

(No Model.)

W. N. HAWLEY.
Street Car.

No. 230,774.

Patented Aug. 3, 1880.

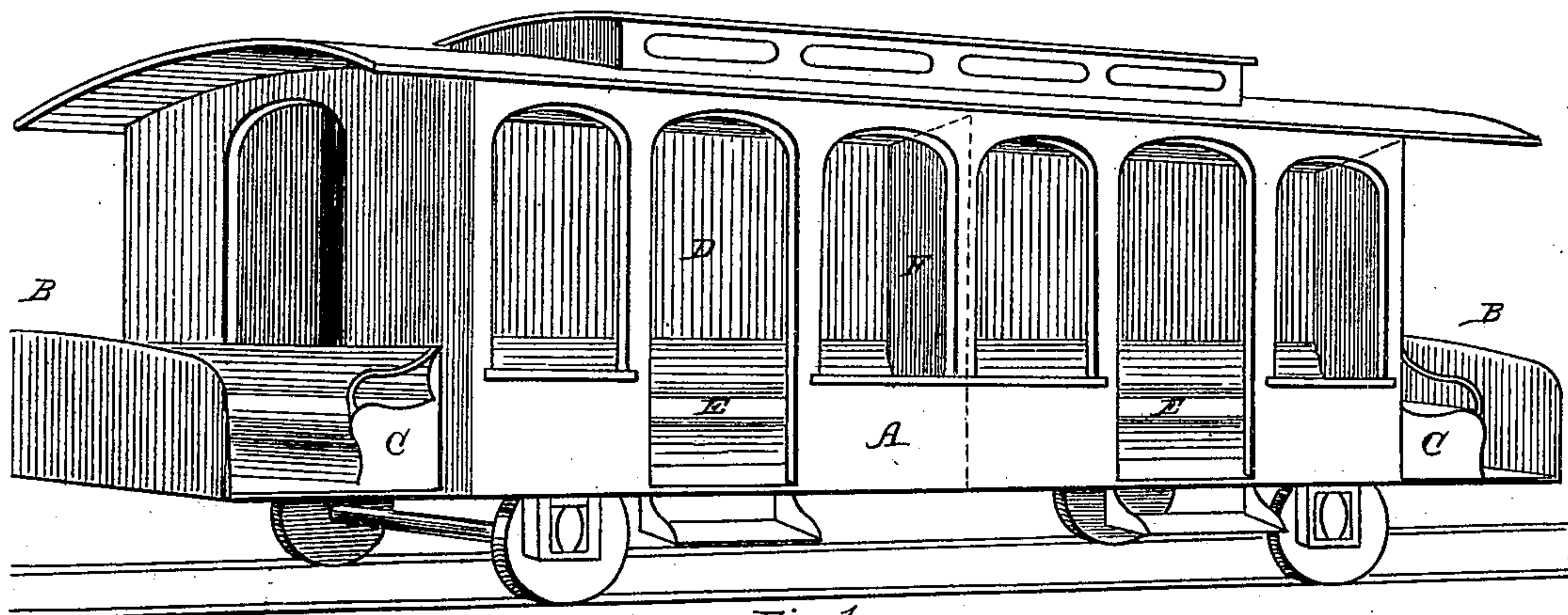


Fig. 1.

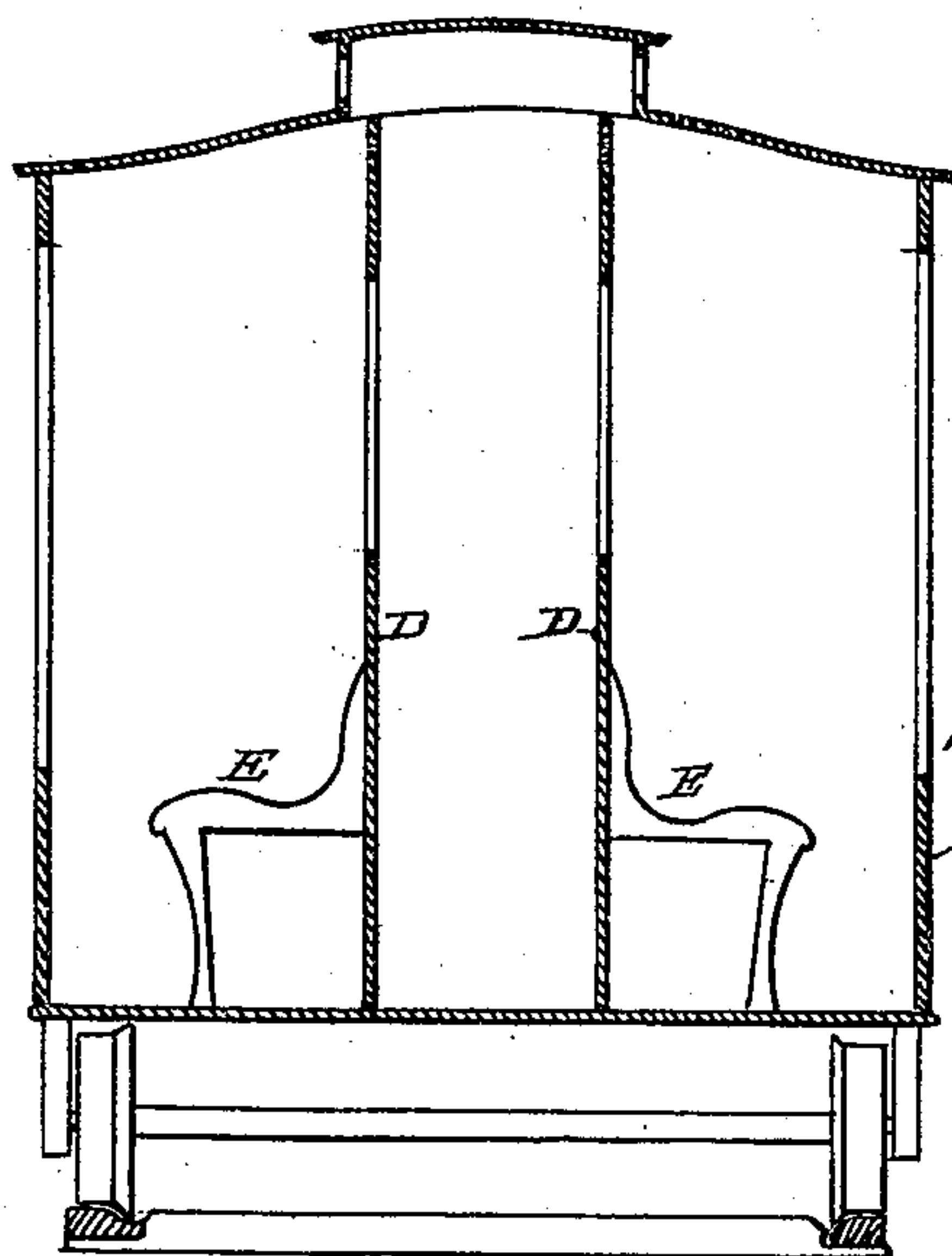


Fig. 3

Witnesses

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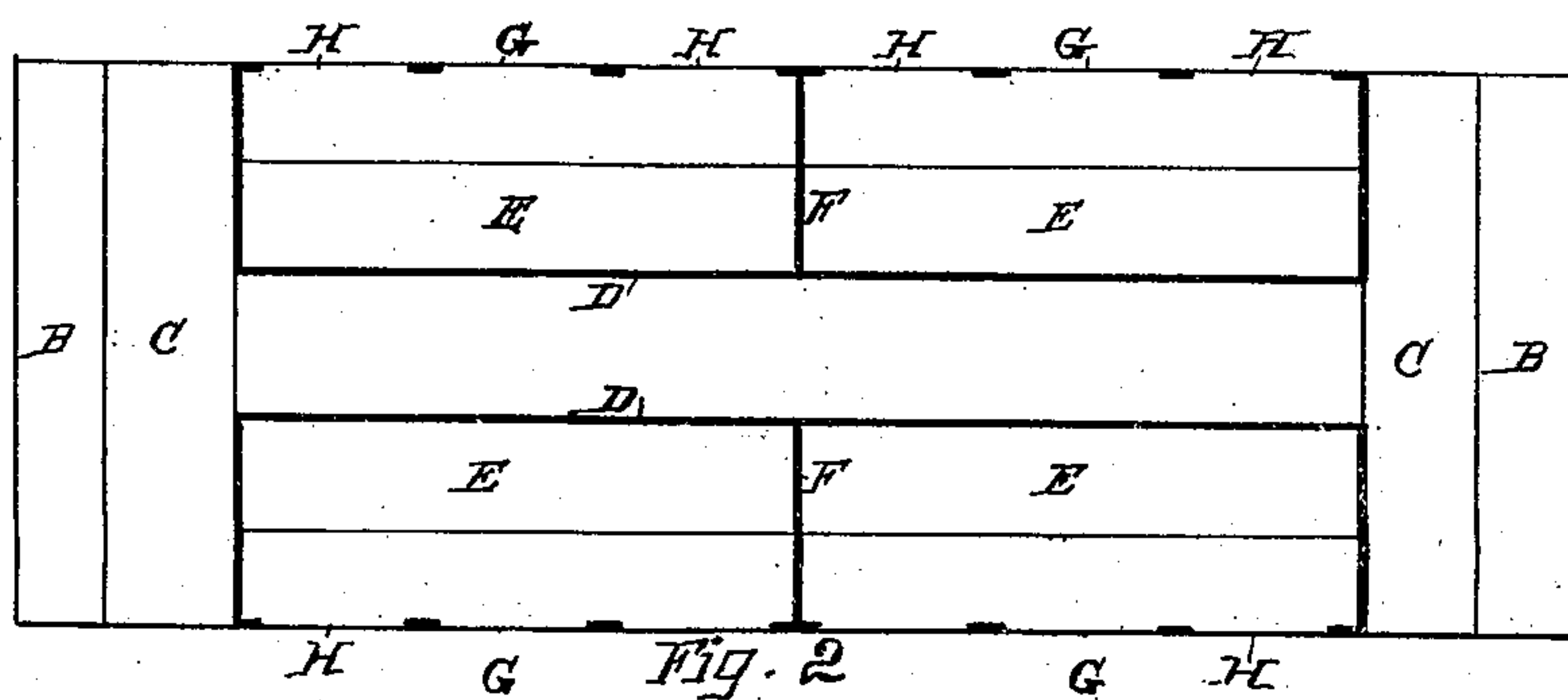


Fig. 2

UNITED STATES PATENT OFFICE.

WALTER N. HAWLEY, OF SAN FRANCISCO, CALIFORNIA.

STREET-CAR.

SPECIFICATION forming part of Letters Patent No. 230,774, dated August 3, 1880.

Application filed May 24, 1880 (No model.)

To all whom it may concern:

Be it known that I, WALTER N. HAWLEY, of the city and county of San Francisco, and State of California, have invented an Improved Street-Railway Car; and I hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to certain improvements in railway-cars, and it is more especially applicable to that class of cars which are used upon street-railways.

My car consists of three longitudinal compartments, the outer ones of which may be subdivided into as many sub-compartments as may be desired by transverse partitions, while the central compartment forms a narrow continuous passage from end to end of the car. The side compartments are closed in and provided with windows, and each side compartment can have a central door-opening for ingress and egress.

Referring to the accompanying drawings for a more complete explanation of my invention, Figure 1 is a view of my improved car. Fig. 2 is a horizontal section, showing the arrangement of the seats. Fig. 3 is a transverse vertical section.

A is the body of a car, which is constructed in the ordinary manner, having platforms B at each end. These platforms may be provided with transverse seats C to accommodate passengers.

Two longitudinal partitions, D, extend from end to end of the car, so as to leave a narrow central passage between them. Between these partitions and the sides of the car are arranged the seats E for passengers. These seats are placed lengthwise of the car, and have their backs against the partitions D, so that the passengers face outward. These longitudinal seats are divided into as many compartments as may be desired by transverse partitions F, so that the passengers will be entirely separated from each other. Each of these compartments has a door-opening, G, at or near the center, these openings being formed in the side of the car, so that the occupants of each compartment may reach their

seats or leave them without disturbing those in any other compartment.

Windows H are also placed at the sides of the doors, so that the car may be thrown open at will.

The central passage between the rows of seats allows the conductor or fare-collector to pass from end to end of the car, and the partitions D may be made low, or they may have openings into each compartment, through which the conductor can communicate with those in the compartment.

By this construction the passengers are divided into independent groups of three or four. Disagreeable or obnoxious persons cannot disturb all the passengers of a car. Ladies can ride in such cars with considerable privacy, as a party of two or three can occupy a compartment.

If the car is crowded by more passengers than can sit in it, they must stand in the central passage, and those passengers occupying seats will not have their feet endangered by these people stepping upon them. The conductor can also pass through the car at will without annoying the passengers.

A car constructed in this manner will accommodate as many passengers as one having seats at the sides facing the center, and will be far more convenient.

In some cases it may be found desirable to dispense with the transverse partitions and use only the longitudinal ones; but that feature of the invention which relates to the closed car having the outwardly-facing seats and central passage will be unchanged.

I am aware that railway-cars have been heretofore known with the sides arranged longitudinally of the car, and that in the patent of Nathanson, granted December 23, 1879, No. 222,835, a central raised passage is shown between side compartments and above part of the sleeping-compartments.

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

1. A street-railway car consisting of a central longitudinal passage-way extending to

the floor of the car and having openings in its walls, of side compartments provided with seats facing outward, and having doors and windows in front of the seats, all as set forth.

- 5 2. The combination, in a street-railway car, of the walls D D, provided with openings, the seats arranged longitudinally and facing outward, the doors and windows in front of the

seats, and the transverse partitions, all as set forth.

In witness whereof I have hereunto set my hand.

WALTER N. HAWLEY.

Witnesses:

S. H. NOURSE,
FRANK A. BROOKS.