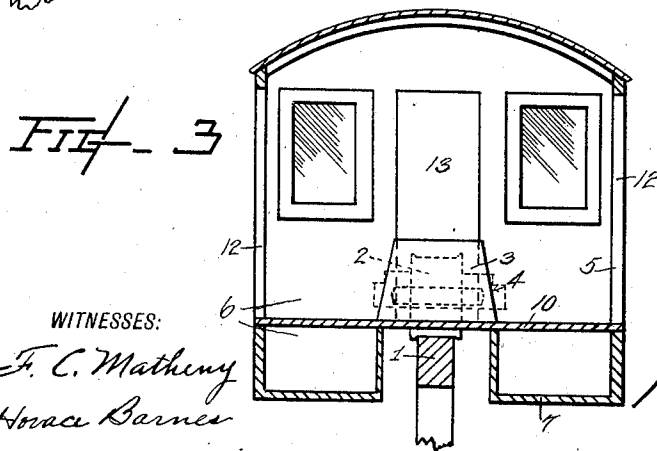
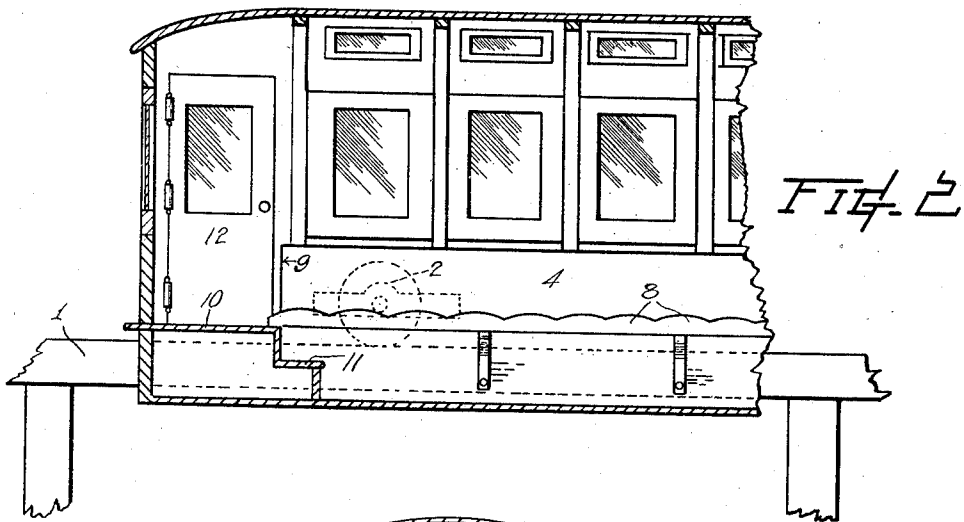
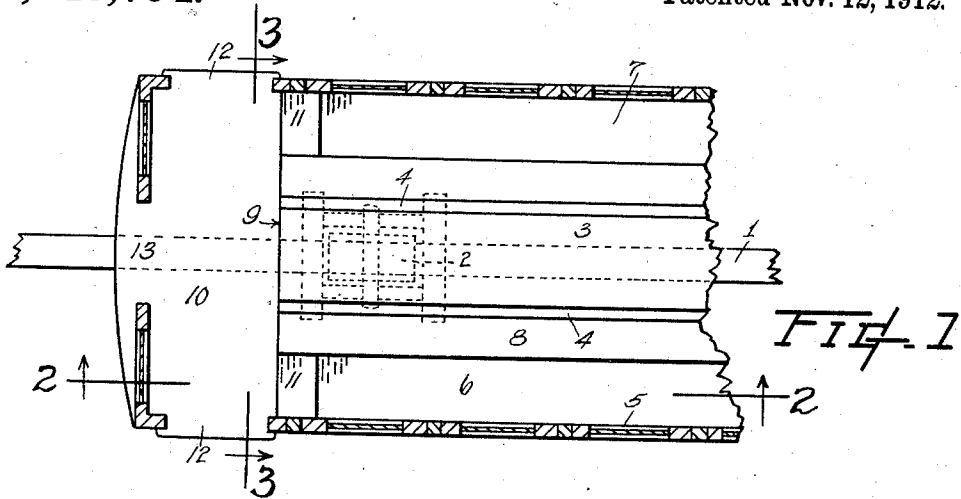


P. BARNES.
MONORAIL CAR.
APPLICATION FILED OCT. 2, 1911.

1,043,794.

Patented Nov. 12, 1912.



WITNESSES:

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MONORAIL-CAR.

1,043,794.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, PIERRE BARNES, a citizen of the United States, residing at Seattle, in the county of King and State of Washington, have invented certain new and useful Improvements in Monorail-Cars, of which the following is a specification.

This invention relates to improvements in railway passenger cars operating upon an elevated track-rail.

The object of this invention is the provision of a car of this character constructed to facilitate the easy entrance and egress of passengers and for their disposal with comfort and convenience in the body of the car at relatively low levels whereby the balance of the car upon the supporting rail may be readily maintained.

The invention consists in the novel design of a railway car and in the adaptation and relation of parts thereof as will be hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a horizontal sectional view of a portion of a railway car embodying the present invention. Fig. 2 is a vertical section through 2—2 of Fig. 1, and Fig. 3 is a like view through 3—3 of Fig. 1.

Referring to said drawings, the reference numeral 1 designates the single track rail and 2 a car-wheel near each end of the car mounted upon said rail and resiliently supporting the car through suitable trucks, frames and connections. Longitudinally of the car and about its mid-width the car-body is formed with a chamber 3 open at the bottom to receive the track and for inclosing the referred to frame and wheel tracks.

Between the side walls 4 of said chamber and the exterior side walls 5 of the car upon each side is a compartment 6, for the accommodation of passengers, whose floor 7 is somewhat below the level of the track rail. 8 designates seats whose backs may be provided by said side walls 4. Between the end walls 9 of said chamber and each end of a car is a platform 10 extending the entire width of the car and at a higher level than the floors 7 to which approach is respectively made by one or more steps 11. Said platforms are also disposed at a sufficient distance above the track rail to permit of

limited downward movement of the car-body without encountering the rail.

Entrances and exits for passengers are afforded the car directly upon a platform 10 through doorways 12 provided desirably at both of the car sides or through an end-way 13 which communicates with a similar end-door opening upon a platform of a connected car where a train is employed. A passenger, upon entering a car, alights upon said platform and thence descends by the steps 11 to the floor of one of the compartments 6 at either side of the car as their choice determines or where seating accommodations are available.

The principal advantages derived from a car-body of the aforescribed type constructed in accordance with this invention is primarily due to the despatch with which passengers may enter or leave at either side a car to or from a platform extending the entire width of the inside of a car; second, to the easy communication afforded by the steps in descending or ascending to or from the side compartments for the accommodation of the passengers and rendering unnecessary both the climbing of steps upon one side and descending steps at the other side in passing from a station landing to the remote side of a car; and third, to the convenience in obtaining communication through the endways between two connected cars.

What I claim, is—

1. The combination with a track rail, of a monorail car provided with a body having floors disposed at opposite sides of the track rail and below the level of the top of the latter, a platform at a higher elevation than the track rail, an opening in the car-body for the admission of passengers directly upon said platform, and steps extending downwardly from the platform to both of said floors connecting the platform with the respective floors.

2. The combination with a single track rail, of a car therefor having a body provided with openings in the opposite sides thereof, a platform arranged intermediate said openings and extending transversely over said track rail, floors for said body disposed at a lower level than said platform and at opposite sides of the car, said floors being

directly connected with said platform by steps extending downwardly from the latter whereby passengers upon entering the car must pass over said platform before descending to either of the floors.

5 3. The combination with a single track rail, of a car therefor having a body provided with openings in the opposite sides thereof, a platform arranged intermediate
10 said openings and extending transversely over said track rail, floors for said body dis-

posed at a lower level than the top of the track rail and at opposite sides of the latter, and steps extending downwardly from the platform to both of said floors whereby passengers upon entering the car must pass over said platform in going to either of the floors.

PIERRE BARNES.

Witnesses:

HORACE BARNES,
W. H. SHEPARD.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."