(No Model.)

F. B. BROWNELL.

STREET CAR.

No. 481,468. Patented Aug. 23, 1892.

Fig. 2.

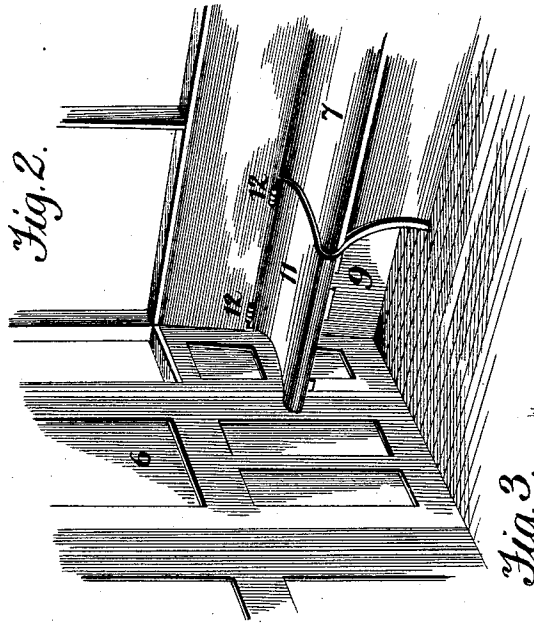


Fig. 3.

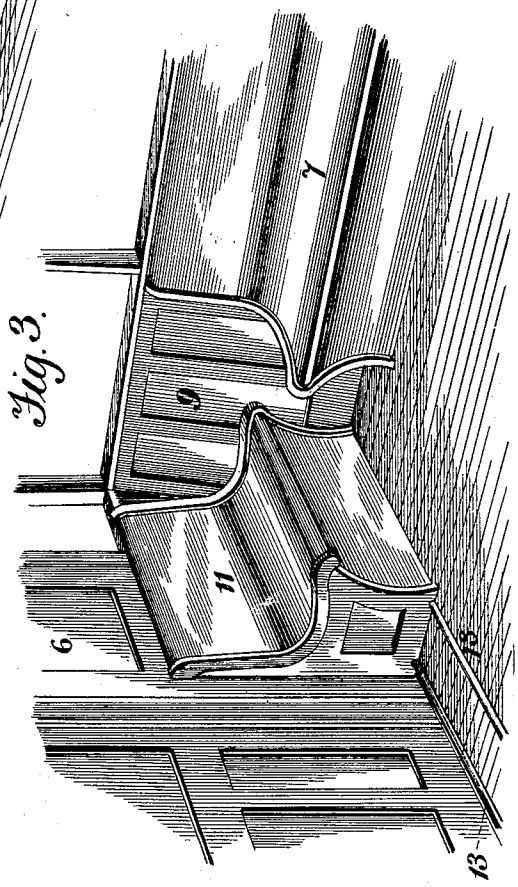
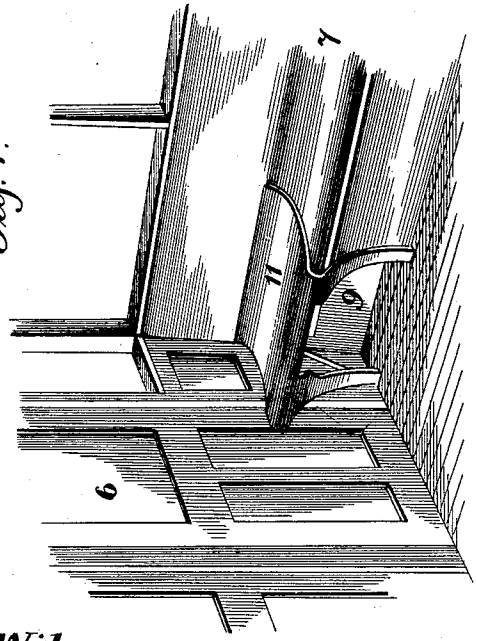


Fig. 1.



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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

FREDERICK B. BROWNELL, OF ST. LOUIS, MISSOURI.

STREET-CAR.

SPECIFICATION forming part of Letters Patent No. 481,468, dated August 23, 1892.

Application filed November 30, 1891. Serial No. 413,503. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK B. BROWNELL, of the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Street-Cars, of which the following is a specification, reference being had to the accompanying drawings, and to the figures of reference marked thereon.

In Patent No. 462,620, granted to me November 3, 1891, is described a street-car having at each of its ends two doors so arranged that a doorway may be made or opened at either side of the longitudinal center of the car. The seats for passengers extend lengthwise along the sides of the car and parallel to such longitudinal center, the ends of each seat terminating a distance from the respective ends of the car-body. Spaces are thus left between the ends of the seat and the doorways, the ingress and egress of the passengers being unobstructed; and in an application for Letters Patent, filed of even date herewith, and bearing Serial No. 413,502, an improved arrangement is described in which the car is provided with an end door opening from one side of the car toward a fixed partition, pocket, or casing, thus providing means of ingress to and egress from that side of the platform from which the door is moved, and also having seats arranged both lengthwise and crosswise of the car, spaces being provided between the seats adjacent to the ends of the car and the doors, whereby the movement of the passengers to and from the car through the opened doorway is unobstructed. By such arrangement of seats, whether they are arranged lengthwise or crosswise of the car, it is seen that a certain amount of seat-room is lost; and the object of my present invention is to make available all the advantages derived from the constructions and arrangements set forth in my said patent and said application and at the same time provide for additional seating capacity.

In the accompanying drawings, Figures 1, 2, and 3 are perspective views of a part of the interior of a street-car, showing various equivalent ways in which my invention may be applied.

Similar figures of reference indicate similar parts in the respective views.

In Fig. 1, 7 shows a seat adjacent to the end of the car, and 9 the space between the end of the seat and the end of the car. 11 represents a seat-section serving to continue or extend the seat 7 the length of the space 9, or, in other words, to the end of the car. The seat-section 11 is intended to be used next to or in front of the end door 6, (not in use,) it being understood that at this time the door opened for the ingress and egress of passengers is that corresponding to the one 6, but upon the other side of the longitudinal center of the car. The seat-section 11 is made portable, so that it may be transferred from one side of the car to the other or from one end to the other, as may be required, in either instance to fit within and close the space 9.

In Fig. 2 the seat-section 11 is attached to the side of the car by hinges 12 or other suitable means and adapted to fold against the side of the car when not in use, so as to leave the space 9 unobstructed.

In Fig. 3 the seat-section 11 is made to slide sidewise of the car upon a track 13, secured to the floor of the car, so as to be placed in front of the door 6 when not in use.

This invention it is apparent is equally applicable to increase the seating capacity of the car whether the seats 7 are arranged lengthwise or crosswise thereof.

Having described my invention, I claim—

A street-car having at its end a doorway situated at one side of the longitudinal center of the car, a door adapted to open and close said doorway, and a shortened seat adjacent thereto, combined with a seat-section for continuing or extending said shortened seat, thus making up for the deficiency in seating capacity consequent upon such shortening of the seat at or near the doorway not in use as an entrance, substantially as set forth.

In testimony whereof I have hereunto set my hand and seal.

FREDERICK B. BROWNELL. [L. S.]

Witnesses:
M. B. RICHARDSON,
O. W. JOSLIN.