

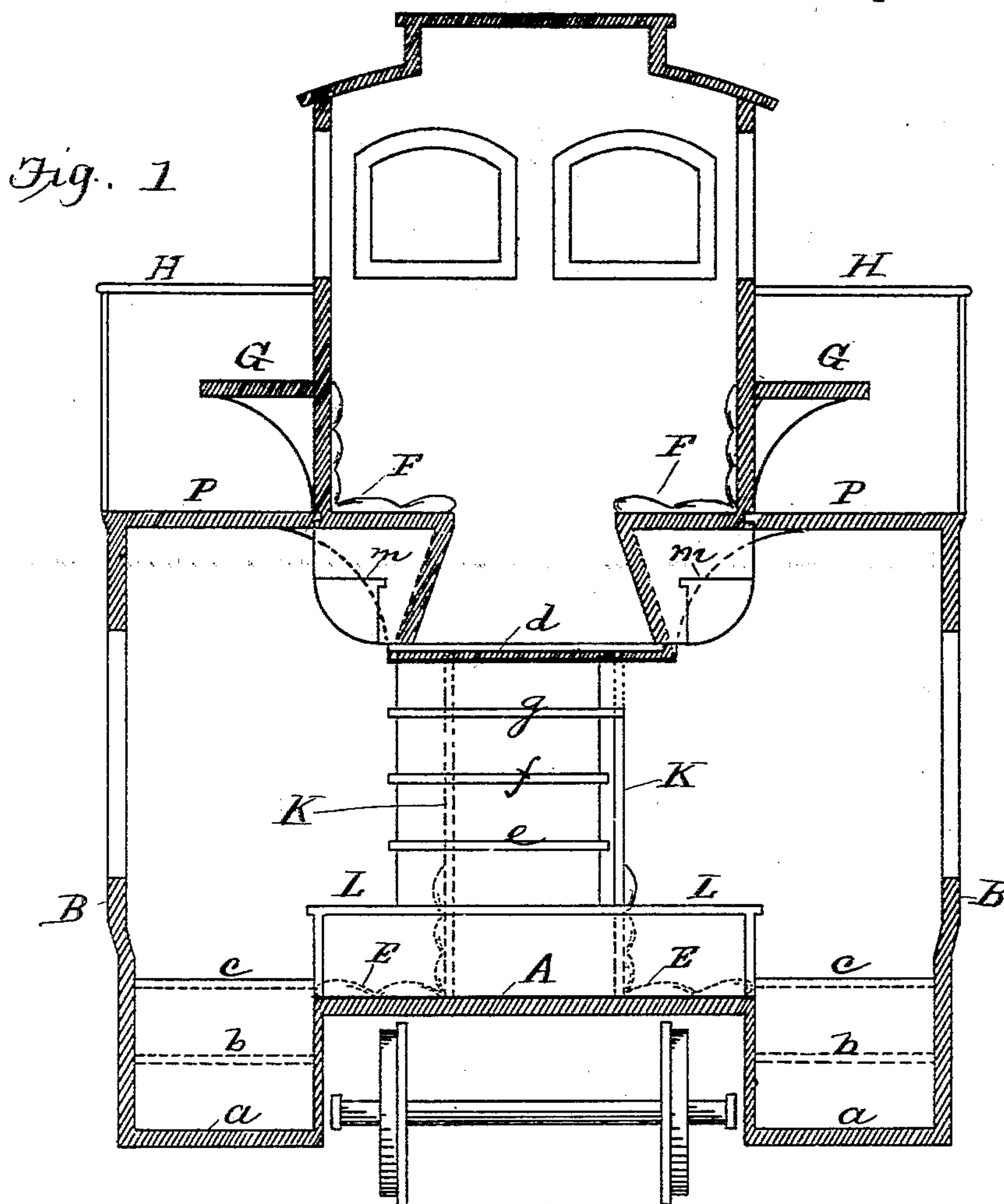
(No Model.)

2 Sheets—Sheet 1.

T. E. POPE.
RAILWAY CAR.

No. 504,616.

Patented Sept. 5, 1893.



WITNESSES

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INVENTOR

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(No Model.)

2 Sheets—Sheet 2.

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Fig. 2.

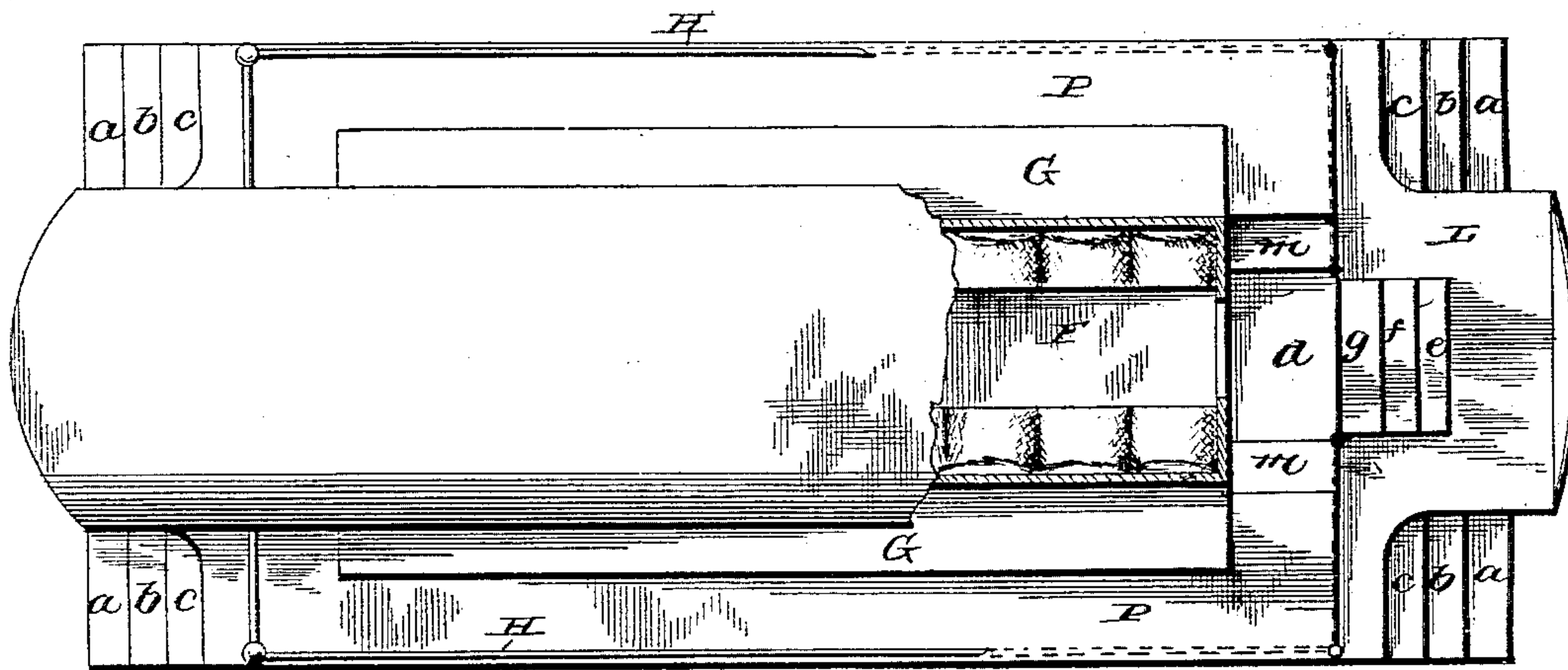
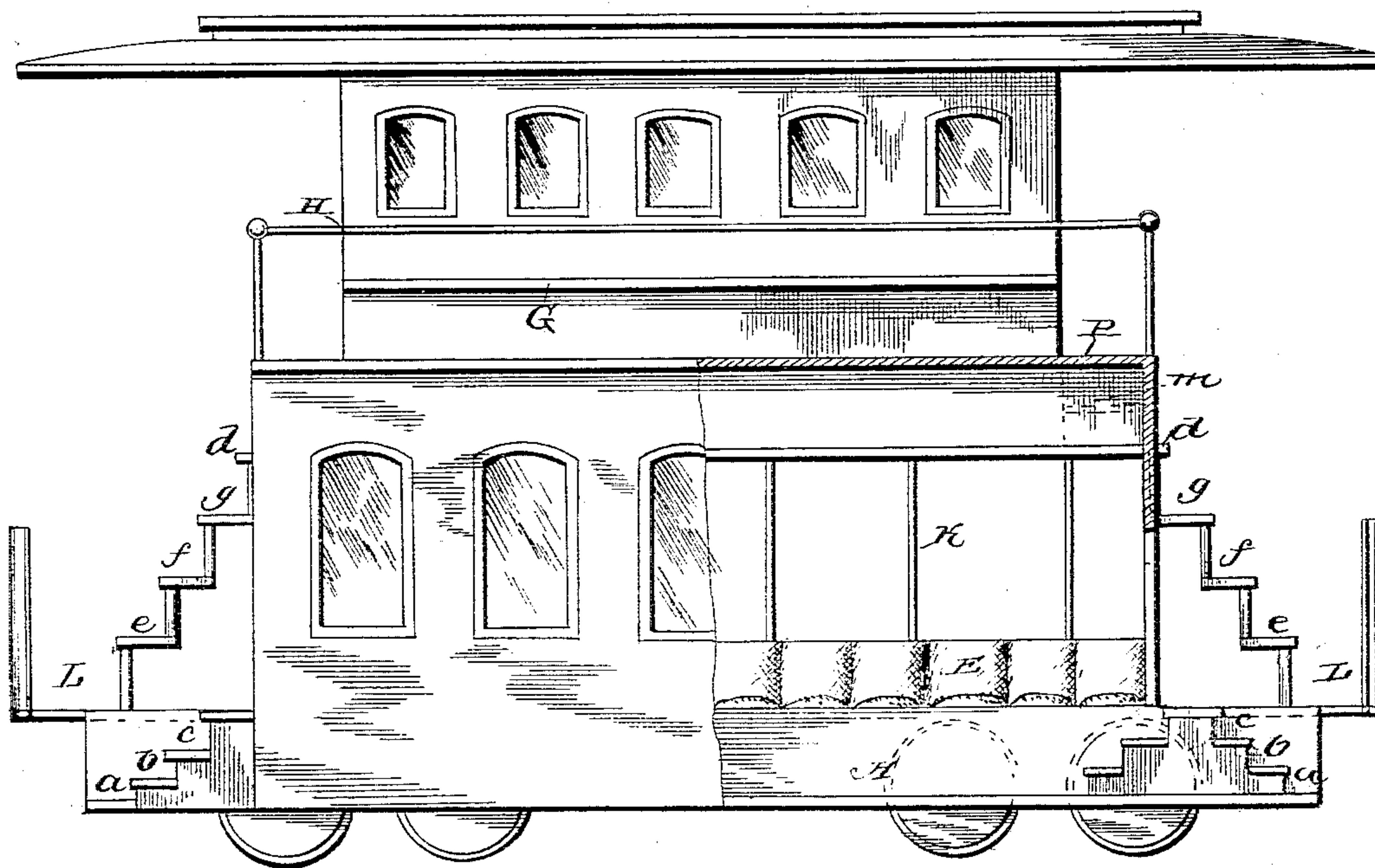


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

THOMAS EDWARD POPE, OF OAKLAND, CALIFORNIA.

RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 504,616, dated September 5, 1893.

Application filed November 6, 1891. Serial No. 411,092. (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 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 certain improvements in that class of railway cars in which an upper and lower story compartment is provided with seats for seating passengers, and it consists of an arrangement by which the seating capacity of the upper story is doubled and adapted to accommodate both inside and outside passengers.

It also relates to improvements in the general construction and arrangement of the car, as more fully hereinafter described.

In the accompanying drawings Figure 1 is a transverse section of my improved railway car or carriage. Fig. 2 is a side elevation, with parts thereof broken away. Fig. 3 is a plan view, also with parts removed, of the same.

The lower or main floor "A" of the car extends horizontally above the wheels and then drops down on each side so as to form a depressed passage way on each side of the car. The outer edge of the main floor "A" on each side, is then converted into a seat "E" for passengers, extending the full length of the car which the depressed passage way serves as foot room and for passengers to pass back and forth to and from the seats. This passage way is reached by two or more steps "a, b, c," at either end of the car if the lower compartment is a closed compartment, or by a single step on the side of the car if it is an open car.

The upper story compartment may be entirely above the lower compartment, but I prefer to drop its middle portion down into the waste space of the lower compartment, somewhat in the manner shown and described in the United States Letters Patent No. 126,837, which were issued to Alfred V. Ryder on the 14th day of May, 1872.

The roof "P" of the lower compartment, on

each side of the depressed floor of the upper compartment, is built flat so as to form a floor way or veranda extending the length of the car on each side of the upper compartment, and this roof or floor is supported by the outer walls or stanchions of the lower compartment and by a double row of stanchions "K" extending through the middle line of the car from the floor "A" up to the floor "d" which forms the foot or passage way of the upper compartment. The roof or floor "P" extends into the upper compartment on each side so as to form longitudinal seats "F" in that compartment, leaving a sufficiency of space between them for a passage way. On the outside of the upper compartment a seat "G" is arranged against its wall on each side so as to form veranda seats for passengers extending the full length of the car.

"L" is a platform at each end of the car which is reached by the steps "a, b, c," and from this platform other steps "e, f, g" lead up to the upper platform "d" at the entrance of the upper compartment and from the ends of this platform a step "M" permits the passengers to pass to the veranda in each direction.

"H" is a hand railing which surrounds the veranda of the upper compartment.

It is evident that both the upper and lower compartments may be made either closed or open, but the veranda seats will always be in the open air, but a hood can be arranged above these seats to protect the passengers from the weather. By this arrangement I greatly increase the seating and carrying capacity of the car and its different parts are rendered easily accessible. At the same time the whole is adapted to come within the ordinary space and dimensions of a railway or street car, as they are now made.

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

1. A railway car having an upper story compartment provided with seats on each side, extending, each, throughout the length of said compartment, and a veranda on each side thereof also provided with seats on each side, substantially as described.

2. A railway car having in its floor depressed

passage or foot ways forming seats at the sides thereof, said foot or passage ways having their outer sides formed by the sides or stanchions of the car, substantially as set forth.

5 3. A two story railway car having its lower main floor provided with depressed foot or passage ways, converting said floor into seats at its sides, said passage or foot ways being reached by steps, substantially as described.

10 4. In a railway car having an upper and lower compartment, the floor of the lower compartment formed with depressed foot or passage ways on each side whereby the floor is converted into seats for passengers, while the
15 roof or upper floor is dropped down into the lower compartment whereby said roof or floor

is converted into seats for passengers in the upper compartment, substantially as described.

5. In a two story railway car, a platform "L" arranged across the end of the car above 20 the main floor "A" steps "*a b c*" leading up to said platform, a platform "*d*" on a level with the passage way of the upper compartment and steps "*e f g*" leading from the lower platform "L" up to said platform "*d*" and 25 side steps "M" leading to the veranda, substantially as described.

T. EDWARD POPE.

Witnesses:

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