

(No Model.)

I. BLUMENTHAL
RAILWAY CAR.

No. 257,843.

Patented May 16, 1882.

Fig. 1.

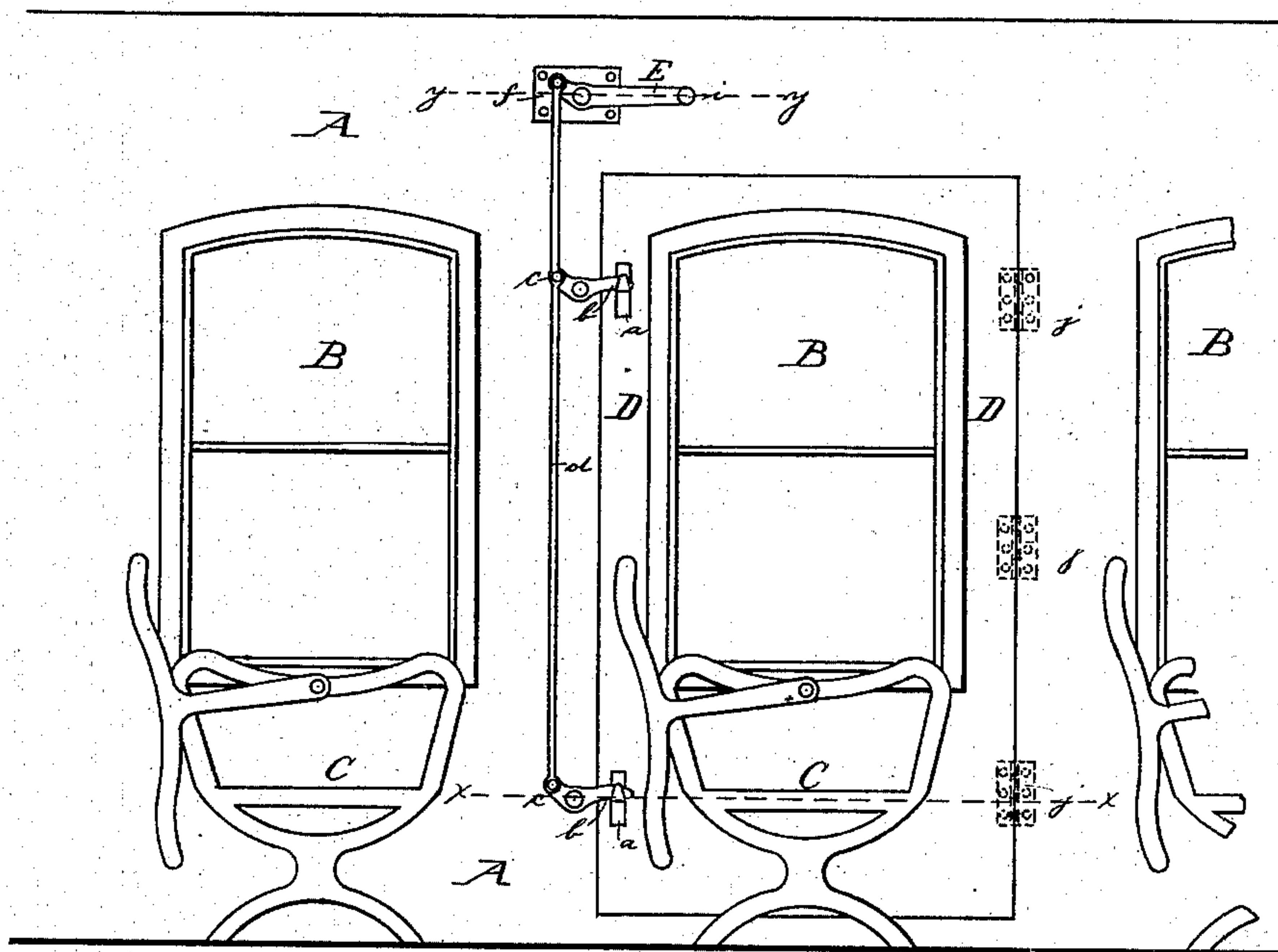


Fig. 3.



Fig. 2.

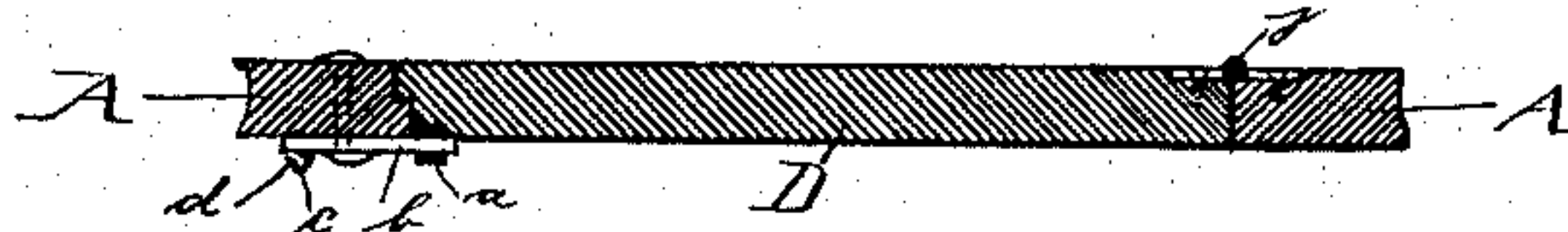
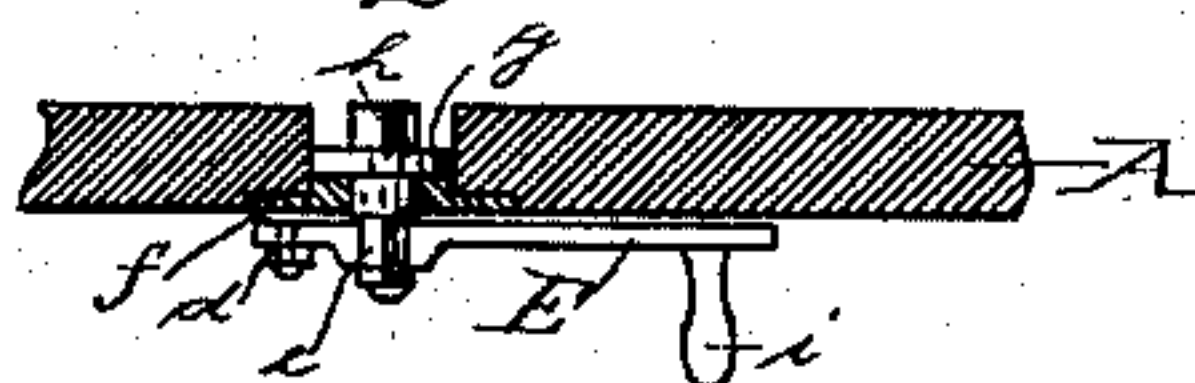


Fig. 4.



WITNESSES—

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ISAAC BLUMENTHAL, OF CHICAGO, ILLINOIS.

RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 257,843, dated May 16, 1882.

Application filed February 21, 1882. (No model.)

To all whom it may concern:

Be it known that I, ISAAC BLUMENTHAL, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful
5 Improvements in Passenger-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon,
10 which form a part of this specification.

This invention relates to safety devices for passenger-cars; and it consists in doors in the side walls of the car, which are hinged to swing outward, and can be opened from the
15 in or out side of the car to enable the escape of the passengers during an accident, all as more fully hereinafter described and specifically claimed.

In the accompanying drawings, Figure 1
20 represents an elevation of a portion of one side of the interior of a car having my improvements; Fig. 2, a section on line *xx* in Fig. 1; Fig. 3, an end view of the latch-hook, and Fig. 4 a section on line *yy* in Fig. 1.

25 Like letters designate corresponding parts in all the figures.

A denotes the side wall of a car with the windows B B, and C are the car-seats. D is a door arranged in said side wall, which swings
30 on outside hinges, *j*, so as to enable said door to swing outward. One of the windows B forms the panels in said door. Against the inside edge of said door, that is to swing out, latch-hooks *a* are secured, and against the wall
35 are pivoted latches *b*, which will engage with the hooks, and will hold the door locked. Each latch *b* has a tail-projection, *c*, and the tail-projections of the several latches are pivotally connected by a rod, *d*. The upper extreme
40 end of this rod *d* connects with the tail end of a lever, E. This lever E is secured upon the square end of a trunnion, *e*, which is pivoted in a plate, *f*, is held therein laterally by a

collar, *g*, and has a square head, *h*, that is flush with the exterior side of the car for attaching
45 a crank or socket-wrench. The long shank of the lever has a handle, *i*, by which to open or close both latches simultaneously. I intend to provide a passenger-car with a series of such doors to each side.

50 In case a car is thrown off the track, tumbled over, or crowded in by the wrecks of other cars, so as to prevent the opening of or the escape through the end doors of the car, all or either of the side doors may be opened to
55 allow the passengers to escape. For opening such doors a passenger will push the handle *i* upward, when the door will at once yield to a pressure, and will be open; or, in case that the passengers cannot reach the handles, or they
60 are wounded and disabled by the accident, any one of the railroad officials can open the doors from the outside by applying a wrench to the square head of the lever-trunnion.

I am aware that it is not broadly new to construct passenger-cars with side doors for use
65 in the event of such cars being overturned or the ordinary end exits blocked up, and such I do not claim.

What I claim is--

70 In a passenger-car having end doors, as usual, inlets and outlets, and auxiliary side doors, the latch-hooks *a*, secured to said doors, latches *b*, pivotally connected to the wall of the car and having tail-projections *c*, by which
75 the same are pivotally connected to and operated by a rod, *d*, and lever E, having handle *i*, substantially as and for the purpose set forth.

80 In testimony that I claim the foregoing as my invention I affix my signature in presence of two witnesses.

ISAAC BLUMENTHAL.

Witnesses:

F. W. KASEHAGEN,
F. U. ADAMS.