

No. 652,620.

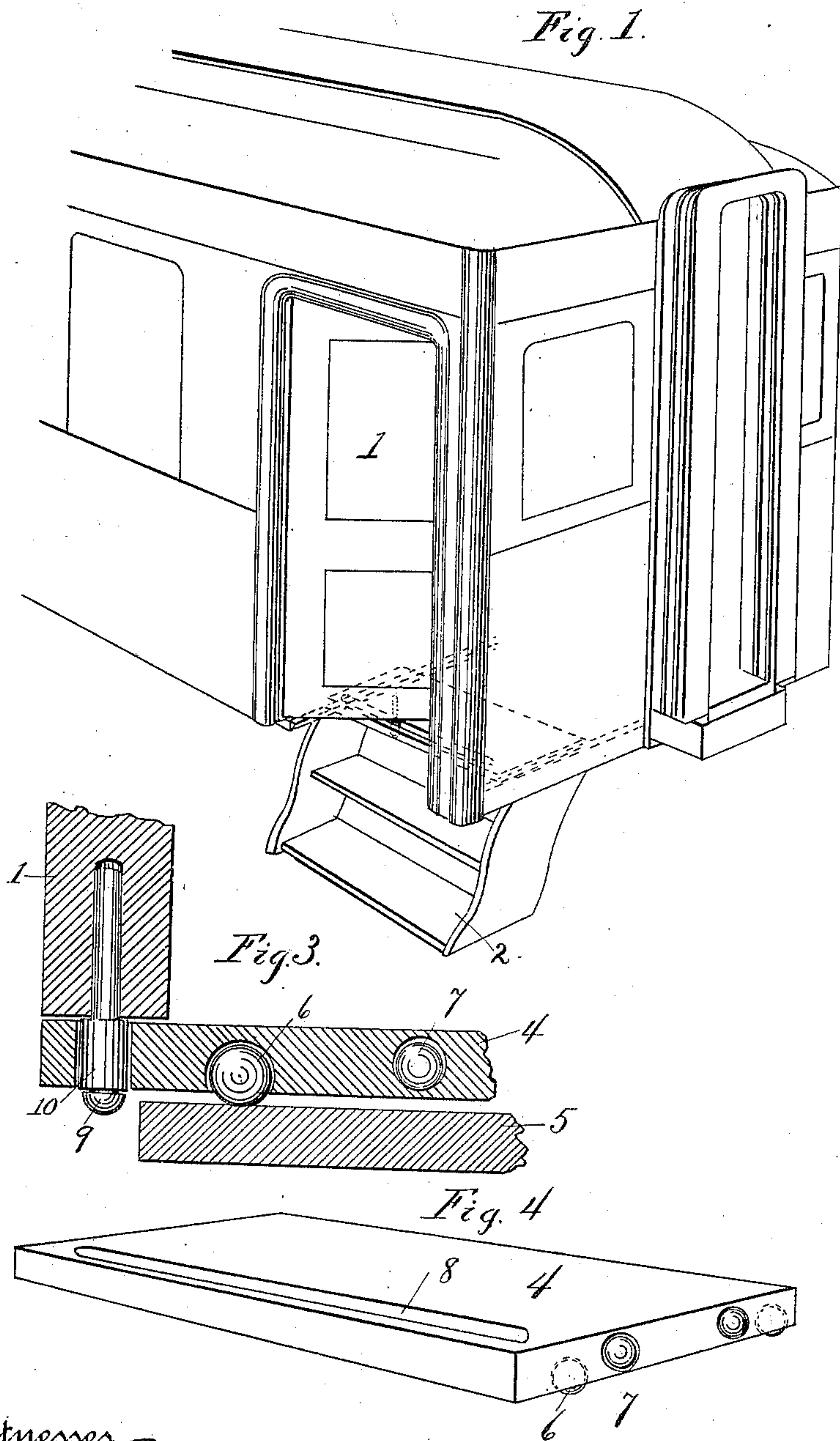
W. M. KING, SR. & H. JONES.
VESTIBULE CAR.

Patented June 26, 1900.

(Application filed Mar. 28, 1900.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses

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Inventors

Wm. King Sr.
and
Harry Jones

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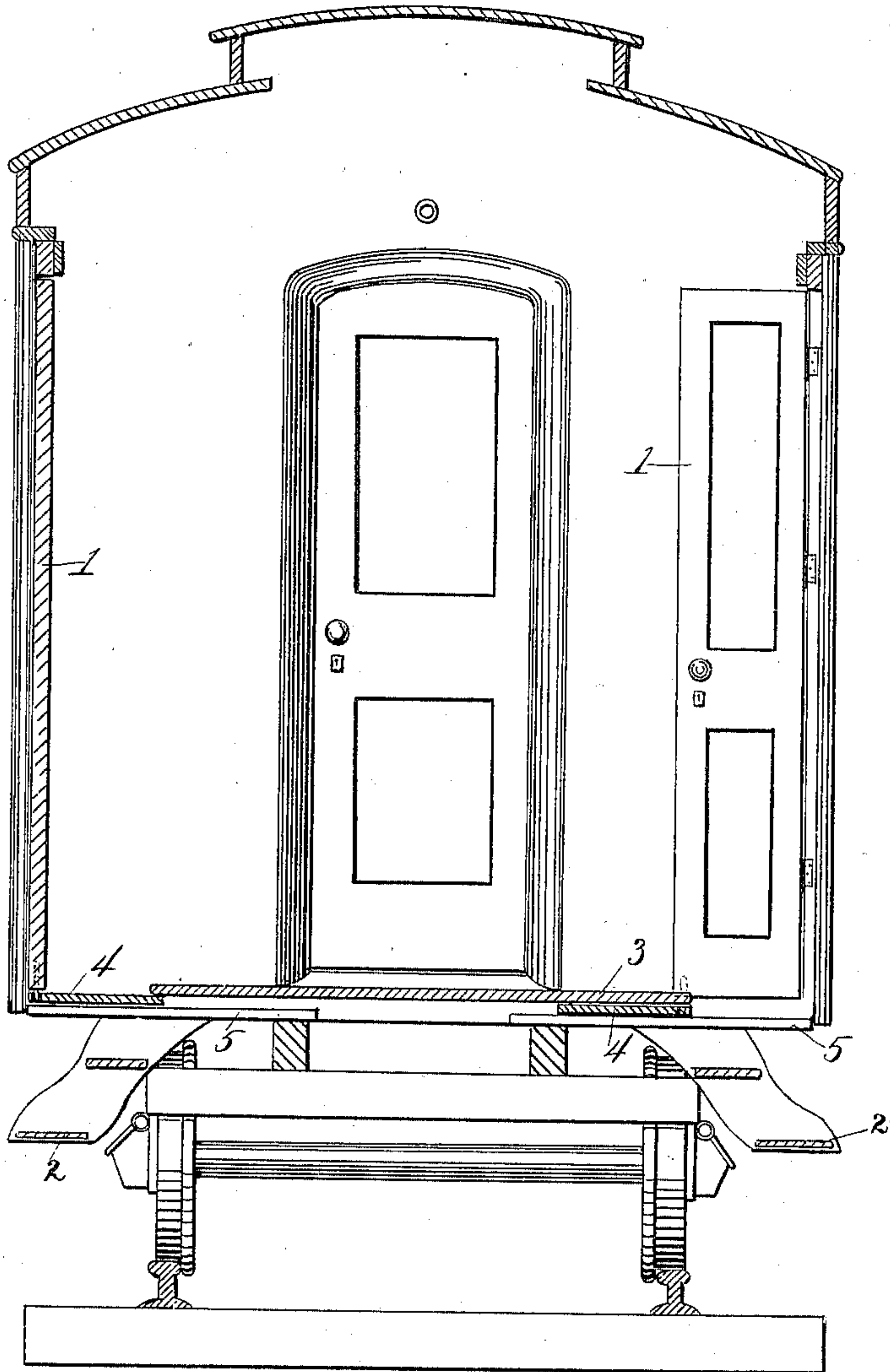
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Fig. 2.



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UNITED STATES PATENT OFFICE.

WILLIAM M. KING, SR., OF ALEXANDRIA, VIRGINIA, AND HARRY JONES, OF
WASHINGTON, DISTRICT OF COLUMBIA.

VESTIBULE-CAR.

SPECIFICATION forming part of Letters Patent No. 652,620, dated June 26, 1900.

Application filed March 28, 1900. Serial No. 10,472. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM M. KING, Sr., residing at Alexandria, in the State of Virginia, and HARRY JONES, residing at Washington city, in the District of Columbia, citizens of the United States, have invented certain new and useful Improvements in Vestibule-Cars, of which the following is a specification.

Our invention relates to vestibule-cars in which a movable platform extension or guard is employed for closing or bridging the space above the steps, the object of the same being to provide means whereby the opening and closing of the door will automatically move the platform extension inwardly or outwardly, and thereby open or close the space in the platform above the steps.

Other objects and advantages of the invention will hereinafter appear.

The invention consists of a sliding guard or platform extension movable in ways beneath or adjacent to the main platform of the car and connections between said guard and the door which provide for the movement of said guard to its open or closed position by a corresponding movement of the door.

The invention also consists in certain features and details of construction and combinations of parts, which will be hereinafter more fully described and claimed.

In the drawings forming part of this specification, Figure 1 is a perspective view of one end of a vestibule-car embodying our improvements. Fig. 2 is a sectional end elevation of the same. Fig. 3 is a sectional detail showing the connection between the car and the guard or platform extension, and Fig. 4 is a detail perspective view of the guard.

Like reference-numerals indicate like parts in the different views.

The doors 1 1 are mounted on hinges and are adapted to open and close in the usual manner. The steps 2 lead up to the main platform 3 from opposite sides of the car and are located directly beneath the doors 1. The cut-away portions or spaces in the platform 3, beneath which the steps 2 are located, are adapted to be closed by the guards or platform extensions 4 4, the said extensions being

mounted to slide in ways beneath the platform 3, formed by said platform and the strips 5. In order to provide for the free movement of the guard or extension 4, anti-friction-bearings 6 7 are provided in the bottom and ends thereof, respectively, as clearly shown in Figs. 3 and 4 of the drawings. Each of the guards 4 is provided with an elongated slot 8, in which fits the end of a pin 9, secured to and projecting from the lower edge of the door 1. Surrounding said pin is an anti-friction-roller 10 for preventing binding between the two cooperating parts.

Constructed as above described, the operation of our device is as follows: When the door is closed, as shown on the left side of Fig. 2 of the drawings, the guard or platform extension 4 closes or bridges the space in the main platform 3 above the steps 2. The ingress of air or dust from without is thereby cut off and provision is made for the use of the platform throughout the entire width of the car, so that a passenger may stand up close to the door 1 for the purpose of observing the scenery. When it is desired to open the door, which may be done either from the inside or outside of the vestibule, the movement thereof causes a corresponding movement to be imparted to the guard or platform extension 4 through a connection which is effected through the pin 9 and the slot 8. As the door is opened, therefore, the guard 4 is automatically thrown inwardly, so as to open the space above the steps 2 and provide for the ingress or egress of passengers into or from the car. When said guard is in its open position, it lies, as shown at the right in Fig. 2 of the drawings, beneath the main platform 3, out of the way and completely housed and protected. When the door 1 is closed, a corresponding movement is transmitted to the guard or platform extension 4 and the same is automatically moved to the position shown at the left of Fig. 2.

Our invention is extremely simple in construction, effective in operation, cheaply made, and can be readily applied to any car now in use. For these reasons it commends itself to general use.

Having now described our invention, what

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

1. In a vestibule-car, the combination with the platform and the swinging doors of the vestibule thereon, of slidingly-mounted guards or platform extensions for the spaces above the steps, having elongated slots therein, and pins secured to and extending downwardly from the lower edges of said doors at points removed from the pivots thereof, and fitting within said slots, as and for the purpose set forth.

2. In a vestibule-car, the combination with the platform and the swinging doors of the vestibule thereon, of slidingly-mounted guards or platform extensions for the spaces above the steps, having elongated slots therein, and projections on the lower edges of said doors fitting within said slots as and for the purpose set forth.

3. In a vestibule-car, the combination with the platform and the swinging doors of the vestibule thereon, of guards or platform extensions for the spaces above the steps, the said guards being slidingly mounted in ways beneath said platform and provided with elongated slots, and pins or projections having antifriction-rollers thereon, extending downwardly from the lower edges of said doors and fitting within said slots, as and for the purpose set forth.

In testimony whereof we have hereunto set our hands in presence of two subscribing witnesses.

WILLIAM M. KING, SR.
HARRY JONES.

Witnesses:

W. R. JONES,
CHAS. B. STRONG.