

A. V. RYDER. Improvement in Railway-Cars.

No. 126,837.

Patented May 14, 1872.

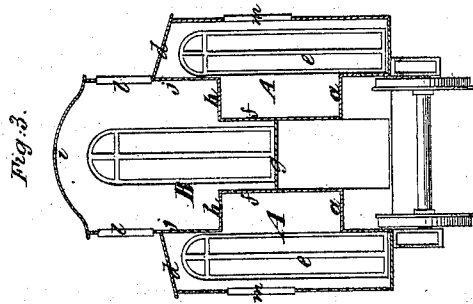


Fig. 1.

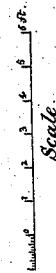
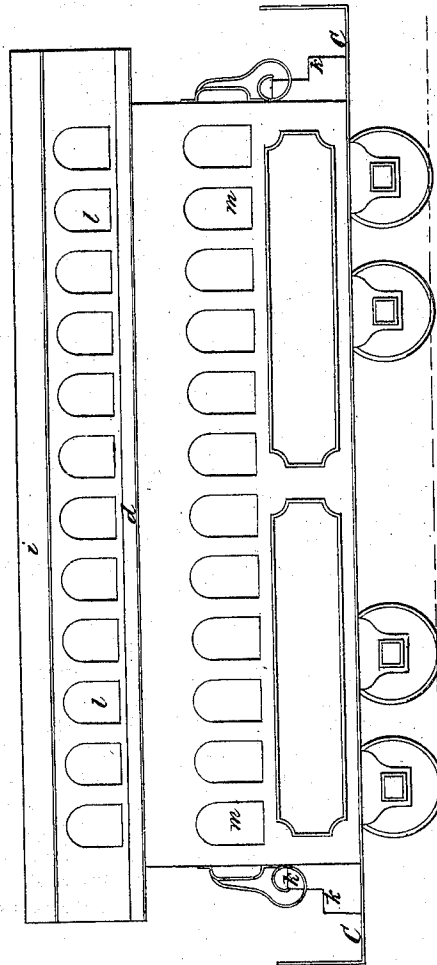
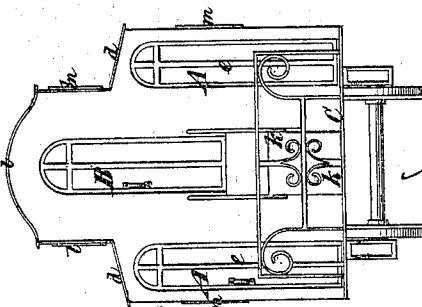


Fig. 2.



Witnesses:

Thos. Haynes
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ALFRED V. RYDER, OF NEW YORK, N. Y.

IMPROVEMENT IN RAILWAY CARS.

Specification forming part of Letters Patent No. 126,837, dated May 14, 1872; antedated May 6, 1872.

Specification describing Improvements in Railway Cars, invented by ALFRED V. RYDER, of the city, county, and State of New York.

The object of this invention is to provide a railway car of given length double the ordinary sitting accommodation provided in a street-car of usual construction, without materially adding to its width or greatly adding to its height. To this end it consists in a novel construction of the car in three compartments and arrangement of the seats therein, whereby the desired result is obtained.

In the accompanying drawing, Figure 1 is a side view of a car constructed according to my invention. Fig. 2 is an end view of the same; and Fig. 3 is a transverse section thereof.

Similar letters of reference indicate corresponding parts in all the figures.

A A and B are the three compartments. A A occupy the positions at the sides of the car with their floors on the same level as the platform C, and their roofs *d d* of about the same height as the roof of an ordinary car, to allow passengers to walk upright to and from their seats. Each of these is entered by a door, *e*, at one or each end. The compartment B is partly between and partly above the other two, upright longitudinal partitions *f f* extending from the platform or main floor C at equal distances from each side of the center of the car up to within about twenty inches of the roofs *d d*, and at a distance apart just sufficient to admit the legs of passengers seated in two rows and facing each other. These partitions support or assist in supporting the floor *g* and seats *h h* of the central compartment, the said floor being between and about eighteen inches below the tops of the said partition. From the backs of the seats *h h* other upright longitudinal partitions *j j* extend upward above the roofs *d d* of the side compartments, and support or assist in supporting the roof *i* of the

central compartment, which is of sufficient height from the floor *g* to allow the passengers to walk to and from their seats. The roofs *d d* connect with these partitions *j j*, in which, above the said roofs, are the windows *l l* of the central compartment B. This central compartment is entered by a door at the middle of one or of each end, and is reached by steps *k k* from the ends of the platform or main floor. The seats *a a* of the lower compartments are represented as arranged against the partitions *f f*, and facing the windows *m m*, which occupy the position of the side windows of an ordinary car. This arrangement of the seats I consider preferable to arranging them against the sides of the car with their backs to the windows, as enough height is afforded under the seats *h h* for sitting passengers, and enough is afforded under the roofs *d d* for passengers walking to and from the seats *a a*, or standing up in the side compartments.

Each of the four seats in this car will accommodate as many sitting passengers as one of the seats of an ordinary street-car of the same length; and, hence this car will seat double the number of passengers, while its width need not be increased more than three or four inches, if at all, and its height and the height of the upper seats is not increased sufficiently to make it top-heavy when loaded.

What I claim as my invention, and desire to secure by Letters Patent, is—

A railway car longitudinally divided into three compartments, of which the central one has its lower part interposed between the upper parts of the outer ones, substantially as herein described.

ALFRED V. RYDER.

Witnesses:

FRED. HAYNES,
R. E. RABEAU.