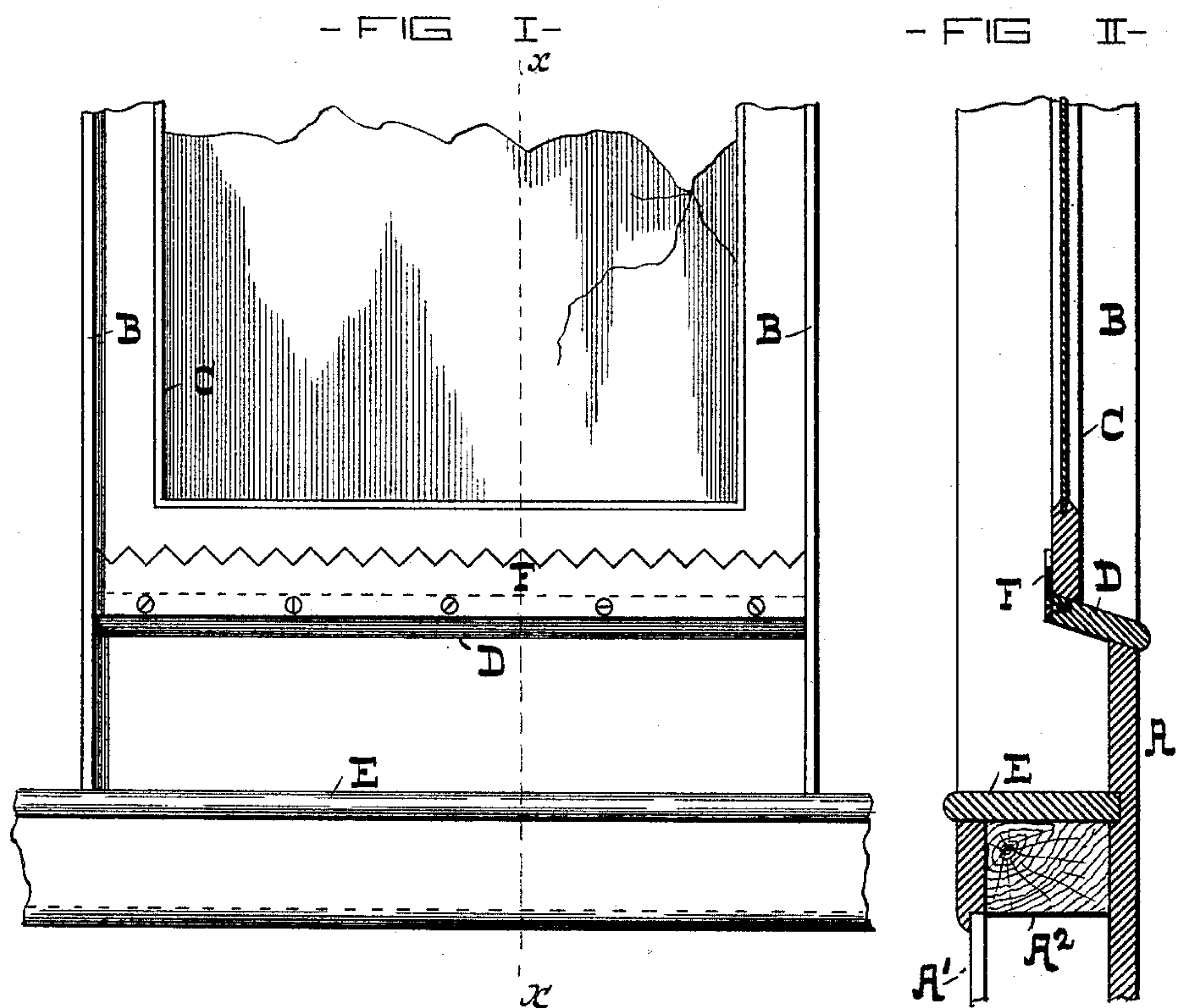


(No Model.)

M. N. FORNEY.
RAILWAY CAR BODY.

No. 414,035.

Patented Oct. 29, 1889.



-WITNESSES-

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UNITED STATES PATENT OFFICE.

MATTHIAS NACE FORNEY, OF NEW YORK, N. Y.

RAILWAY-CAR BODY.

SPECIFICATION forming part of Letters Patent No. 414,035, dated October 29, 1889.

Application filed August 26, 1886. Renewed August 24, 1889. Serial No. 321,850. (No model.)

To all whom it may concern:

Be it known that I, MATTHIAS NACE FORNEY, of the city, county, and State of New York, have invented certain Improvements in Railway-Car Bodies, of which the following is a specification.

To fully understand the nature and object of my invention it must be known that the window-sills of ordinary railway-cars are placed about two and a half feet above the floor, which is too high to afford a comfortable rest for the arm of the occupant of the seat next to the window. With the car-seats commonly in use this distance cannot be easily reduced, as the pivot on which the reversible backs turn must be situated below the window-sill.

In view of the invention in car-seats for which Letters Patent No. 324,825 were granted to me on the 25th day of August, 1885, I am enabled to arrange the car-window sill without reference to the car-seat, and can therefore place it at such height as will make it most convenient for the passengers sitting next to the window.

By experience I find that the most convenient height for the arm-rest is about two feet from the floor; but should the window-sill be placed at that height it would be entirely too low for safety, and there would be danger of children falling out, and passengers would be liable to let their elbows, arms, or feet project beyond the sash and outside of the car when the window is open.

With my invention, as hereinafter described, I retain the window-sill at the usual height and form below the window-sill a recessed arm-rest which is at the proper distance from the floor.

In the further description of the said invention which follows, reference is made to the accompanying drawings, forming a part hereof, and in which—

Figure I is a view of the car window and frame, together with the improved arm-rest, as seen from the inside of the car; and Fig. II is a vertical section of Fig. I taken on the dotted line *x x*.

Similar letters of reference indicate similar parts in both figures.

In the drawings, A represents the outer casing of the side of a car, which, with the studing A² and inner casing A', constitutes the entire thickness of the side.

D is the window-sill, the inner edge of which is in alignment with the sash C. In the ordinary construction of car-windows the sill D would be carried forward to the inner casing A', and that part of the sill extending inwardly from the sash C would form a narrow arm-rest too high for comfort.

My improvement consists in making the window-sill as described and shown in the drawings, cutting away the inner casing A' to a distance, say, six or eight inches below the sill D, thus forming a recess extending outward to the inner surface of the casing A, and then inserting the board E to form an arm-rest. It will be seen that the arm-rest thus formed is much wider and lower than in the ordinary construction of car-windows, and increased comfort is thus assured to the occupant of the seat next the window.

To the inside edge of the window-sill, which is sloped outwardly in the usual manner, I attach the guard F, which consists of a strip of metal with a serrated, toothed, or sharpened edge. This guard, for obvious reasons, makes it uncomfortable for passengers who shall place their arms over or upon it. The guard also serves to prevent the entrance to the car of water from the outside.

I claim as my invention—

1. In a railway-car, an arm-rest formed by removing a portion of the inner casing of the car below and under the window-sash and between two of the studs, which studs, together with the inner and outer casings, form the side of the car, substantially as specified.

2. In a railway-car, a portion of the side of the car below the window-sash reduced in thickness from the inner side of the car, the cavity thus formed extending under the said sash, whereby an arm-rest is formed, substantially as specified.

MATTHIAS NACE FORNEY.

Witnesses:

RICHARD H. BUEL,
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