

(No Model.)

F. B. BROWNELL.
STREET CAR.

No. 481,467.

Patented Aug. 23, 1892.

Fig. 1.

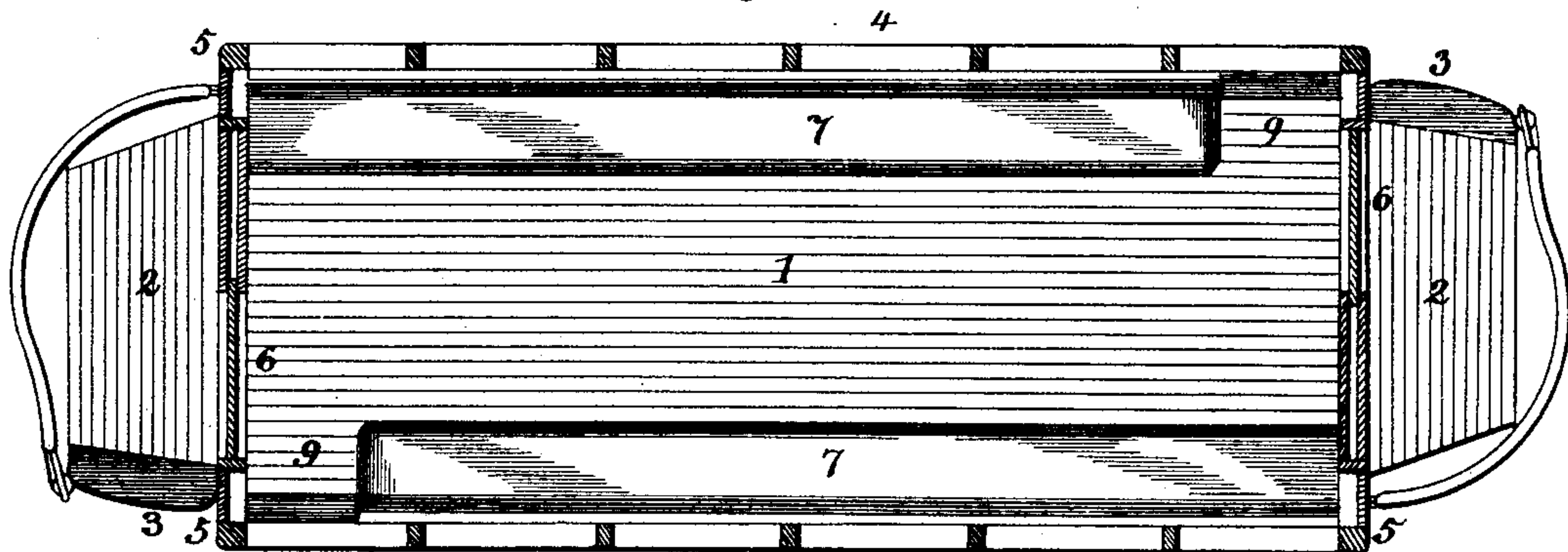


Fig. 2.

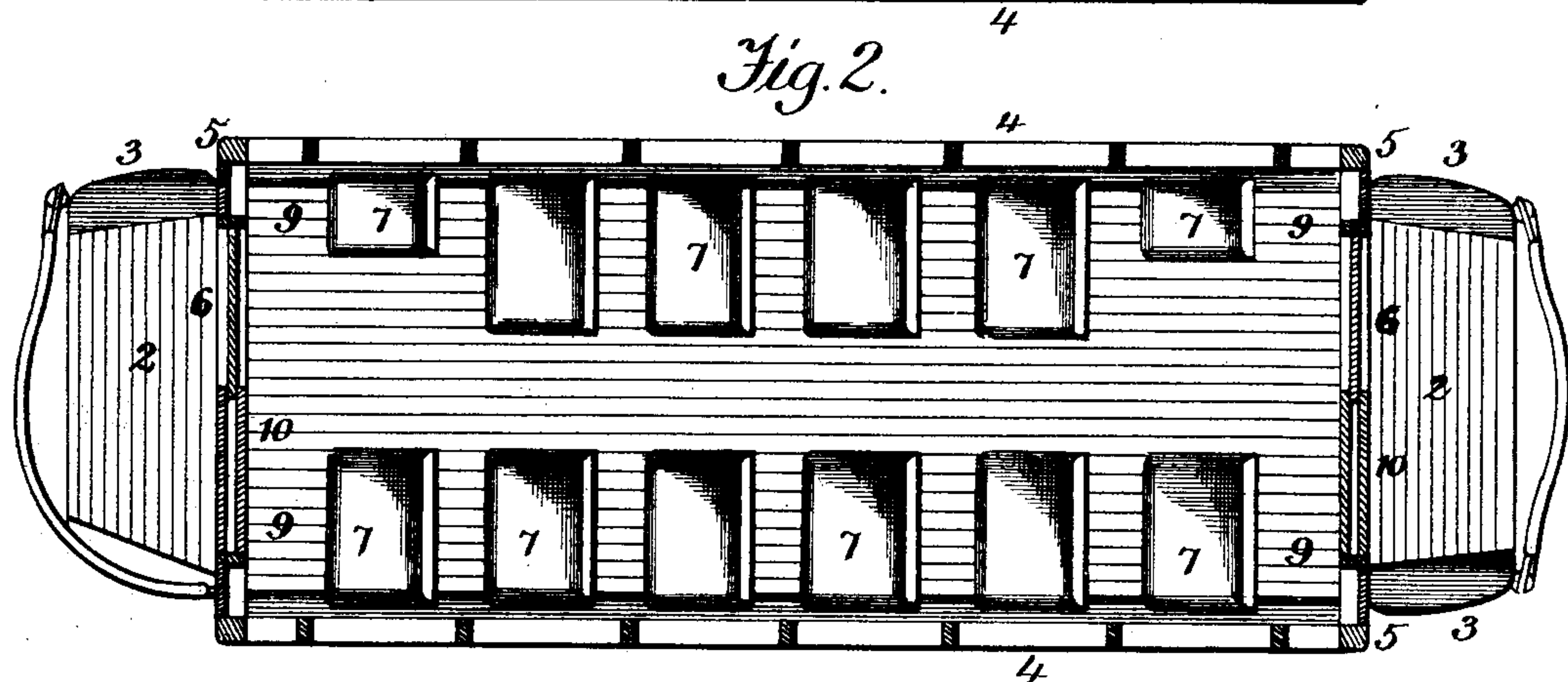
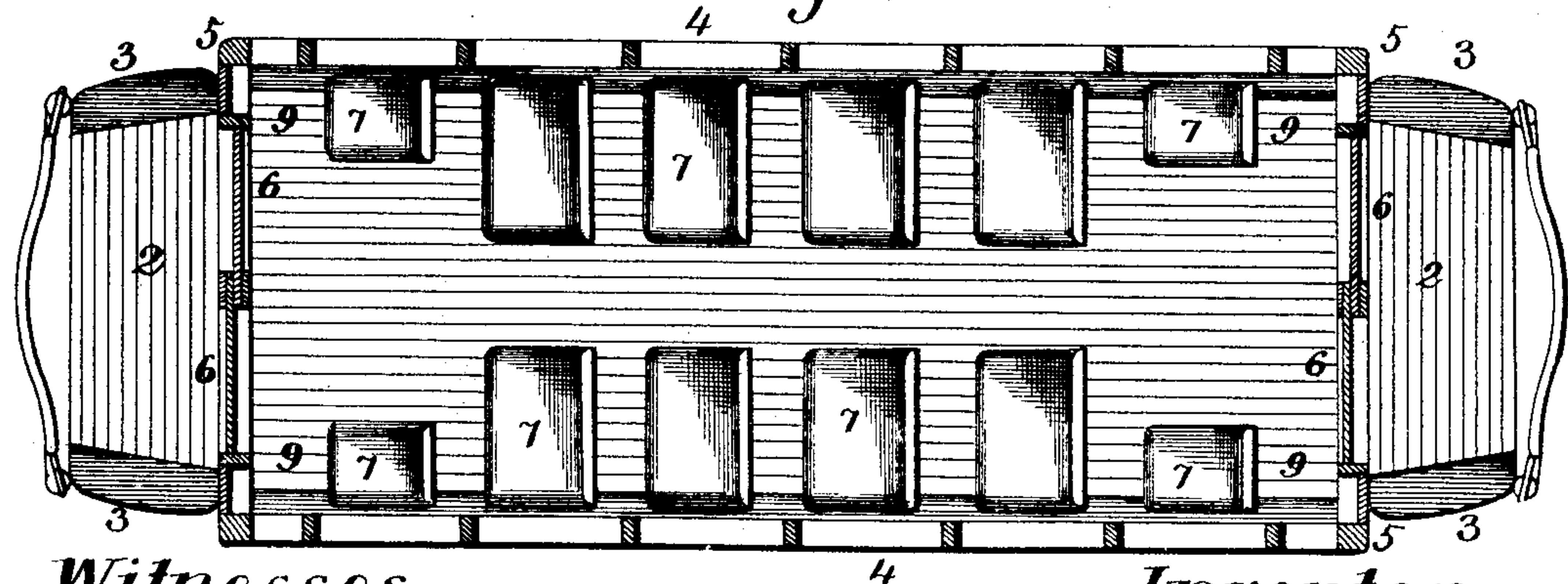


Fig. 3.



Witnesses:

A. Ruppert.

G. M. Finley.

Inventor:

Frederick B. Brownell,

by C. W. J. Howard
att'y

UNITED STATES PATENT OFFICE.

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

STREET-CAR.

SPECIFICATION forming part of Letters Patent No. 481,467, dated August 23, 1892.

Application filed November 30, 1891. Serial No. 413,502. (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. Such an arrangement as that described in my said patent is more especially designed for use on lines of road on which the cars run both ways, the passengers entering or leaving the car at opposite sides thereof; but on loop or belt lines, where passengers enter and alight at the same side of the car, it is unnecessary that there shall be a door at each side, as in the patent.

My present invention relates, first, to an arrangement of doors adapted for cars of such lines, and, secondly, to an improved arrangement of doors and of doors and seats, as hereinafter specified.

In the drawings, Figure 1 is a horizontal section of a car for a loop-line, having doors at each end diagonally situated or at opposite corners and seats placed lengthwise of the car. Fig. 2 is a horizontal section of a cross-seat car, the seats being placed transversely or crosswise of the car. Fig. 3 is a horizontal section showing the doors and platforms as in my patent, No. 462,620, but with the seats crosswise.

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

1 is the floor of the car. 2 2 are the platforms, 3 3 the steps, and 4 4 the sides, of the car. These may all have the usual or any suitable construction. 5 5 are the ends of the car.

In Fig. 1 the doors 6 are diagonally arranged,

one door being at or near each corner of the car, the construction thus differing from that set forth in my said patent, in which at each end of the car there are two sliding doors, each designed to be slid behind the other, the latter being temporarily held shut.

In Fig. 1 a seat 7 is arranged on each side of the car, running lengthwise thereof and, as in my said patent, terminating a short distance from the end of the car, thus leaving a space 9.

In Figs. 2 and 3 the seats 7 are placed transversely or crosswise the car, the end seats being shorter than the others, spaces 9 being formed by such construction for the convenient ingress or egress of passengers.

In Fig. 3 the doors 6 are arranged as in my said patent, while in Fig. 2 but one door, sliding into the partition, pocket, or casing 10, is used at each end of the car. The doors may be placed on the same side of the car, as in Fig. 2, or diagonally, as in Fig. 1.

It will be seen that, whether the seats are placed longitudinally or transversely of the car, convenient means of ingress and egress are provided.

I have described the door 6 as adapted to slide side by side, and this is my preferred construction, as it is obvious that the doors may in such case be made wider and set nearer the sides of the car; but I do not desire to make this construction essential, as the doors may be made to open by sliding outwardly.

Many advantages are derivable from my invention. The usual platform-space can be increased or diminished in accordance with special requirements, inasmuch as the standing-room on the platform is unbroken, the passengers being massed away from the door. Ready and speedy access to and egress from the car are obtained, and the conductor from his ordinary position on the platform can readily assist passengers to and from the car, thus, chiefly in the cases of women and children, avoiding danger. Furthermore, the time of trips is decreased. It is well known that on cable roads the greatest wear on the cable and the grip results from stops, when the cable slips through the grip. Therefore the short stops incident to the increased facilities for ingress to and egress from the car effect

a great saving in wear on the cable and grip. It is believed on good authority that fully one-half the time consumed in stops will be saved by the increased facilities afforded for taking on and discharging passengers.

5 Having described my invention, I claim—

1. A street-car having at the end a platform and a door moving from one side of the car toward a fixed partition, pocket, or casing located at the other side, the said fixed partition, pocket, or casing occupying substantially one-half of the full width of the car, the construction being such that when the door is opened ready ingress and egress are provided
15 across that corner of the platform adjacent to the side of the car from which the door is moved, substantially as set forth.

2. A street-car having at the end a platform and a door moving from one side of the car toward a fixed partition, pocket, or casing and adapted when opened to provide means of ingress and egress across that corner of the platform adjacent to the side of the car from which it is moved, combined with seats constructed and arranged as described, whereby spaces are left between the seats adjacent to the door-opening and said opening, substantially as set forth. 20 25

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

FREDERICK B. BROWNELL. [L. S.]

Witnesses:

M. B. RICHARDSON,
C. N. JOSLYN.