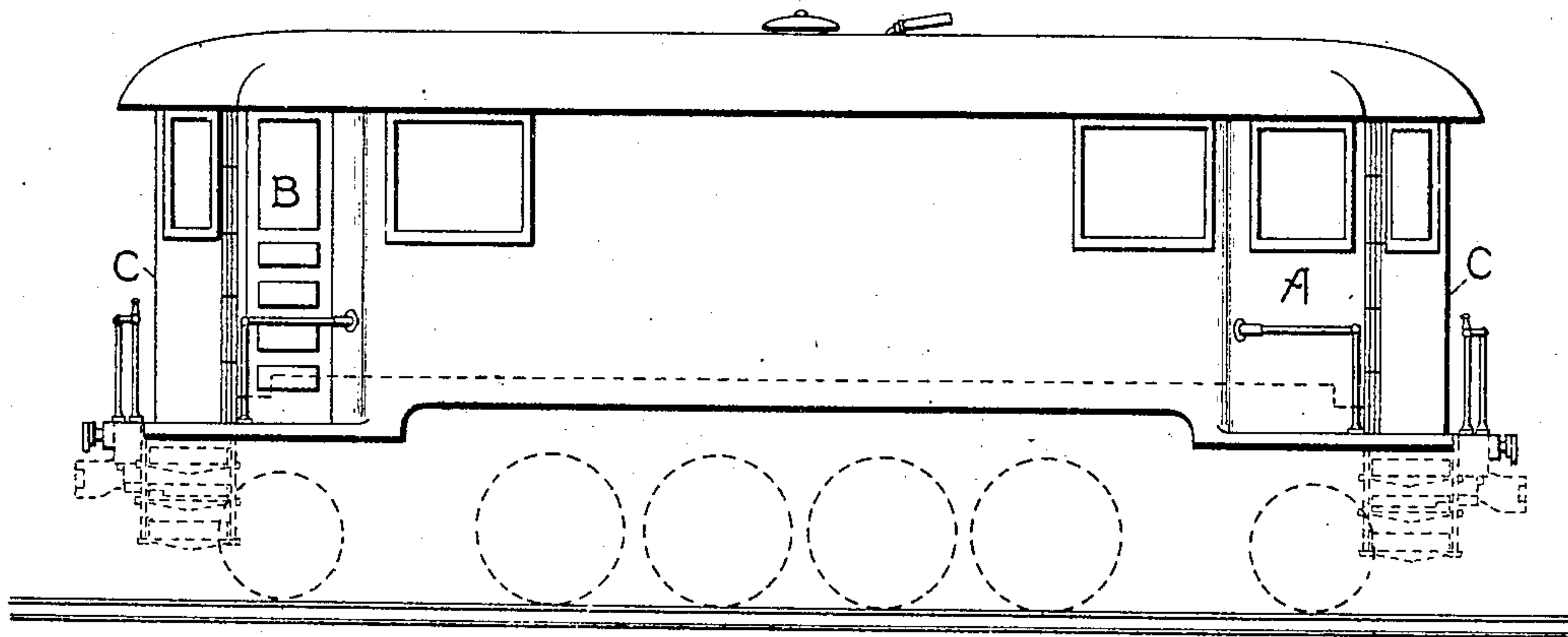
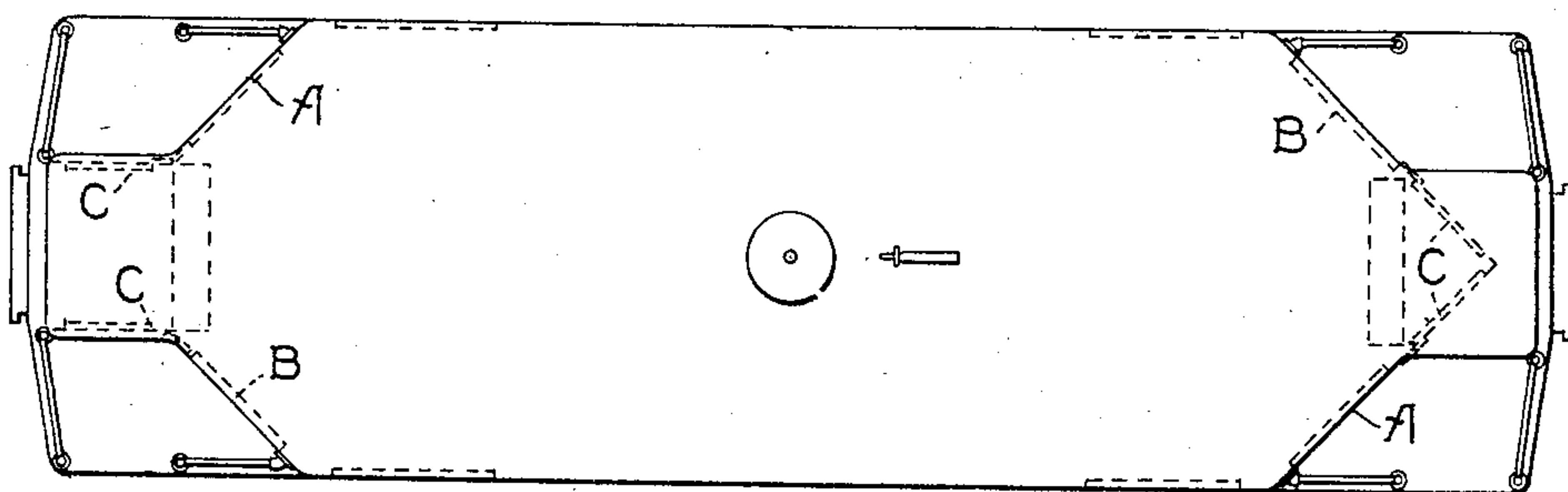


Fig. 2.



Witnesses.

*Harry N. Tilden*  
*Ellen Oxford*

Inventor.

Edward D. Priest.  
by *Albert B. Davis*  
Atty.

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2 SHEETS—SHEET 2.

Fig. 3.

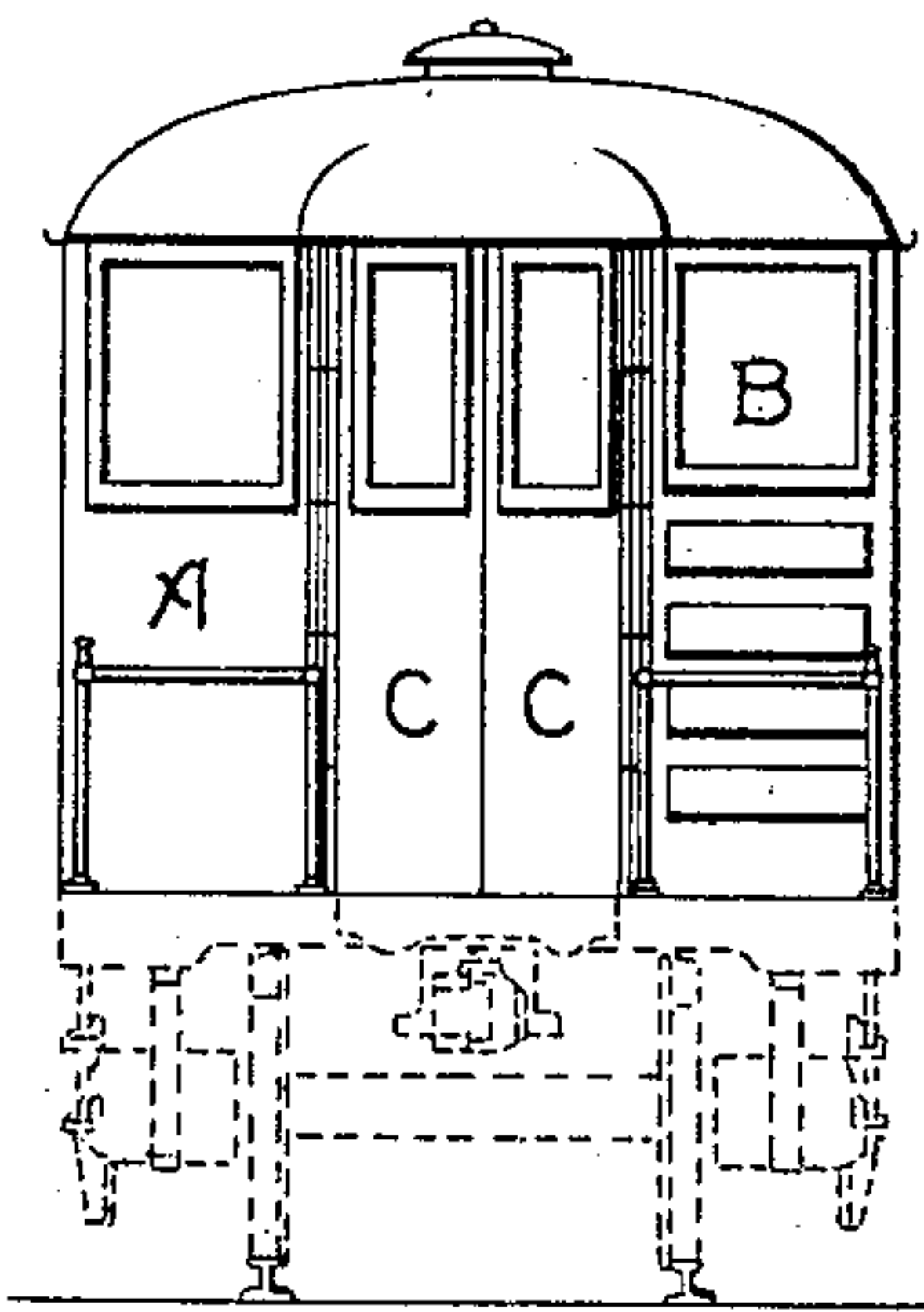
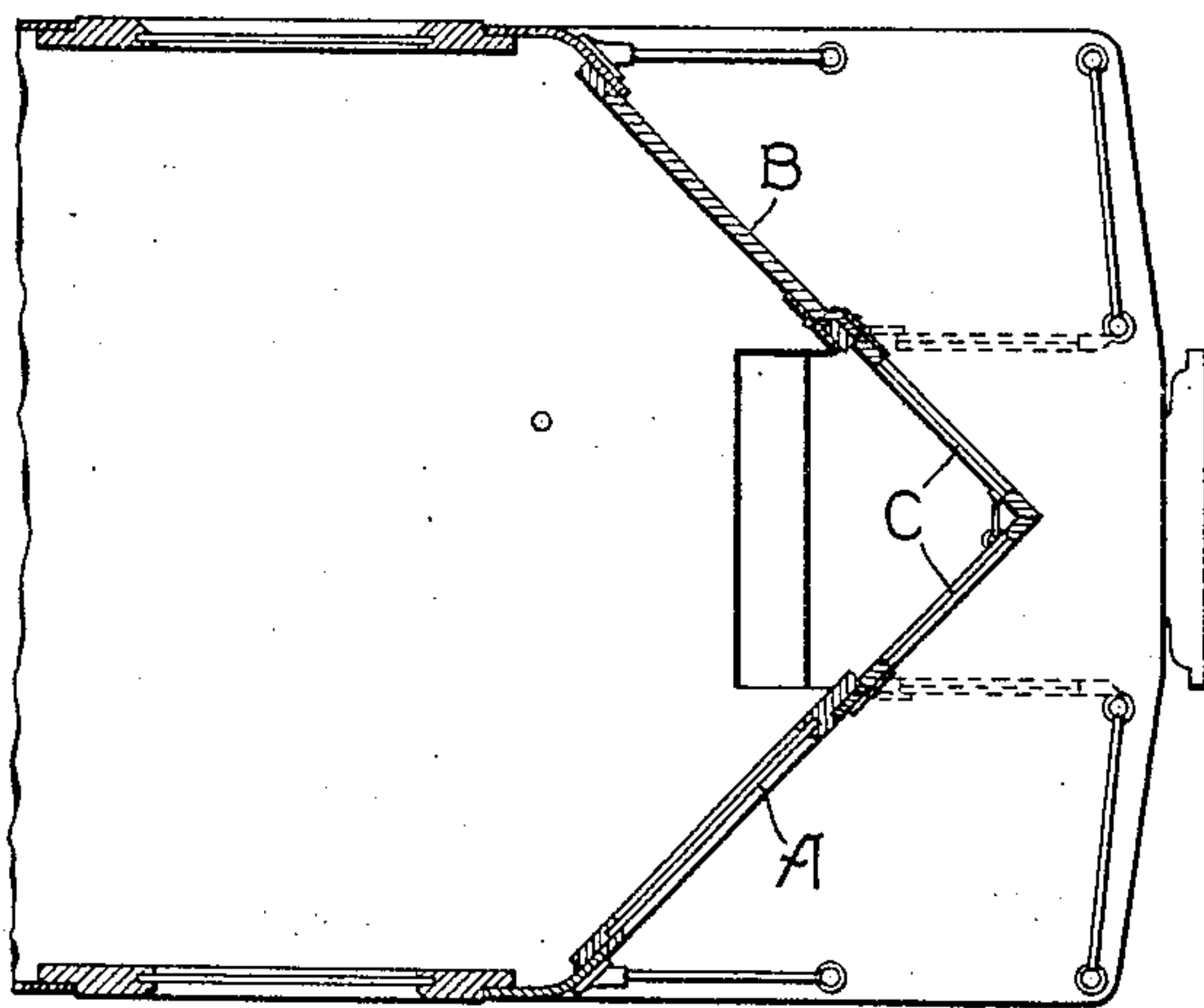


Fig. 4.



Witnesses.

*Harry H. Tilden.*  
*Allen Orford*

Inventor.

Edward D. Priest.  
by *Albert H. Davis*  
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# UNITED STATES PATENT OFFICE.

EDWARD D. PRIEST, OF SCHENECTADY, NEW YORK, ASSIGNOR TO GENERAL ELECTRIC COMPANY, A CORPORATION OF NEW YORK.

## LOCOMOTIVE.

SPECIFICATION forming part of Letters Patent No. 777,805, dated December 20, 1904.

Application filed June 8, 1904. Serial No. 211,602.

*To all whom it may concern:*

Be it known that I, EDWARD D. PRIEST, a citizen of the United States, residing at Schenectady, in the county of Schenectady and State of New York, have invented certain new and useful Improvements in Locomotives, of which the following is a specification.

My invention relates to vehicles, and is particularly applicable to electric locomotives or motor-cars which are to be made up in trains. For high-speed work it is desirable that the front end of a locomotive or of the front car of a train should offer as little resistance as possible to the air, since at high speeds the wind-pressure on the front of the train is an appreciable factor of the power required for driving. Thus for the front end of a locomotive or front car a wedge shape is particularly desirable, since this offers the minimum resistance to the air. On the other hand, it is desirable that the rear end of an electric locomotive or of the front car of a train should afford a convenient communication, such as a vestibule, to the following car. It is frequently desirable, however, that a locomotive or car should be reversible, and in this case both ends of the locomotive should meet both of the above requirements.

The object of my invention is to provide a novel structure for a locomotive or car which shall meet the above requirements. I accomplish this by providing a double-ended locomotive with pivoted doors at both ends, arranged either to be brought into engagement with each other to form a wedge-shaped end for the locomotive or to be swung back from each other into parallel planes to form the side walls of a vestibule.

My invention will best be understood by reference to the accompanying drawings, in which—

Figure 1 shows a side elevation of a locomotive or car arranged in accordance with my invention. Fig. 2 shows a plan view of the same. Fig. 3 shows an end elevation, and Fig. 4 shows an enlarged plan view of one end of the locomotive with the roof removed.

In the drawings the body of the locomotive is shown with wedge-shaped ends A. Either or both of the side walls of the wedge-shaped ends may contain a suitable door B for the entrance to the car. The apex of the wedge-shaped end is formed of two hinged doors C, which may be swung into engagement with each other, as shown in full lines in Fig. 4, thereby forming the apex of the wedge, or which may be swung away from each other into parallel planes, as shown in dotted lines in Fig. 4, thereby forming the side walls of a vestibule.

In Fig. 2 the doors C at one end are shown closed to form the apex of the wedge and at the other end are shown open to form the side walls of the vestibule. The locomotive having the same construction at both ends is reversible as regards operation and when run in either direction meets both the requirements of minimum wind resistance and of affording ready access to the following car.

What I claim as new, and desire to secure by Letters Patent of the United States, is—

1. In a vehicle having wedge-shaped ends, hinged doors forming the apex of the wedge.
2. In a vehicle, hinged doors adapted to be moved into engagement with each other to form a wedge-shaped end for the vehicle.
3. In a vehicle, hinged doors adapted and arranged to form when closed a wedge-shaped end for the vehicle and to form when open the side walls of a vestibule.
4. In a vehicle having wedge-shaped ends, doors forming the apex of the wedge and adapted to be swung back to form the side walls of a vestibule for the vehicle.
5. A double-ended locomotive having wedge-shaped ends, the apex of each wedge being formed of hinged doors adapted to be swung back to form the side walls of a vestibule.
6. In a vehicle, a vestibule having its sides formed of hinged members adapted to be moved to form a wedge-shaped end for the vehicle.
7. In a vehicle having wedge-shaped ends,

hinged doors adapted to be moved into engagement with each other to form the apex of the wedge and be swung back into parallel planes to form the side walls for a vestibule for the  
5 vehicle.

8. In a vehicle having wedge-shaped ends, a hinged door forming a portion of said wedge and adapted to afford ingress to said vehicle from outside, and a pair of hinged doors form-

ing the apex of the wedge and adapted to be swung back to form a vestibule for the vehicle.

In witness whereof I have hereunto set my hand this 6th day of June, 1904.

EDWARD D. PRIEST.

Witnesses:

BENJAMIN B. HULL,  
HELEN ORFORD.