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Patented Sept. 12, 1911.

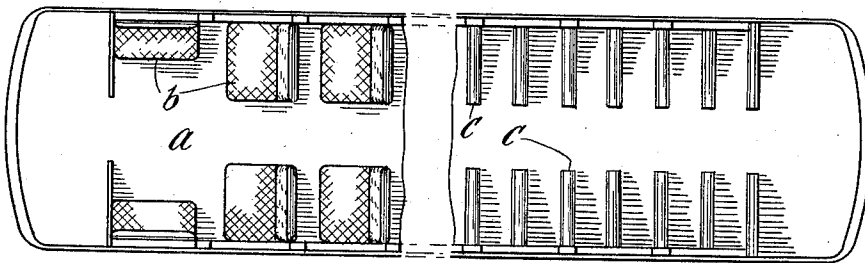
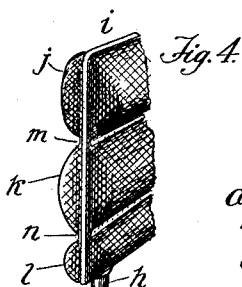


Fig. 2.



WITNESSES:

Cecil Long
Martin.

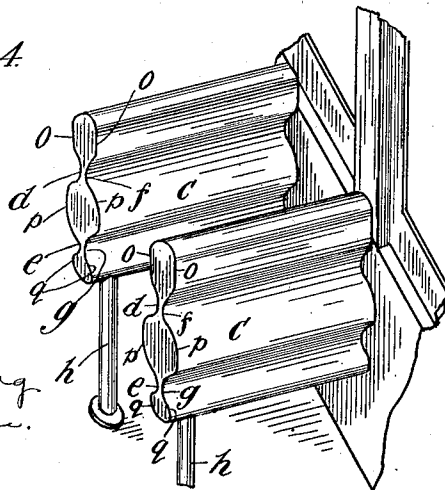


Fig. 3.

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STREET-CAR.

1,003,378.

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To all whom it may concern:

Be it known that I, CHARLES HENRY SHOLES, a citizen of the United States, and a resident of Portland, Multnomah county, State of Oregon, have invented a new and useful Improvement in Street-Cars, of which the following is a specification.

This invention has for its object to obtain greater passenger carrying capacity in street cars without increasing the size or cost of cars, and at the same time handle the greater number of passengers with increased facility of ingress and egress, and with a higher degree of comfort and promptness than is possible with present methods during the emergencies for which this car is intended. Primarily, it is intended as an emergency car, to be used only during the rush hours morning and night, and on special occasions, such as ball games, circuses, etc., usually located some distance from where the bulk of the traffic originates. My invention provides an interior arrangement of these special cars in such wise as to place four passengers (approximately) in a semi-sitting position where but two can sit according to the present method, namely: by providing the car with rigid upright supports made with backs and fronts, and placed so near together that a passenger taking his place in the space or stalls between two of said uprights, and dropping his weight upon his knees, finds himself supported in a semi-sitting, fairly comfortable and restful position, without any physical effort being required to maintain such position.

To this end my invention comprises the special features illustrated in the accompanying drawings and hereinafter fully described and claimed.

In the drawings: Figure 1 represents a longitudinal vertical section of the car, the central portion of which has been broken away, and one end of such car being provided with my improvement, and the other end showing the ordinary method of seating passengers; Fig. 2 is a plan section agreeing with the car shown in Fig. 1; Fig. 3 is an enlarged perspective detail; and Fig. 4 is an enlarged perspective detail showing the manner in which the concavities on the front and back of the upright supports may be cushioned in order to render them more comfortable.

The construction of the car in other re-

spects than with regard to its interior arrangement may be of any convenient type.

As shown in Fig. 1, a portion of the car, *a*, is provided with seats, *b*, of the usual construction, which in practice may be reserved for women and children. The remaining portion of the car is provided with upright supports *c*. The upright supports may, however, extend throughout the length of the car to the exclusion of any seats. The upright supports, *c*, are arranged one behind the other, and the front and back faces thereof are formed with horizontal convex portions located at the top *o*, the center *p*, and the bottom *q*; and said convex portions are spaced apart by intermediate horizontal concavities *d, e, f, g*. The central convex portions, *p*, are adapted to serve as seats, and the concavities *e, g*, between the central and the bottom convex portions are adapted to constitute knee rests. The upright supports are so arranged as to support a person in a semi-sitting position, as illustrated in Fig. 1.

The upright supports, *c*, are supported on standards *h*, so as to leave an unobstructed room for the feet of the passenger, said standards, *h*, being rigidly attached to the floor, and the upright supports, *c*, being rigidly attached to said standards and to the sides of the car. The upright supports, *c*, should be about three and one-half feet in height, so that the convex portions, *o*, extending above the concavity *f* constitute a partial support for the back of the passenger.

For a better grade of cars, the upright supports, *c*, would be constructed as illustrated in Fig. 4. It would consist of an upright frame, *i*, supported on standards *h*, and secured to the sides of the car, just the same as described concerning the uprights *c*. And on the front and back faces of the frame, *i*, would be upholstered convex cushions *j, k, l*, having horizontal cavities *m, n*, for the purpose described.

I claim:

1. In a car, upright supports arranged one behind the other and having their front and back faces formed with horizontal convex portions located at the top, the center and the bottom; said convex portions being spaced apart by intermediate horizontal concavities; the central convex portions being adapted to serve as seats, the concavities between the central and the bottom

convex portions being adapted to constitute knee rests, and the supports being arranged for supporting a person in semi-sitting position.

- 5 2. In a car, upright supports arranged one behind the other and having their front and back faces formed with horizontal convex upholstered portions located at the top, the center and the bottom; said convex portions being spaced apart by intermediate
10 horizontal concavities; the central convex

portions being adapted to serve as seats, the concavities between the central and the bottom convex portions being adapted to constitute knee rests, and the supports being
15 arranged for supporting a person in semi-sitting position.

CHARLES HENRY SHOLES.

Witnesses:

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