

No. 752,861.

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M. POWER.
VESTIBULE FOR CARS.
APPLICATION FILED JUNE 17, 1903.

NO MODEL.

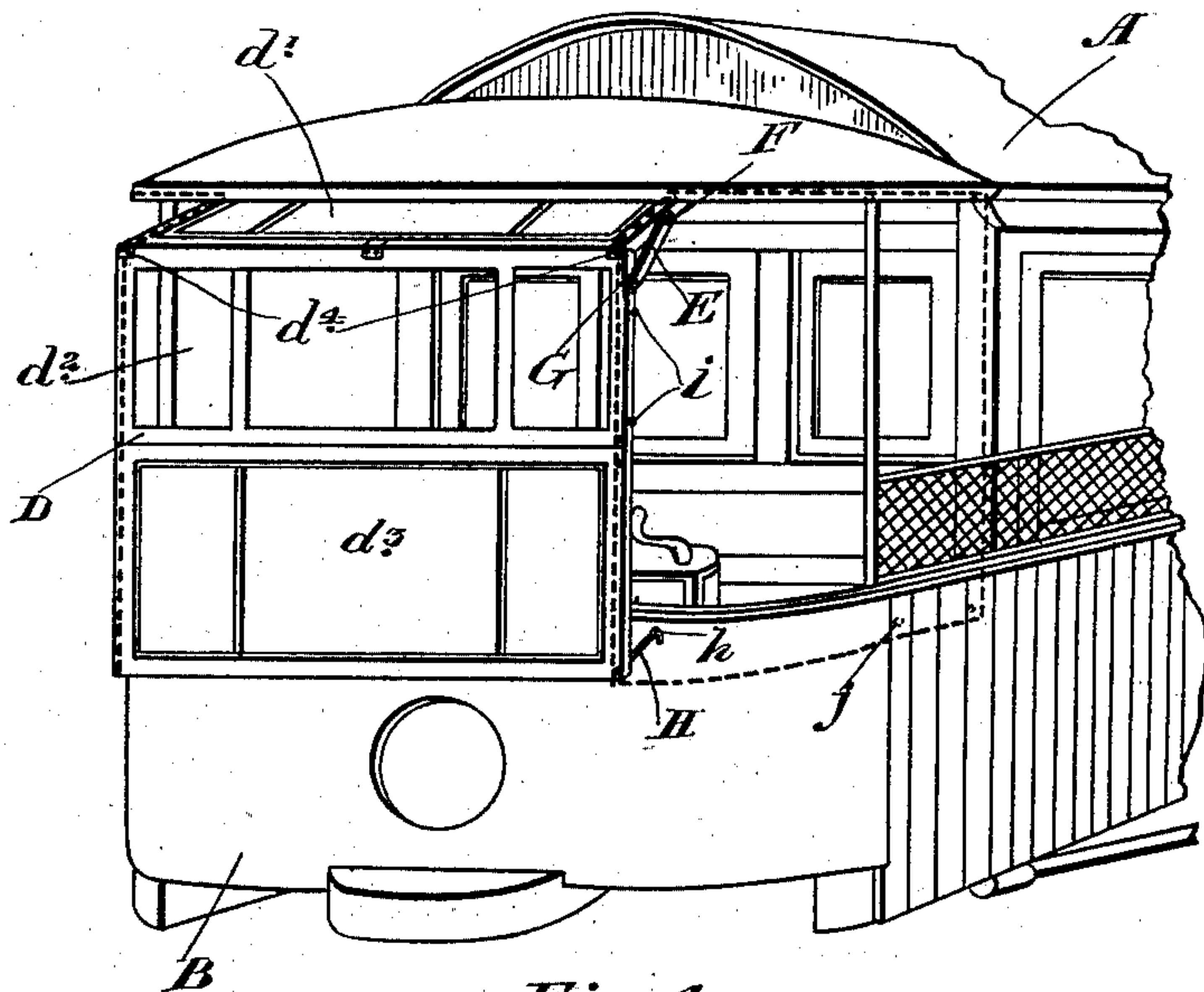


Fig. 1.

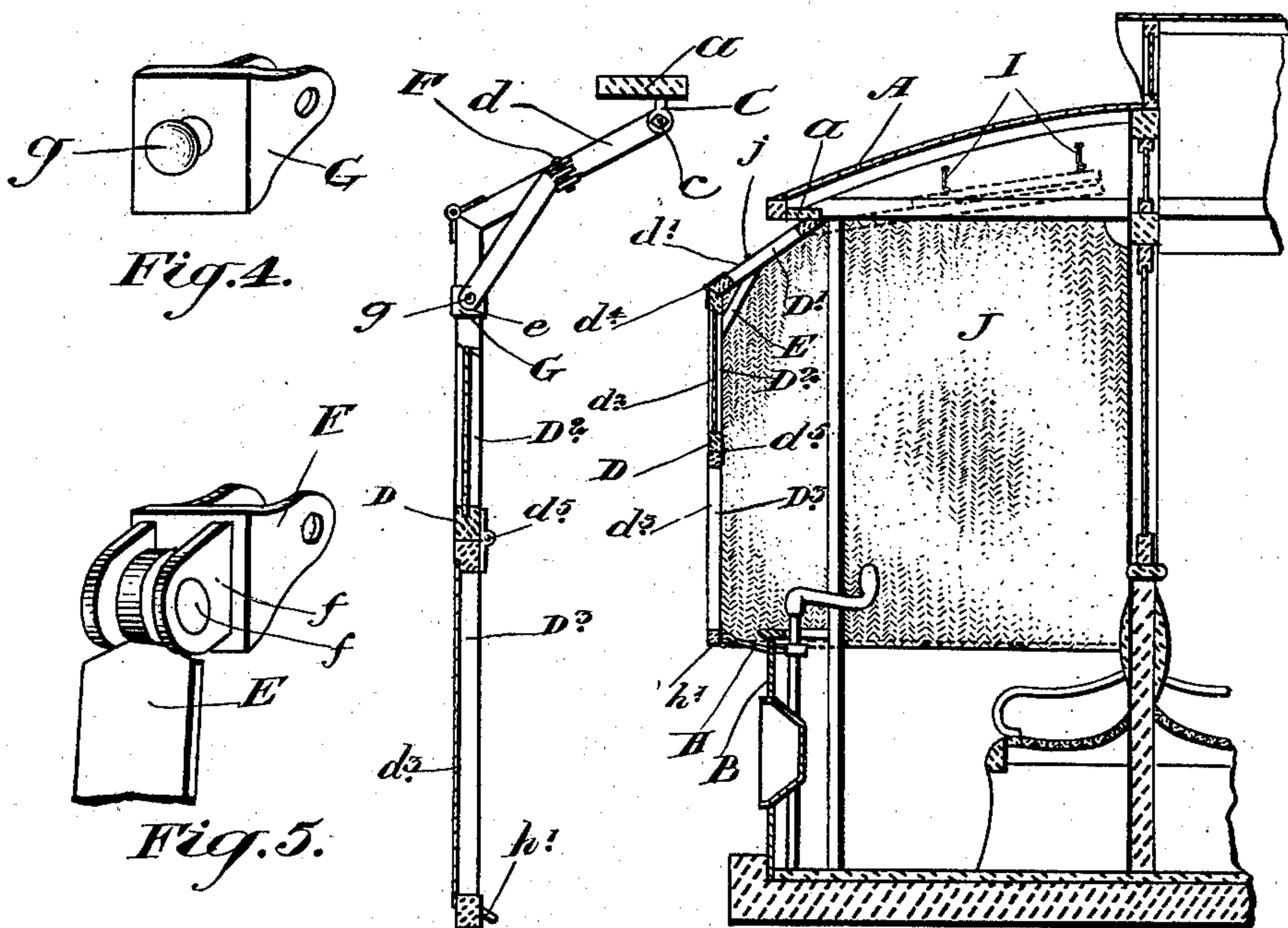


Fig. 4.

Fig. 5.

Fig. 3.

Fig. 2.

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VESTIBULE FOR CARS.

SPECIFICATION forming part of Letters Patent No. 752,861, dated February 23, 1904.

Application filed June 17, 1903. Serial No. 161,855. (No model.)

To all whom it may concern:

Be it known that I, MICHAEL POWER, of the city of Toronto, in the county of York, in the Province of Ontario, Canada, have invented certain new and useful Improvements in Vestibules for Cars, of which the following is a specification.

My invention relates to improvements in vestibules for cars; and the object of the invention is to devise a front for the vestibule particularly adapted to protect the motorman from wind and rain and which when not in use may be readily raised out of the way; and it consists, essentially, of a substantially rectangular frame hinged intermediate of its length, the lower and upper hinges being designed to permit of the folding of the front when not in use, and the top of the front being pivotally connected underneath the roof of the vestibule, and the two upper portions being rigidly held together when not in use by side braces, and the bottom of the lower portion being detachably connected to the dashboard of the car, as hereinafter more particularly explained.

Figure 1 is a perspective view of the front of a car, showing my improved vestibule-front in use. Fig. 2 is a longitudinal section through the front vestibule, showing adjustable side brace in position. Fig. 3 is an enlarged sectional detail of the improved vestibule-front. Figs. 4 and 5 are details of the brackets whereby the side braces are connected to the front, so as to hold it rigidly in position.

In the drawings like letters of reference indicate corresponding parts in each figure.

A is the roof of the vestibule, B the dashboard, and *a* the cross-plate extending underneath the roof of the vestibule near the front.

C represents hangers which extend into the plate *a*.

D is the vestibule-front, which is made in three portions D', D², and D³. The upper portion D' is provided with end brackets *d*, through the rear end of which and the hangers C extend the bolts *c*, so as to pivotally connect the top of the front of the roof of the vestibule. The upper portion D' is made with canvas panels *d'*, and the intermediate portion

D² is also made with glass panes *d''*, and the lower portion D³ is made with panels of canvas or any other suitable material *d'''*. It is of course essential to make the intermediate portion with the transparent front, and the upper portion may be made with transparent or semitransparent front. The upper portion D' is connected to the intermediate portion by hinges *d⁴*, located on the outside of the front at the point where the beveled corners meet. The intermediate portion is connected to the lower portion by the hinges *d⁵* where the portions abut, these hinges being preferably of the rule-joint type.

E represents braces located one at each side and having the upper ends extending between the lugs *f* of the bracket F and suitably held therein by the pivotal bolt *f'*. The lower ends of the braces E are provided with holes *e*, through which extend the buttons *g*, formed on the outside of the bracket G, which is suitably secured to the frame. The bracket F is also suitably secured by bolts or screws to the frame of the upper portion. It will be noticed that the upper portion is set at an obtuse angle to the lower portion and that the braces E serve to hold the portions in such position, so that the upper portion forms a supplemental roof to protect the motorman. The bottom of the lower portion D³ is held in position by the hooks H, which are permanently connected to eyes *h* in the dashboard and have the hooked ends engaging with the eyes *h'* on the lower portion D³. As the hooks H are provided at each side of the front at the bottom, it will be seen that the bottom portion will be held out a sufficient distance from the dashboard to hold the same vertical and also give ample room for a brake-handle.

When it is desired to place my vestibule-front out of use, I unhook the hooks H and bring the braces E outwardly, so as to throw the holes *e* clear of the buttons *g*, the holes being of sufficient size so that they will pass the heads of the buttons. I then allow the portions D' and D² to fall vertically into a substantially vertical position and fold inwardly and upwardly the portion D³ and then fold the whole frame up into the position

shown in dotted lines in Fig. 2, in which position the front is held by the hooks I, extending from the top of the vestibule into the side eyes *i*, located in the side edges of the portion D². It will thus be seen that the vestibule-front may be readily removed out of the way and yet is always in position ready to be let down when it is required to use it.

J represents a canvas screen, which, if desirable, may be secured by buttons *j* at the sides of the platform as a further protection to the motorman and the occupants of the front seat in case of rain. This curtain is also indicated in Fig. 1 by dotted lines.

What I claim as my invention is—

1. A vestibule-front comprising a plurality of folding sections, a detachable connection at the bottom to the dashboard, a hinged connection at the top permitting said section to be swung rearwardly beneath the car-roof, and fastening means for holding the folded sections in close proximity to the car-roof, substantially as described.

2. A vestibule-front comprising three portions hinged together, the top portion being hinged to the roof and hinged at the outside to the intermediate portion, and the intermediate portion being hinged at the inside to the lower portion and detachable means for connecting the lower portion to the dashboard as and for the purpose specified.

3. A vestibule-front comprising three portions, the upper portion being set at an obtuse angle to the intermediate portion and hinged at the outside thereto, and the inter-

mediate portion being hinged to the lower portion and braces extending between the upper portion and the intermediate portion and designed to hold the same at an obtuse angle as and for the purpose specified.

4. The combination with the vestibule-front and front cross-plate thereof, of hangers depending from the front plate, a vestibule-front comprising three portions, the top portions being pivotally connected to the hangers and hinged together at the outside, and the lower portions being hinged together at the inside, and means for fastening the lower portions to the dashboard as and for the purpose specified.

5. The combination with the vestibule-front and front cross-plate thereof, of hangers depending from the cross-plate, a vestibule-front comprising three portions, the top portions being pivotally connected to the hangers and hinged together at the outside, and the lower portions being hinged together at the inside, means for fastening the lower portions to the dashboard, brackets provided with lugs fastened to the outside edges of the top portions, side brackets fastened to the outside edges of the intermediate portion and provided with fastening-buttons and a brace pivotally connected between the lugs of the brackets of the top portion and fitting over the buttons of the brackets of the intermediate portion as and for the purpose specified.

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Witnesses:

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