(No Model.)

F. W. BROOKS.

STREET CAR.

No. 325,908. Patented Sept. 8, 1885.

Fig. 1.

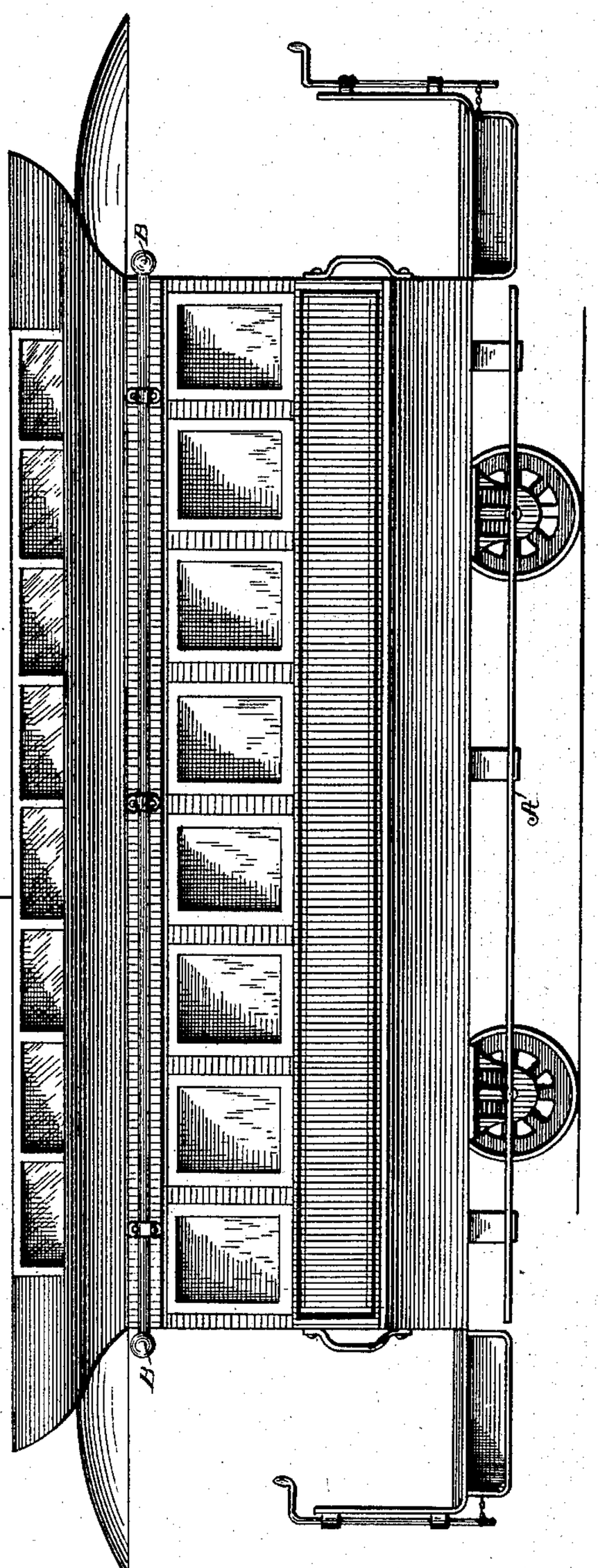


Fig. 2.

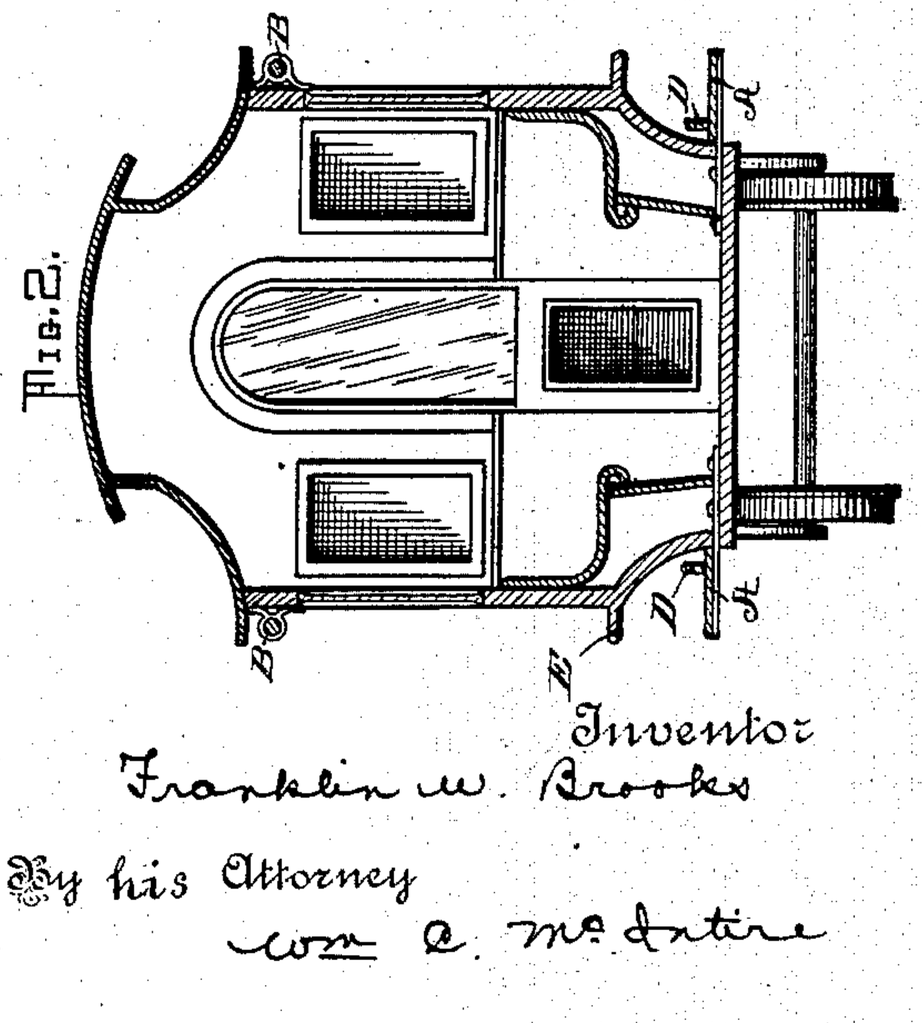


Fig. 3.

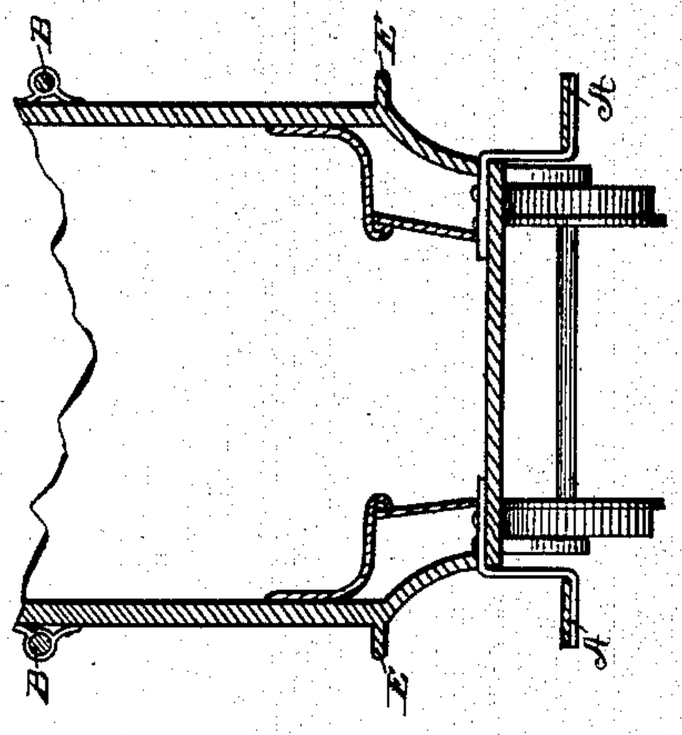
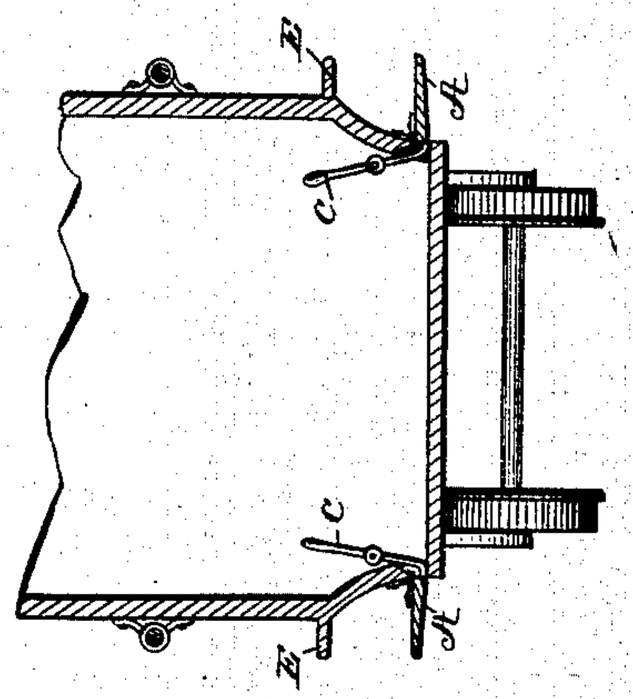


Fig. 4.



Witnesses
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UNITED STATES PATENT OFFICE.

FRANKLIN W. BROOKS, OF NEW YORK, N. Y.

STREET-CAR.

SPECIFICATION forming part of Letters Patent No. 325,908, dated September 8, 1885.

Application filed July 17, 1885. (No model.)

To all whom it may concern:

Be it known that I, FRANKLIN W. BROOKS, a citizen of the United States, residing at New York city, New York, have invented new and useful Improvements in Street-Cars, of which the following is a specification.

My invention relates to certain new and useful improvements in street-cars, and especially to that class known as "close cars." In the latter class of cars, when used on crowded thoroughfares, it becomes difficult and frequently impossible for the conductor to collect the fares of all the passengers when the aisle is full or crowded, as he cannot force his way through to the front platform and return, and as no means has heretofore been provided for transit along the outside of the car, it being hazardous and almost impossible for him to run on the street alongside the car.

The object of my invention is to provide a means in this class of cars for facilitating the transit of the conductor from one end to the other of the car at all times, and especially when the same is crowded; and with this end in view my invention consists, broadly, in the idea of providing an ordinary close car with an exterior-foot walk or bridge from the front to the rear platform, and combining therewith a suitable exterior hand-rail or holdfast; and my invention further consists in the special details of construction, hereinafter explained, for carrying into effect the generic features of my invention.

I wish it understood that I am aware that what are known as "open" or "summer" cars have been provided with foot-walks or steps arranged longitudinally, and which are utilized as a means of transit for the conductor, and also for ingress and egress of passengers; but in this class of cars the stanchions serve as hand-holds. I am not aware, however, that any provision has heretofore been made for utilizing the foot-walk with a close car, and, indeed, it could not be without making provision also, as contemplated by me, to furnish a hand-hold for the conductor.

In order that those skilled may fully understand my invention, I will proceed to describe the construction and advantages of the same, referring by letters to the accompanying drawings, in which—

Figure 1 is a side elevation of an ordinary close car embodying the features of my invention. Fig. 2 is a cross-section of the same, showing the step or bridge arranged in a plane with the platform. Fig. 3 is a similar view showing the foot-walk arranged in the same plane with the step of the platform, and Fig. 4 is a cross-section of a car with my improved foot-walk hinged or pivoted to the car, and showing also in elevation a vibrating lever under the control of the conductor, and by means of which the foot-walk may be swung upwardly and against the side of the car when not desired for use.

In the several figures of the drawings, A represents an ordinary foot-walk or longitudinal step arranged at any convenient altitude upon suitable hangers or angle-irons, and extending from one platform to the other.

B is a hand-rail or holdfast of any convenient form, but which I have shown in the form of an ordinary round bar or tube secured in brackets to the side of the car, and at such altitude from the foot-walk as to render it convenient for the purpose for which it is intended. This rail may be arranged above the windows, as shown at Figs. 1, 2, 3, or, if desired, it may be placed below the windows, as shown at Fig. 4; but in either case it is desirable that it should not project beyond the other projecting portions of the car.

The foot-walk A may be rigidly secured in place, or, as illustrated at Fig. 4, it may be hinged or pivoted to the side of the car, and any suitable means under the control of the conductor or driver employed for swinging or lifting it up out of the way. I have shown as one means for accomplishing this result an ordinary foot-lever with its lower end in contact with the back edge of the foot-walk. It is of course obvious that in lieu of a foot-lever a longer one adapted to be operated by hand may be employed, and in either case that a ratchet and pawl may be used to hold the foot-walk up, and it is also obvious that an ordi-

nary lifting-chain, gearing, or other suitable means may be employed for operating the foot-walk.

At Fig. 2 I have shown the foot-walk provided near to its rear edge with a toe-strip, D, which serves as a guard to protect the side of the car.

The foot-walk may be made of any desired width; but I prefer to make it of such width that it shall not project beyond the side of the car or the usual bead, E, or rib thereon. It may also be, as before stated, located at any convenient or desirable altitude; but I prefer to arrange it within the curve or bevel of the side of the car underneath the seats.

It will be understood that many changes, and such as would naturally be suggested by a skilled mechanic familiar with car-building, may be adopted without departing from the spirit of my invention.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a closed street-car, a longitudinal foot-walk, A, in combination with a rail or hold-fast arranged against the side of the car above the foot-walk and independent thereof, substantially as and for the purpose set forth.

2. In a street-car, the longitudinal foot-walk A, hinged or pivotally connected to the side of the car, in combination with suitable mechanical means connected to the car under the control of the conductor or driver for swinging the foot-walk into or out of position, substantially as and for the purpose set forth.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

FRANKLIN W. BROOKS.

Witnesses:
B. LEWIS BLACKFORD,
R. C. TODHUNTER.