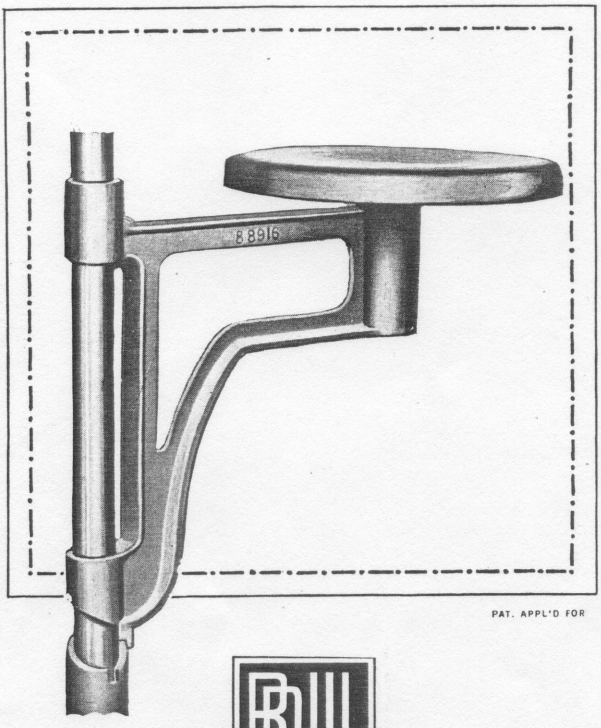
THE BENDIGO TRUST

The Motorman's Seat

for

Birney Safety Cars



THE J. G. BRILL COMPANY

Main Office
Philadelphia, Pa.

London Office
150 Southampton Row, W. C. I.

AMERICAN CAR CO. - - - St. Louis, Mo.
THE G. C. KUHLMAN CAR CO. Cleveland, Ohio
WASON MAN'FG CO. - - Springfield, Mass.
CIE J. G. BRILL - 49 Rue des Mathurins, Paris

Bulletin No. 249

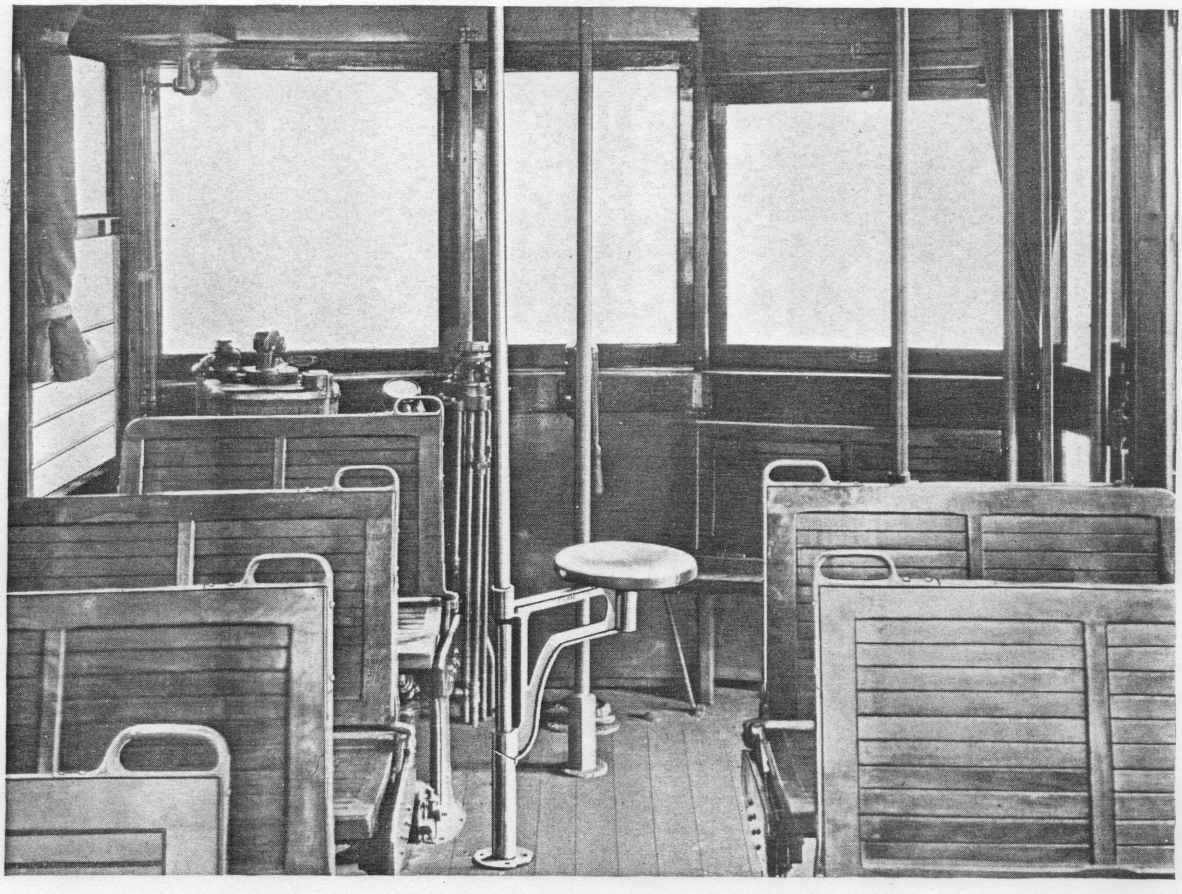
THE BENDIGO TRUST

THIS newly adopted Motorman's Seat for standard Birney Safety Cars has the advantage of also being applicable to passenger use when the operator is at the opposite end.

First, it is important to note that it is entirely independent of the transverse reversible seat in the operator's position at each end, except that with the seat in position for the operator the reversing of the back of the transverse seat automatically swings it into position for passenger use.

The adoption of this new Motorman's Seat actually increases the seating capacity of the double-end Birney Safety Car from 32 to 33, and in localities where the maximum passenger load is fixed by legislation according to seating capacity, the advantage is greater. For instance, if the maximum load of a 32-seated passenger car is fixed at 64, then the maximum passenger load of the 33-seated passenger car would be 66, an increased capacity of two passengers.

Another advantage obtained with this type of Motorman's Seat is that the reversible tranverse seat in the operator's position is identical to the other reversible seats in the car and, therefore, is interchangeable. As the



Motorman's Seat in position for passenger use. This increases the seating capacity of the Standard Double-end Birney Safety Car to 33, and at the same time enables all passengers to face forward.

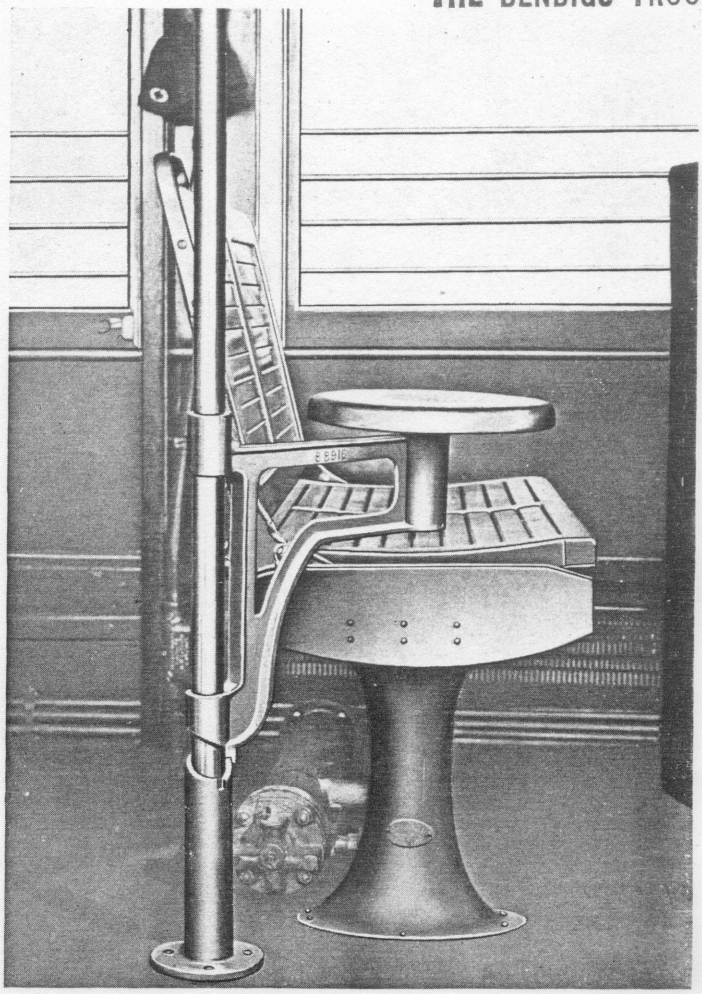
Note—Motorman's Seat, Passenger Seats and Grab Handles illustrated adopted for Standard Birney Safety Car. Brill Specifications No. 100, Revised January 1, 1920.

THE BENDIGO TRUST

Motorman's Seat is not attached to the reversible seat back in any way, consequently there is no defacement nor wear on this seat back, which would otherwise exist.

It is also possible for the operator to throw this seat over to its passenger position and to raise the cushion of the transverse seat, affording larger standing space for himself when operating the car from a standing position. This in no way interferes with incoming passengers, there being sufficient space on the platform for them to enter, pay fare and pass into the carbody.

As will be noted in the illustrations this Seat is held in either of its two positions—for the operator and for the passenger—by notches in the lower casting, and in order to move it from one position to the other it must first be lifted out of the notch in which it is engaged. As heretofore stated, the reversing of the tranverse seat back will automatically move the seat from the operator's to the passenger's position, the lower casting being so designed that the seat gravitates to its notch. But in changing back to the operator's position it is necessary for the operator to lift it out of its notch, as illustrated at the top of page 4, and swing it around until it drops into the other notch, all of which is accomplished with very little effort.



In operator's position held rigidly in its notch. When transverse seat back is reversed, the Motorman's Seat automatically gravitates to the passenger's position.

No change in the standard construction of the car is required to equip it with this Seat, the pipe stanchion on which it is pivoted being of the same diameter and in the same position as heretofore.

The circular stool is adjustable for height to suit the comfort of the operator and passengers, a steel threaded bolt fitting into the malleable seat bracket.

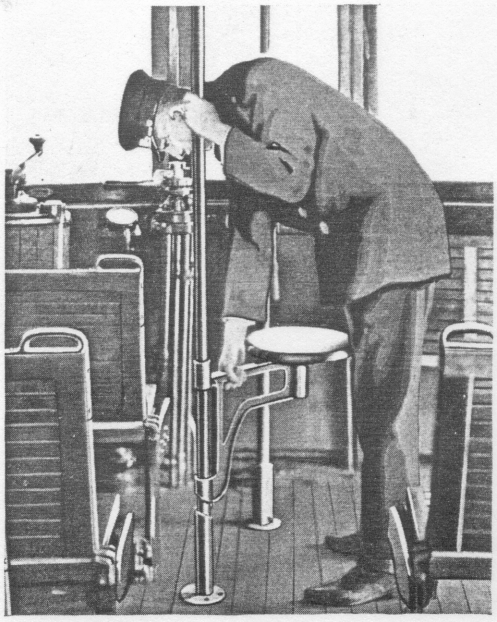
As shown on the accompanying layout there is sufficient clearance between this seat in the passenger's position, the vestibule folding seat and

THE BENDIGO TRUST

pipe stanchions for passengers using the folding seat to reach the aisle leading to the front exit.

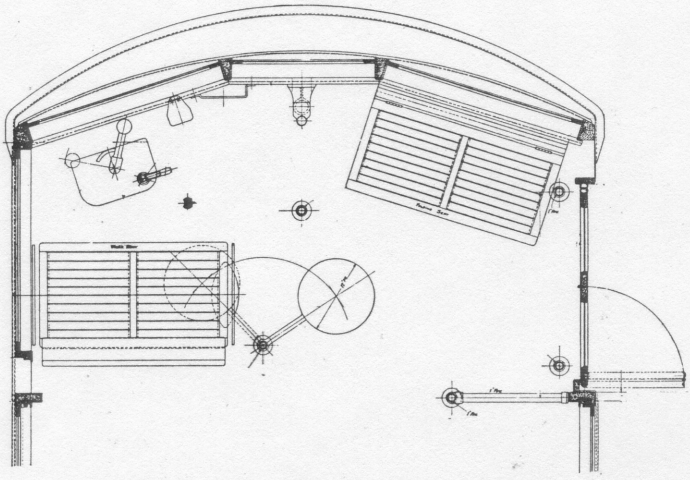
When equipped with this type seat all passengers in the double-end Birney Safety Car face to the front.

The Birney Safety Car is the lightest car yet designed which has successfully met general operating conditions, and naturally its weight per seated passenger is considerably lower than any other type car in service. Any increase in the seating or carrying capacity, therefore, further tends to make the comparison with other car types on the same basis more favorable to the Birney Car.

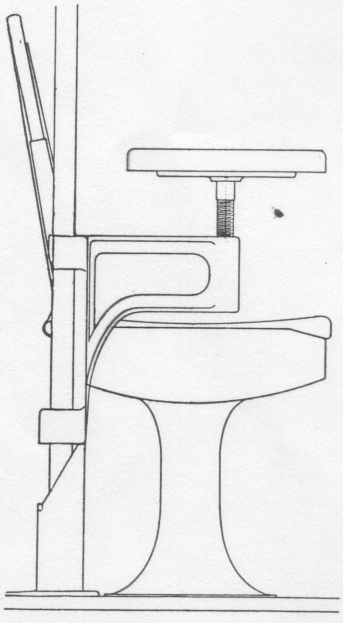


When operator moves from one end of the car to the other he lifts this Seat out of its notch; it easily swings around to his position. It is so arranged that the seat bracket can be lifted only sufficiently to permit movement from one notch to the other.

Without taking into consideration any of its other advantages, the increased seating capacity obtained with this Motorman's Seat alone recommended its adoption as standard equipment for Birney Safety Cars, as no other type seat previously developed has this feature. Then again, its few parts and simple and rugged construction insure low maintenance.



Layout of Birney Safety Car platform, showing Motorman's Seat in passenger position. Sufficient clearance for passengers to and from the vestibule folding seat is obtained.



Stool adjustable to suit the comfort of the operator or passenger.