

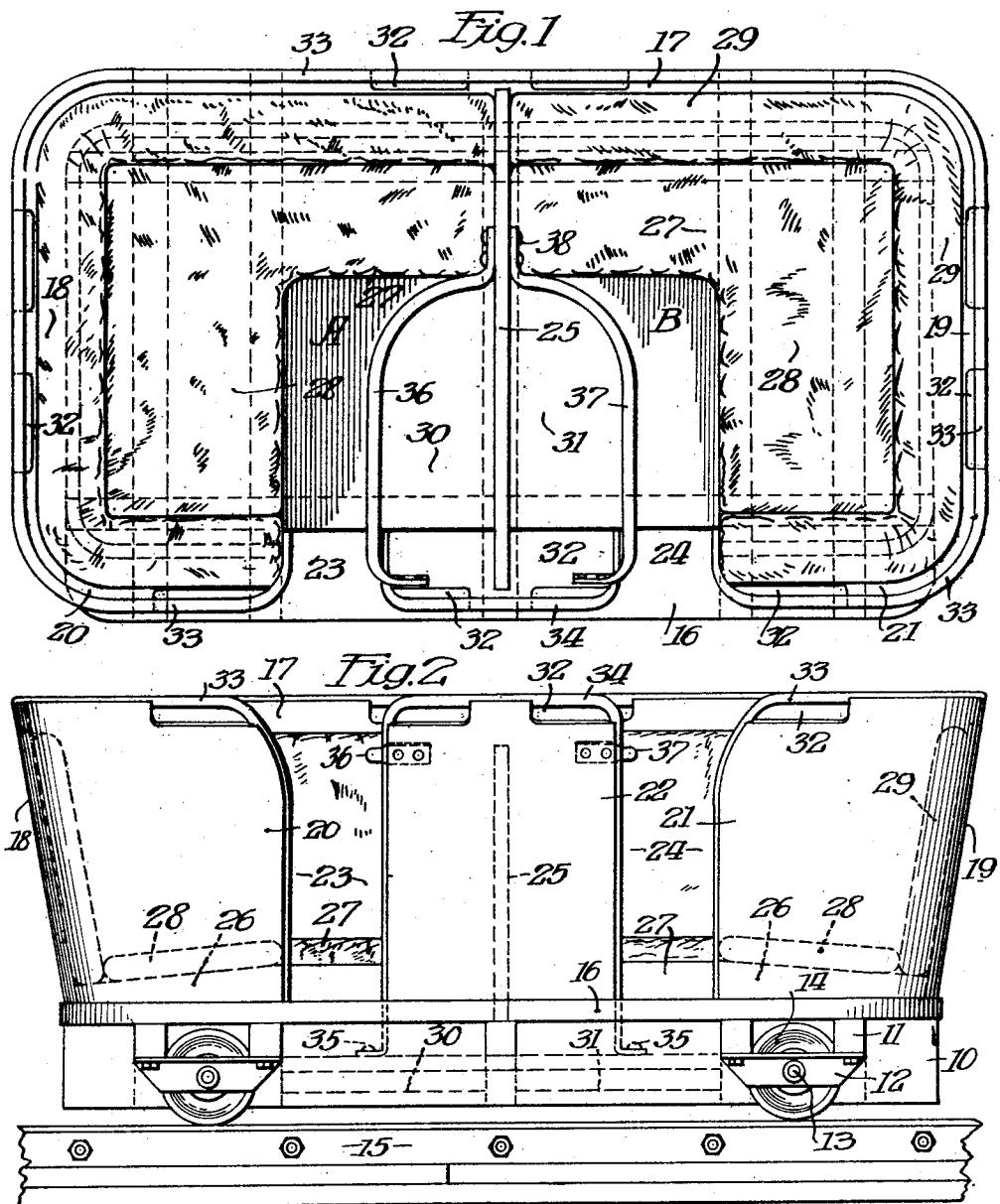
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J. A. MILLER

PLEASURE RAILWAY CAR

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JOHN A. MILLER, OF HOMewood, ILLINOIS.

PLEASURE-RAILWAY CAR..

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To all whom it may concern:

Be it known that I, JOHN A. MILLER, a citizen of the United States, and a resident of Homewood, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Pleasure-Railway Cars, of which the following is a specification.

My invention relates to cars which are particularly desirable on pleasure railway structures having many lateral turns and steep and abrupt inclines and summits where the cars at times travel with very great speed. In the arrangement generally used on such cars the seats extend transversely and all facing forwardly. In patronizing such pleasure railways the public is always looking for greater sensation and more enjoyment and the object of my invention is to satisfy this demand. I accomplish it by arranging the seats so that some of the passengers may ride forwardly, others backwardly, and others sideways. I provide a central transverse partition in the car and an L-shaped seat in each half extending along the respective end and the offside of the car, the other or loading side having passenger passageways.

My improved arrangement is disclosed on the accompanying drawing in which—

Fig. 1 is a plan view of a car, and

Fig. 2 is a side elevational view thereof.

The supporting or sub-structure of the car comprises side beam 10 and cross beams 11, brackets 12 secured to the extended ends of adjacent cross beams 11 journaling the axles 13 of the car wheels 14 which run on a suitable track structure 15. Secured on the cross beams 11 above the wheels are the running boards 16 which are on a level with the loading platform (not shown) so that passengers can readily enter or leave the cars.

The car body has the continuous side wall 17, the end walls 18 and 19, and the side wall sections 20, 21 and 22, the centrally located section 22 being spaced from the sections 20 and 21 sufficiently to leave passageways 23 and 24 for passengers. Extending transversely of the car between the wall 17 and the section 22 is the partition 25 which divides the car into two similar sections A and B. Each section has an L-shaped seat comprising the transverse end part 26, and the longitudinal part 27 which extends along the wall 17 up to the partition wall 25.

In order that the passengers may sit more conveniently and comfortably the car body sides incline outwardly and the seats are provided with seat cushions 28 and back cushions 29. Between the seats and the partition 25 are the floor spaces 30 and 31 for the feet of the passengers and the floor may be a comfortable distance below the running board 16. To afford supporting means for passengers when in the car or when entering or leaving, the walls are cut away at the most convenient places to leave hand holes 32 over which extend hand rails 33 and 34. A single bar may form these rails and extend along the inner edges of the wall sections 20 and 21, 18 and 19, and 17 and assist in strengthening these walls. In a similar manner the rail bar 34 may extend along the top and the sides of the dividing wall 75 section 22 to strengthen this section and at its lower end the bar may be secured to the substructure of the car as indicated at 35. Guard and hand rails 36 and 37 also extend from the wall section 22 to the partition 25. As shown these rails are secured at their outer ends to the section 22 near the top thereof and extend inwardly parallel to the seats and secured at their inner ends to the partition 25 as indicated at 38. When the passengers are in their seats these guard rails will be in proper position and elevation to afford a good grip and to keep the passengers from lurching out of the seats.

The car shown is designed for a capacity of six passengers, three in each part. In each part one passenger will sit on the longitudinal section of the seat facing the entrance side of the car and another passenger will sit near the corner of the seat facing diagonally of the car while the other passenger will sit at the entrance side of the end seat section facing forwardly. The passengers can hold on to the hand rails 36 and 37 or on to any of the hand rails over the spaces 32 distributed around the upper edge of the outer walls. This arrangement of the passengers greatly adds to the sensational features of riding as they will be subjected to side swaying and lurching as well as forward and back lurching as the car takes the sudden dips, rises and turns. There is plenty of room for the passengers to turn a distance in either direction while the car is traveling so that all may partake of the different sensations. When repeating rides a passenger who the first time rode

sideways can the next time take one of the 5 end seats, and when the passengers are all in place they will be facing each other which is another feature greatly adding to the enjoyment. With the arrangement shown the passengers in one car can also more readily observe progress of other cars and the passengers therein.

I do not desire to be limited to the exact 10 construction and arrangement shown and described as changes may be made which will still come within the scope of the invention.

I claim as follows:

15 1. In a pleasure railway car, the combination of a substructure, supporting wheels thereon, a car body on said substructure comprising side and end enclosing walls, a transverse seat along each end wall and a 20 longitudinal seat along one side wall of said body, the other side wall having passageway for passengers.

25 2. In a pleasure railway car of the class described, the combination of a sub-structure, supporting wheels therefor, a transverse seat at each end of said substructure, a side seat along one side of said substructure and extending between said end seats, walls surrounding said seats and forming a back 30 therefor, and a side wall at the opposite side of said substructure spaced from the adjacent walls to leave passenger passageway.

35 3. In a pleasure railway car body, the combination of a supporting substructure, end walls on said substructure and a continuous side wall at one side of said structure connected with said end walls, transverse seating space along said end walls and along 40 said continuous side wall, and wall structure along the opposite side of said sub-structure having passageway adjacent to said end seating spaces for passengers.

45 4. A car body for pleasure railway cars comprising a supporting substructure, a transverse seat at each end of said structure, a side seat along one side of said structure connecting with said transverse seats, wall structure surrounding said seats to 50 form a back therefor, there being floor space in front of said seats, and a side wall section opposite said side seat separate from said wall structure to leave passenger passageway to and from said seats.

55 5. A car body for pleasure railway cars comprising a supporting substructure, a rear continuous side wall rising from said structure, end walls on said structure forming a continuation of said rear wall structure and extending a distance along the front side of said structure, a central front

wall section, there being passenger passageways between said front wall section and the adjacent walls, a partition extending transversely from said front wall center section to said rear side wall, said partition 65 dividing said body into two parts, and an L-shape seat in each part extending transversely along the respective end and along the respective rear wall, there being floor space in front of said seats. 70

6. In a car body for pleasure railway cars, the combination of a supporting substructure, a transverse seat extending across each end of said structure, a side seat extending along the far side of said structure, 75 a wall surrounding the outside of said seats and forming a back therefor, a guard wall along the near side of said structure spaced away from the adjacent back forming wall to leave passenger passageways, a partition extending transversely across said structure from said guard wall to the far side of the structure, and guard rails supported on said guard wall and said partition to be in front of said seats, there being floor space in front 80 of said seats.

7. In a car body for pleasure railway cars, the combination of a supporting substructure, end walls and side walls rising from said structure to form an enclosure, 90 there being two entrance passageways in one of said side walls and a transverse partition extending from said side wall between said entrances to the opposite side wall for dividing said enclosure into two sections, a 95 seat for each section extending along the end thereof and along said opposite side wall, a running board in front of said passageways, and a depressed foot supporting floor in front of said seats. 100

8. In a car body for pleasure railway cars, the combination of a supporting substructure, side walls and rear walls rising from said structure to form an enclosure, a central transverse partition inserted between the side walls to divide said enclosure into two sections, passenger passageways in one of said side walls for said sections, a seat in each section extending along the end wall and the side wall opposite said passageways, said end walls and opposite wall forming a back for said seat, guards and supporting rails in front of said seats, a running board in front of said passageways, and a depressed foot supporting floor in 110 front of said seats. 115

In witness whereof, I hereunto subscribe my name this 5th day of December, 1924.

JOHN A. MILLER.