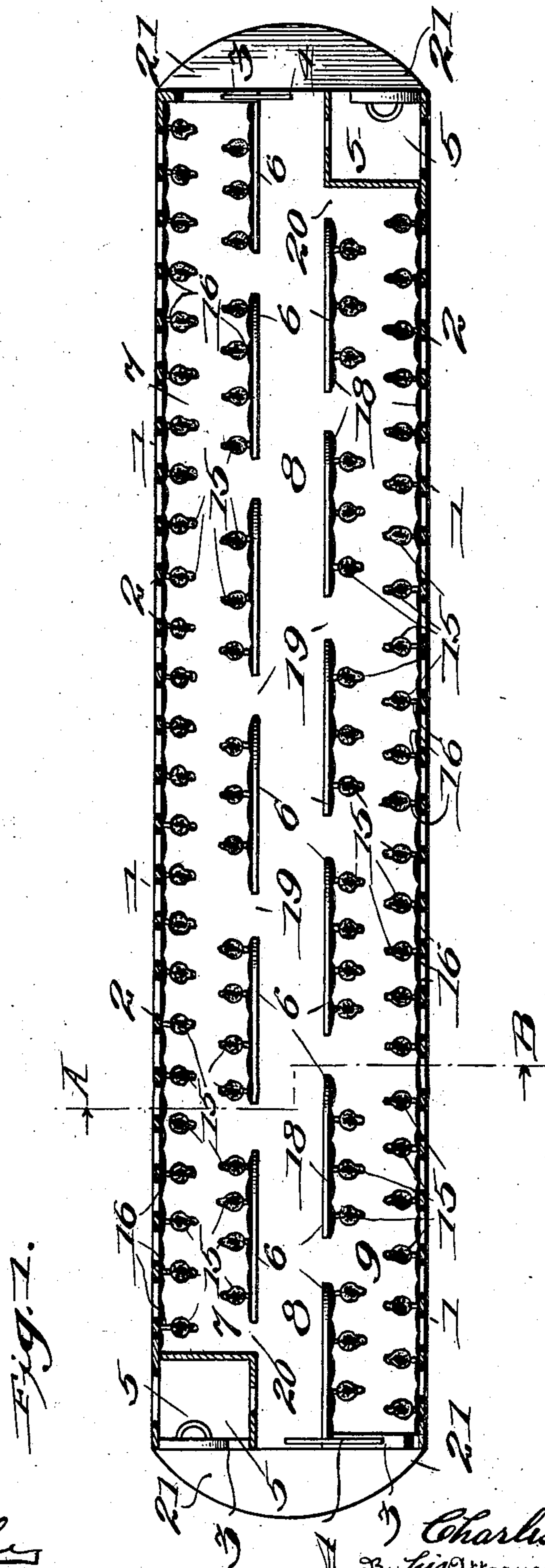


No. 889,613.

PATENTED JUNE 2, 1908.

C. H. JAEGER.  
RAILWAY CAR.  
APPLICATION FILED APR. 9, 1907.

2 SHEETS—SHEET 1.



Witnesses:  
*R. W. Ashby*  
*E. V. Gilmore*

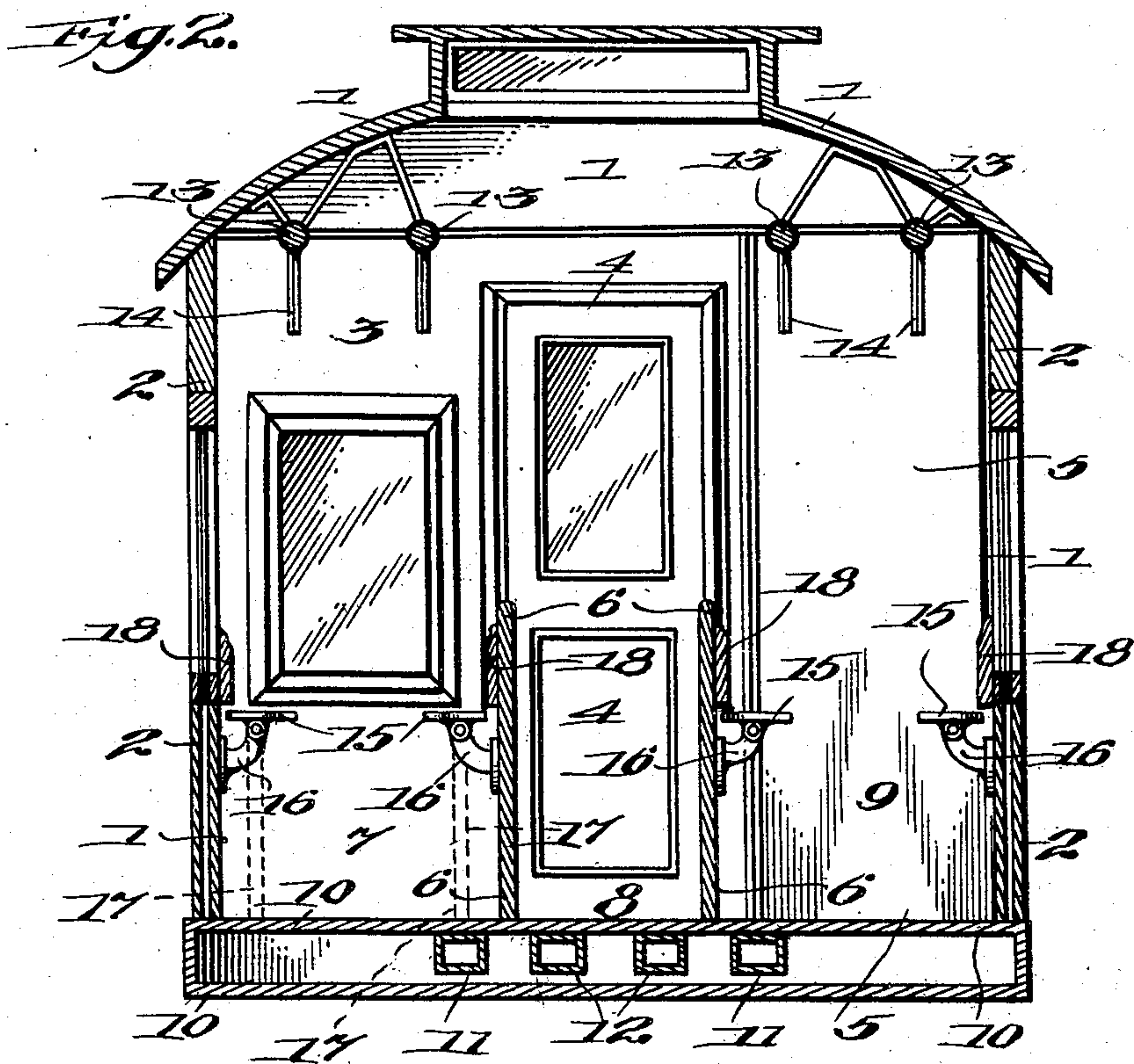
Inventor  
*Charles H. Jaeger*  
By *his Attorneys*  
*Wastick & Jones*

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2 SHEETS—SHEET 2.



Witnesses:  
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# UNITED STATES PATENT OFFICE.

CHARLES H. JAEGER, OF NEW YORK, N. Y.

## RAILWAY-CAR.

No. 889,613.

Specification of Letters Patent.

Patented June 2, 1908.

Application filed April 9, 1907. Serial No. 367,158.

*To all whom it may concern:*

Be it known that I, CHARLES H. JAEGER, a citizen of the United States, residing at New York city, in the county of New York and State of New York, have invented certain new and useful Improvements in Railway-Cars, of which the following is a specification.

My invention relates to improvements in railway cars and has particular reference to the general construction of the same.

The object of the invention is to increase the seating capacity of a railway car embodying the standard dimensions of the present car by erecting therein partitions dividing the car into approximately two or more sections, said partitions having cut or formed throughout their intermediate lengths a plurality of entrances and exits.

Another object of the invention is the providing of a plurality of seats or semi-seating devices suitably mounted on supporting members throughout the seating sections of a car of the character above described.

In the following is described in connection with the accompanying drawings one embodiment of the invention, the features thereof being more particularly pointed out hereinafter in the claims.

In the drawings Figure 1 is a plan longitudinal sectional view of a railway car illustrating in connection therewith the application of the invention, and Fig. 2 is an enlarged vertical cross-sectional view on the line A—B of Fig. 1.

Similar numerals of reference indicate similar parts throughout the several views.

1 indicates a car body of the generally constructed type provided with side walls 2 and end walls 3, said end walls 3 being adapted to have mounted therein the usual form of partition adapted to receive sliding or hinged doors 4. The respective ends of car 1 have formed therein the well known compartments 5 known as motor box sections. Side walls 2 are of the usual construction with the exception that the window spaces in a car embodying the improvements as will be hereinafter set forth will have to be mounted higher in the body portion of the car.

6, 6, indicate partitions suitably mounted in the car, the same being adapted to divide said car in approximately sections 7, 8 and 9. Sections 7 and 9, as shown in the drawings comprise the seating sections and section 8

the main aisle or entrance and exit to and from said car.

10 indicates the flooring of the car and is adapted to have suitably mounted or constructed therein a plurality of heating ducts 11 and ventilating ducts 12.

13 indicates a plurality of rods mounted in the upper portion of the car and extending the entire length thereof. Said rods have suspended therefrom hangers or holding straps 14.

15 indicates seats suitably fastened to the side walls 2, 2, in partitions 6, 6, by means of brackets 16. The said seats 15 are constructed preferably of the well known bicycle pneumatic cushion seat, and may be so mounted on said bracket 16 that they may be adjusted in such a position that the projecting portions thereof will be out of the direct line of travel through the respective seating sections. Seats 15 may also be mounted or supported by means of a vertical upright 17 indicated in Fig. 2 of the drawings in dotted lines.

18 designates back-boards which may be suitably padded and mounted parallel to tops of seats 15 and are adapted to extend the entire length of the car and project vertically slightly above the lower sills of the windows.

It will be noted that in utilizing the construction of the character as above described that a railway car for any designated purpose will have embodied in it more than the usual seating capacity of the present car and at the same time obviate the great difficulty in passing into and out of the same. It will also be noted that section 8 provides a general passageway throughout the entire length of the car.

Seats 15, shown in the drawings as being mounted along the side walls 2, 2, are approximately the same distance apart whereas the seats mounted adjacent to partitions 6, 6, are spaced in intermittent numbers. Said partitions 6, 6, have suitably cut or formed therein at regular distances throughout the car a plurality of passageways 19, and at their extreme ends final passageways 20.

Car 1 has provided on its respective ends the well known platform 21 having embodied in it passageways of the usual type.

It is obvious that a car of the character as above described may have mounted therein the partitions only and be used exclusively



as a car for standing room only. It is also obvious that a number of people entering a car may pass into the same from either end thereof and pass through the general passage-way or section 8, pass through the passage-ways 19 and enter the respective seating compartments without coming in direct contact with parties wishing to pass out of the seating sections. It is further obvious that the construction and means as herein disclosed may be widely varied without departing from the spirit of the invention.

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

1. A device of the character described including a car body, partitions mounted therein, passage ways in said partitions, passage-ways between said partitions dividing said car into three sections, two of said sections having mounted therein a plurality of seating devices, supports therefor, said supporting means being on the same horizontal plane with said seating devices.

2. A device of the character described including a car body, partitions mounted therein dividing the same into a general passage-way and two seating sections, a plurality of bicycle seats mounted in each of said seating

sections on the same horizontal plane, and supports for said semiseating devices. 30

3. A device of the character described including a car body, partitions mounted therein dividing the same into a general passage-way and two seating sections, entrances and exits formed between said partitions; a plurality of bicycle seats mounted in said seating sections on the same horizontal plane, supports for said semiseating devices, and means for adjusting the positions of said bicycle seats. 40

4. A device of the character described including a car body, partitions mounted therein, passage-ways formed in said partitions, bicycle seats mounted adjacent to the side walls of said car-body and said partitions, means for supporting said bicycle seats and a backboard adapted to form a back for said semi seating devices. 45

In testimony whereof I have hereunto signed my name in the presence of two subscribing witnesses. 50

CHARLES H. JAEGER.

Witnesses:

ROBERT W. ASHLEY,  
GEORGE V. GILMORE.