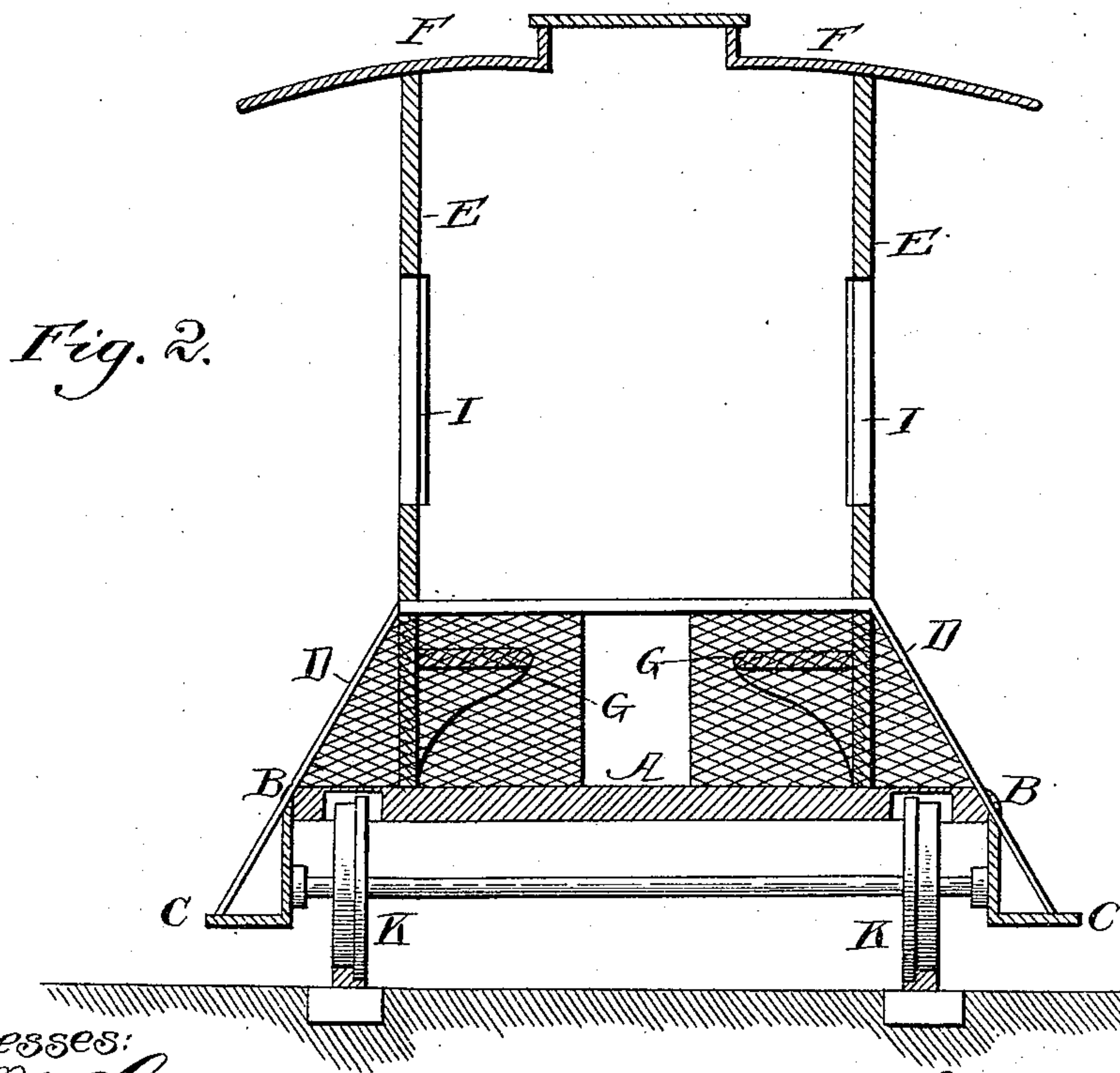
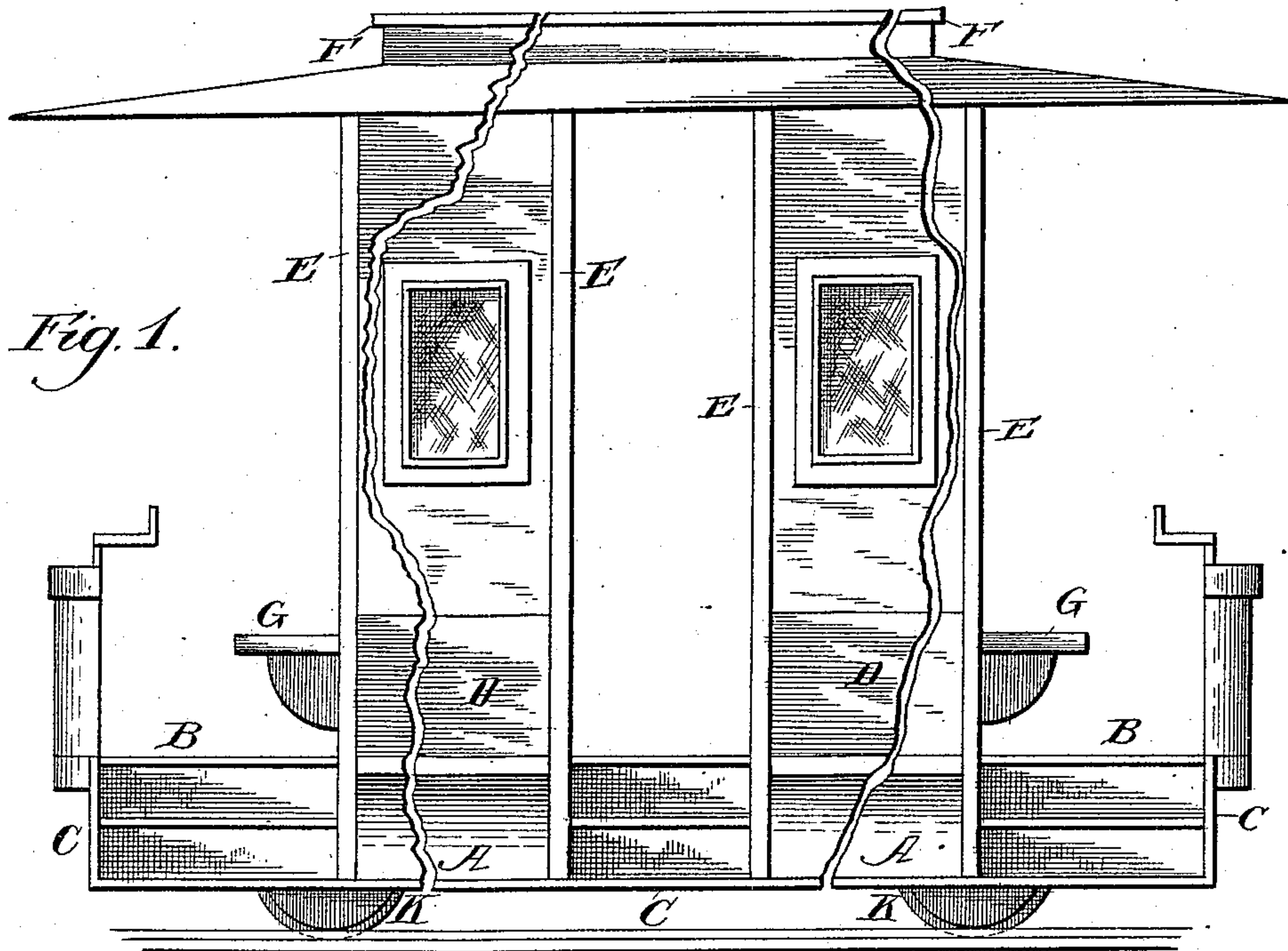


(No Model.)

T. E. POPE.
RAILWAY CAR.

No. 485,562.

Patented Nov. 1, 1892.



Witnesses:

J. B. McGirr.
C. E. Hunt.

Inventor,

T. E. Pope
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Associate Attorney

UNITED STATES PATENT OFFICE.

THOMAS EDWARD POPE, OF OAKLAND, CALIFORNIA.

RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 485,562, dated November 1, 1892.

Application filed October 9, 1891. Serial No. 408,272. (No model.)

To all whom it may concern:

Be it known that I, THOMAS EDWARD POPE, a citizen of the United States, residing at Oakland, in the county of Alameda and State of California, have invented certain new and useful Improvements in Railway Cars and Carriages; and I do hereby declare the following to be a full, clear, and exact description of said invention, such as will enable others skilled in the art to which it most nearly appertains to make, use, and practice the same.

My invention relates to an improved construction and arrangement by which the seating capacity of railway cars and carriages is greatly increased without increasing the height or width of the car structure.

The invention therefore consists in the provision of double seating capacity on the same floor of the car, the outer longitudinal edges of the floor being adapted to support the feet of the passengers, all substantially as hereinafter more fully set forth, and pointed out in the claim.

Referring to the accompanying drawings, Figure 1 is a side view of a car with broken lines, showing it condensed in a small space. Fig. 2 is an end view.

Let A represent the floor of a street or railway car, which is supported in the usual way on the car-wheels K. For the purpose of this application the side portion B of this floor on each side of the car is represented as forming a seat for passengers. A foot-board C is connected with the car, so as to form the foot-rest of the passengers who sit on the seat. It is, however, evident that instead of using the floor of the car as a seat a special seat can be constructed at any desired height above the floor, so as to extend lengthwise of the car and face outward along each side, and the foot-board C can be adjusted to the proper position with relation to the seat. This provides each car with two longitudinal seats facing outward, one on each side of the car, leaving a considerable space between the backs of these seats. The posts or stanchions E, which support the roof F of the car, extend upward

just back of these outwardly-facing side seats, and they may be provided with grooves or rabbets, so as to provide means for inclosing the inside space with permanent or temporary sides, or the space can be left open, so as to form an open car, as desired. Inside of these stanchions, on each side, I construct an inwardly-facing seat G, which also extends lengthwise of the car. These seats are placed at the proper height from the floor of the car to permit the passenger to be comfortably seated, with his feet resting on the floor. The ends of the car are open or provided with doors to give entrance to passengers entering the interior part of the car. It is also evident that instead of constructing the inside seats G in a single continuous seat they could be made in many little short single seats facing the end of the car, but leaving a space between the two rows sufficient to permit passengers to pass between them. This arrangement provides double the seating capacity of an ordinary street-car. In other words, it provides four longitudinal seats, two of which face outward and two inward, and they are so arranged that the two inwardly-facing seats can be inclosed, if desired, while the two outwardly-facing seats are always on the outside of the car. By this arrangement the seating capacity of the car is doubled without increasing either the height or width of the car.

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

The passenger-car having the usual-sized main central compartment having the opposite rows of seats and two longitudinal side compartments on the same floor with said central compartment, adapted to provide thereat additional seating capacity, said side compartments having at their longitudinal edges rests or supports for the feet of the passengers occupying said side compartments, substantially as shown and described.

T. EDWARD POPE.

Witnesses:

GEO. LEZINSKY,
CHAS. J. ARMBRUSTER.