

905,100.

L. T. PYOTT.

PASSENGER CAR.

APPLICATION FILED AUG. 19, 1908.

Patented Nov. 24, 1908.

2 SHEETS—SHEET 1.

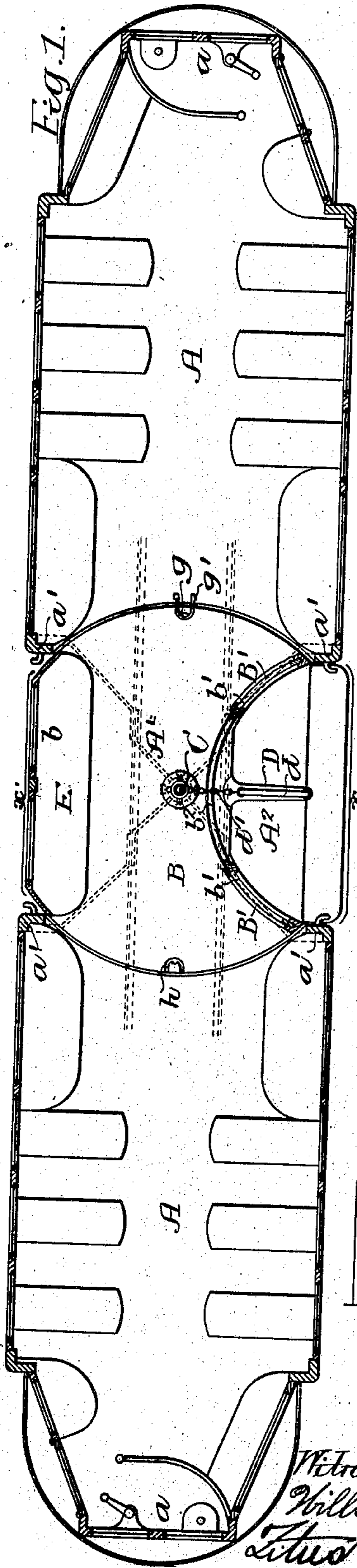


Fig. 1.

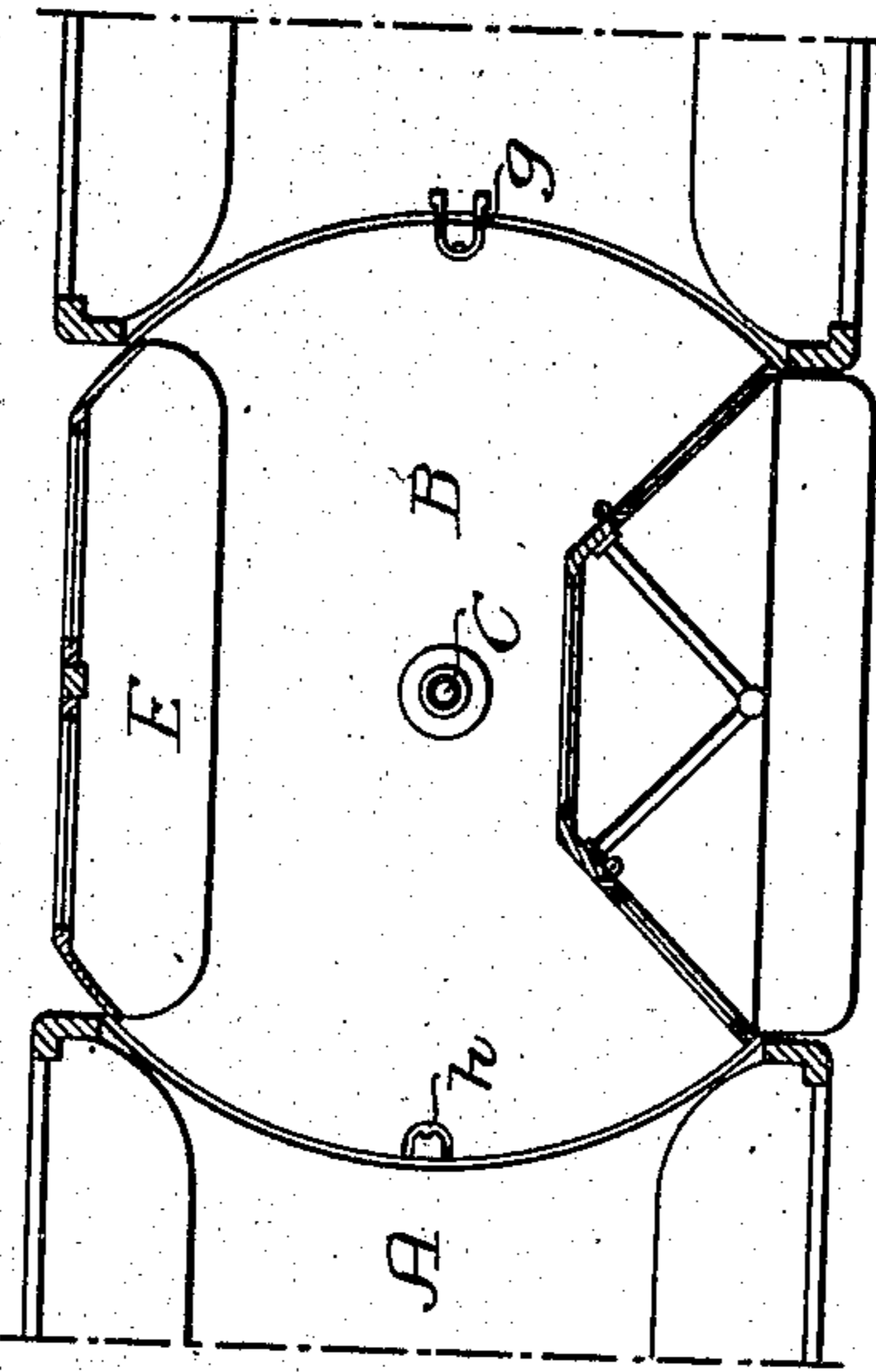


Fig. 6.

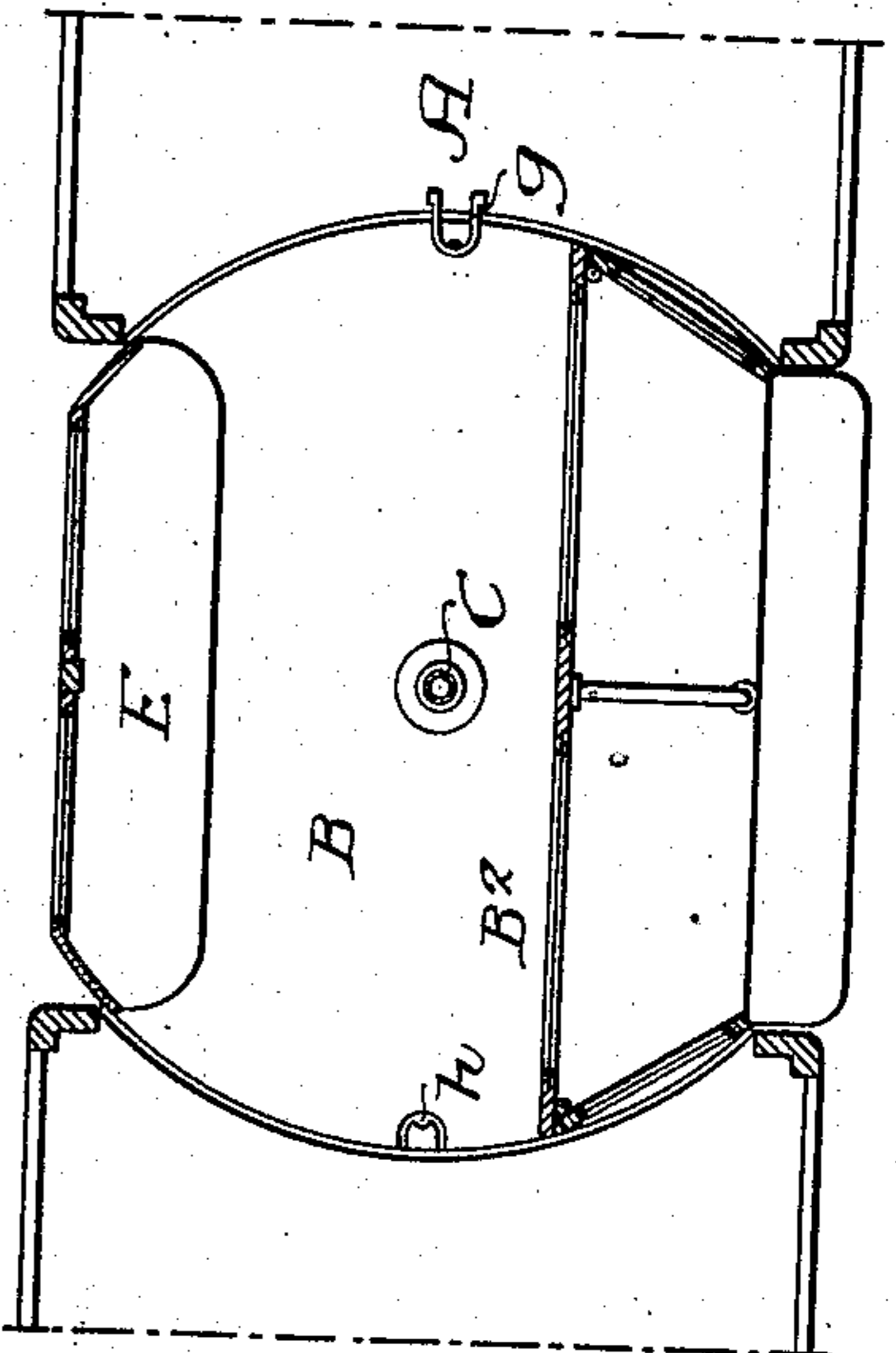


Fig. 7.

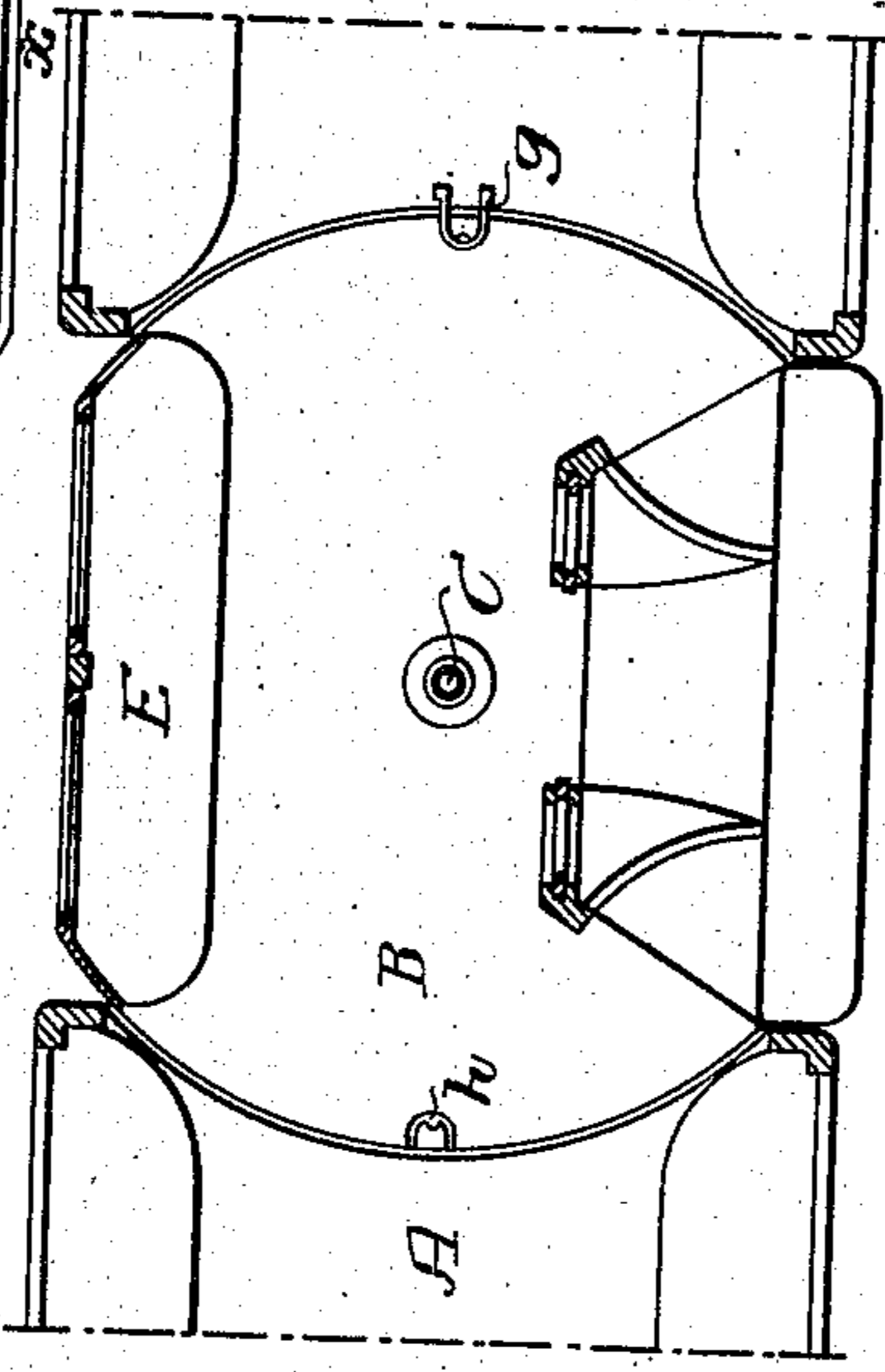


Fig. 4.

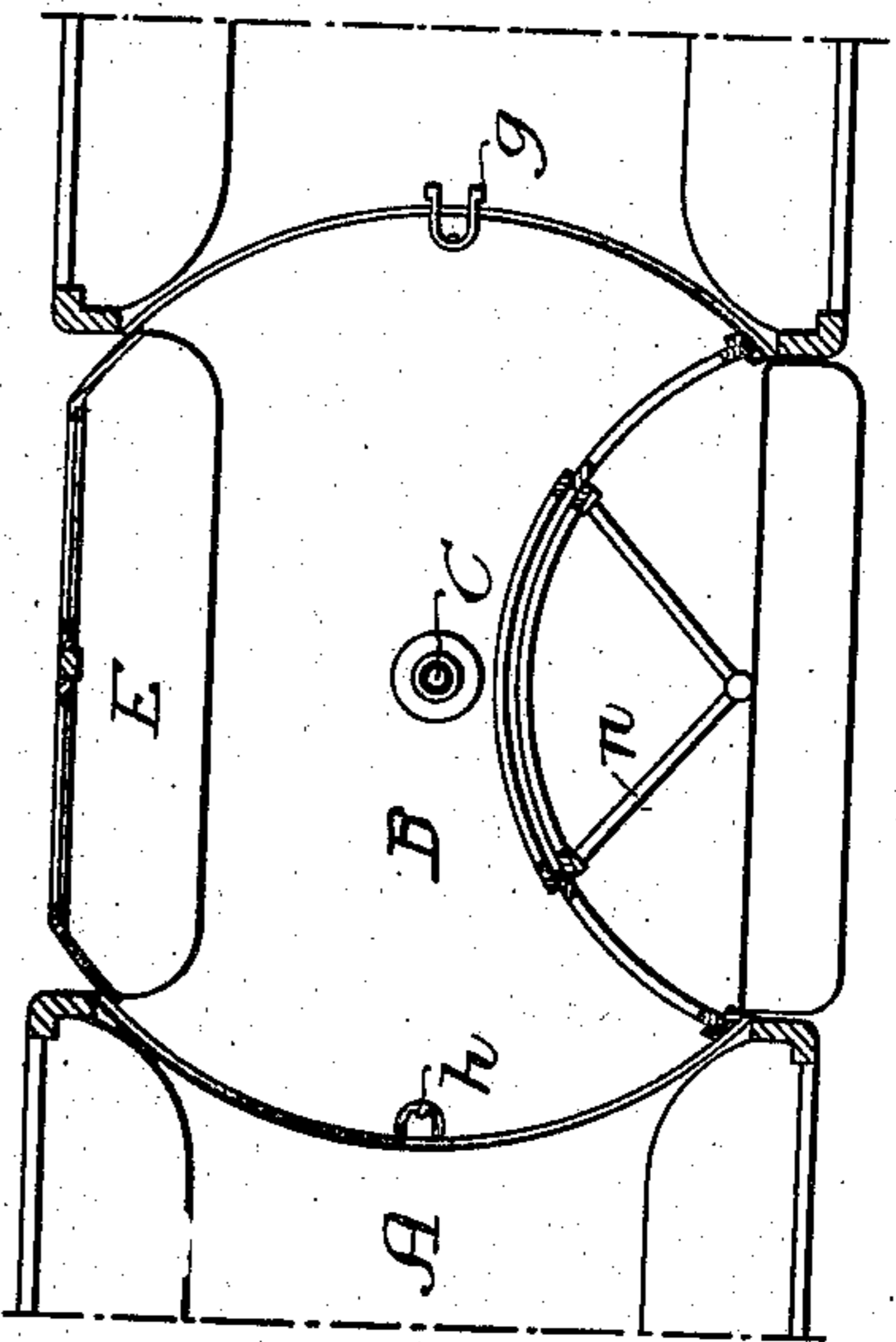


Fig. 5.

Witnesses:
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Louis T. Pyott.
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Brown & Brown

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2 SHEETS—SHEET 2.

Fig. 3.

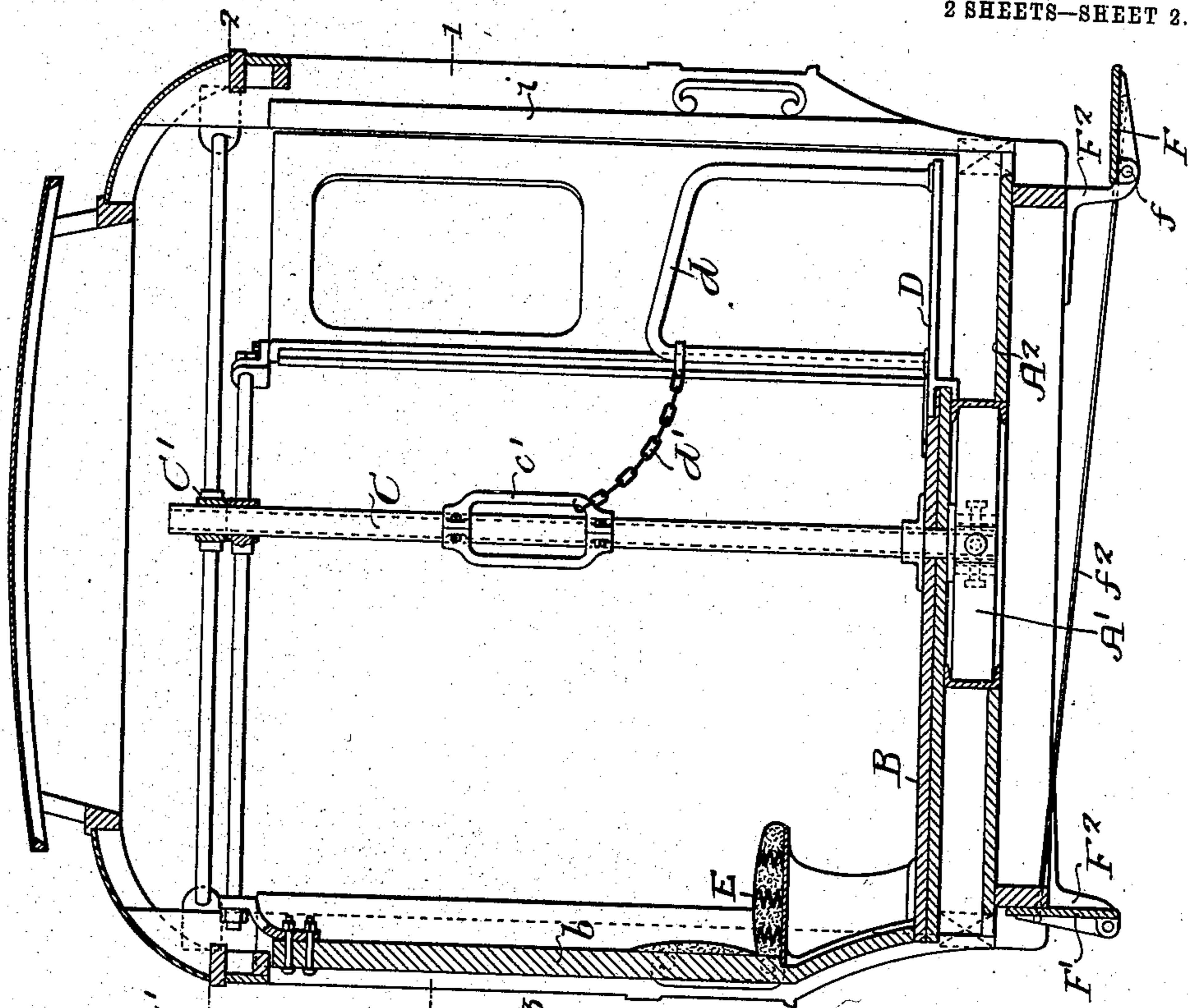
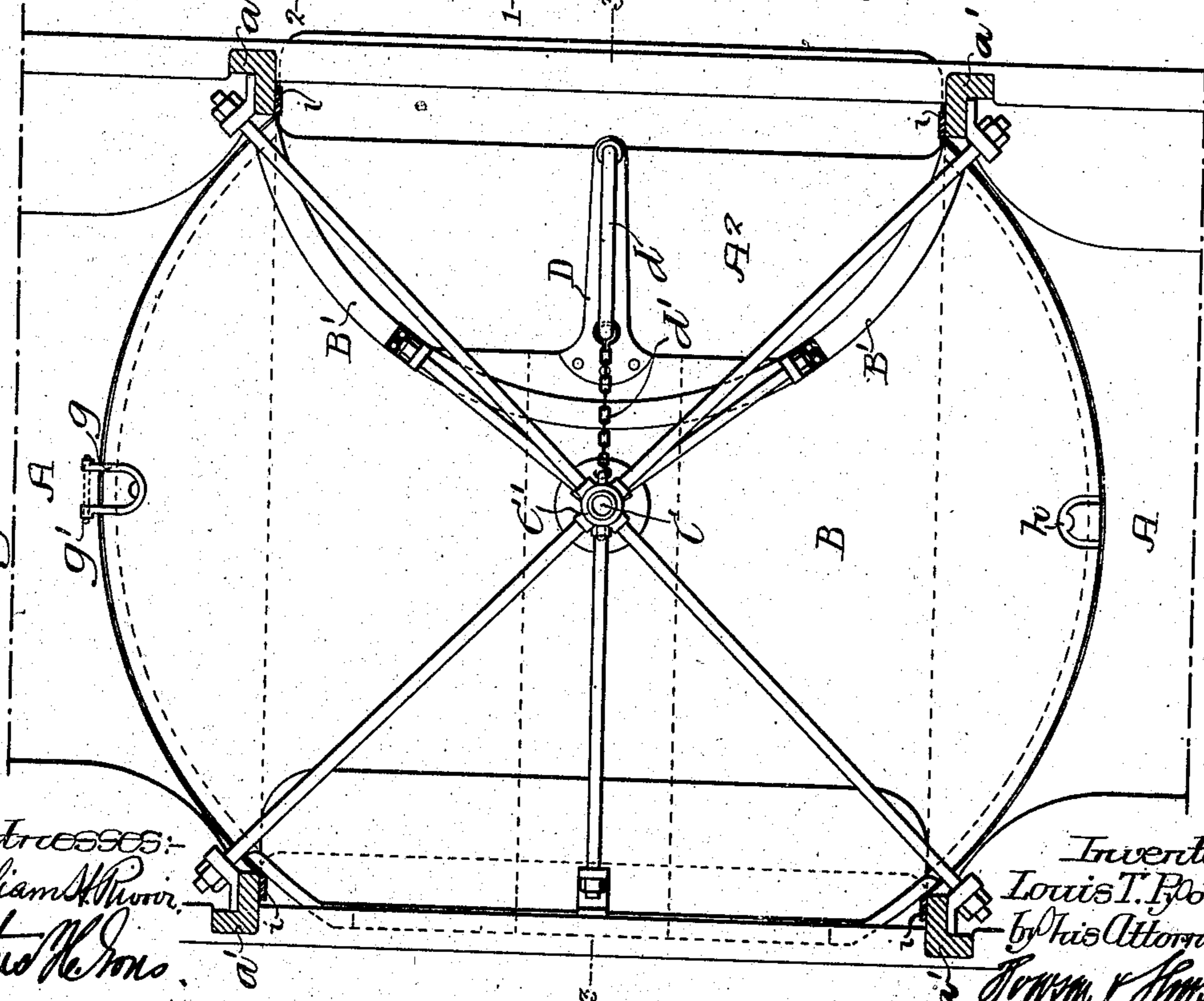


Fig. 2.



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UNITED STATES PATENT OFFICE

LOUIS T. PYOTT, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO THE J. G. BRILL COMPANY, OF PHILADELPHIA, PENNSYLVANIA, A CORPORATION OF PENNSYLVANIA.

PASSENGER-CAR.

No. 905,100.

Specification of Letters Patent.

Patented Nov. 24, 1908.

Application filed August 19, 1908. Serial No. 449,299.

To all whom it may concern:

Be it known that I, LOUIS T. PYOTT, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain
5 Improvements in Passenger-Cars, of which the following is a specification.

My invention relates to certain improvements in passenger cars, and particularly those of the type in which the passenger
10 pays the fare on entering the car.

The object of my invention is to provide the car with an entrance and exit turret that can be turned so as to shift the entrance and exit from one side of the car to the other,
15 according to the direction in which the car is running.

In the accompanying drawings:—Figure 1, is a sectional plan view of a car on the line 1—1, Fig. 3, illustrating my invention;
20 Fig. 2, is a sectional plan view on the line 2—2, Fig. 3; Fig. 3, is a vertical sectional view on the line 3—3, Fig. 2; Figs. 4, 5, 6 and 7, are sectional plan views illustrating modifications of my invention.

25 A is the body of the car closed at each end a , as shown, each end being provided with motor-controlling mechanism and braking mechanism. The seats in the body of the car may be arranged in any suitable manner,
30 the manner illustrated in the drawings giving a comparatively large seating capacity, and a large area for standing room, as there is practically no space given up to platform.

The center of the car is shaped to receive
35 the turret B, which is mounted on a vertical shaft C fitted to the framework A' in the bottom of the car in any suitable manner, and held at the top by a spider C' having arms connected to the uprights a' of the
40 frame of the car.

The car body has an opening x at one side, and an opening x' at the opposite side, and the turret B has a closure b in the form of a panel in the present instance, which may be
45 provided with windows, if desired, and this panel closes either the opening x or x' according to the position of the turret. In Figs. 1 and 2 the opening x' is closed. The opposite side of the turret B is cut away so
50 as to expose the platform floor A^2 of the car, which is about eight inches below the floor of the body of the car, and about eight inches below the floor of the turret, the floor

of the turret being on a line with the floor of the car.

At the edge of the floor of the turret are curved panels B' , in which are adapted to slide curved doors b' in the present instance, which close the opening b^2 leading to the body of the car. A rail d mounted on an
60 arm D projecting from the floor of the turret, may be used to divide the platform A^2 into two sections, one for the ingress of passengers and one for the egress of passengers, the conductor standing directly back of the rail
65 to aid passengers on and off the car, and at the same time collect fares as passengers enter the car.

I preferably provide the vertical shaft C with a handhold e' which can be grasped by
70 the passenger, and a chain d' may extend from the handhold to the rail d when it is desired to block the passageway between the rail and the shaft. I also provide a seat section E directly in front of the panel b of
75 the turret, the seat section extending the full length of the panel, and forming practically a continuation of the seats in the main body of the car.

The steps F F' at each side of the car are
80 pivoted at f in the present instance to brackets F^2 , and connected by a rod f^2 so that when one step is lowered the other step is raised, and any suitable mechanism may be provided between the turret and the steps
85 for automatically lowering the step that is opposite the opening in the turret, and moving the step on the opposite side of the car out of position.

In order to lock the turret in position on
90 the car I provide a U-shaped lock g which is pivoted at g' to bearings in the car floor, and recess the floor of the turret at h , so that when the U-shaped lock is in position as shown in Fig. 2, the turret is locked to the
95 car and is prevented from turning. When the lock is thrown back then the turret can be turned, the lock not interfering with the turret. Other means of fastening the turret to the car body may be used without depart-
100 ing from the essential features of the invention.

While in Figs. 1 and 2 I have shown a central passageway with panels carried by the turret on each side of the passageway I
105 may provide doorways on each side, and

with or without a central doorway as shown in Fig. 4. The former is preferable as the draft will not, in this case, cause annoyance to the passengers, but doors may be provided if desired.

In Fig. 5, I have shown a curved doorway section having openings at each side, closed by sliding doors, the platform of the turret in this instance extending to the edge of the car body, the car platform being dispensed with. A rail *n* may be used, back of which the conductor can stand to collect fares.

In Fig. 6, I have shown another modification in which instead of sliding doors, pivoted doors are used, and in Fig. 7 I have shown a form which may be used when it is desired to increase the platform area. In this case a transverse partition *B*² extends through the turret near the center and doorways are provided at each end, and a rail may be used if found desirable. This will increase the area of the platform, so that several persons can be assembled thereon before entering the car.

It will be understood that when the ingress and egress passageways in the turret are at one side or other of the car, there is a free communication across the turret from one end of the car to the other, the floor of the turret being preferably on the same line as the floor of the car.

In order to make the joint between the body of the car and the frame of the turret air-tight and storm-proof, I provide rubber or other flexible weather strips *i* which, while preventing the passage of air and moisture, will allow the turret to be readily turned from one position to the other. Thus it will be seen by my improved construction, that I provide a passenger car with a central turret which can be turned so as to present an entrance to the car either to one side or the other, according to the direction in which the car is traveling. The front and rear platforms for the ingress and egress of passengers are dispensed with, and the space, with the exception of that set apart for the motorman, can be used for the seating of passengers.

The turret is provided with a seat section, and the space between the seat section and the opposite side of the turret can be used for standing room for passengers, as well as the space in the main body of the car on each side of the turret.

The turret need not be situated absolutely at the center of the car, but may be located nearer to one end than the other. This will depend considerably on the type of car used.

I claim:

1. The combination in a passenger car, of a turret mounted therein, said turret having a clear passageway to allow a passenger to enter or leave the car without turning the turret, said turret being capable of being

turned to present the passageway therein to one side or other of the car.

2. The combination in a passenger car, of a body portion, a turret mounted in the body portion and having a passageway therein to allow a passenger to enter or leave the car without turning the turret, and having a closed portion so as to close one side of the car while the other side is open to allow for the free ingress and egress of passengers.

3. The combination in a passenger car, of a turret mounted therein, and having ingress and egress passageways, said turret being capable of being turned so as to present passageways at either side of the car.

4. The combination in a passenger car, of a turret pivotally mounted in the car and having a passageway, a door closing said passageway, the turret being so arranged that it can be turned so as to present a passageway at one side or other of the car.

5. The combination of a passenger car closed at one end and having a turret pivotally mounted at or near the center of the car.

6. The combination in a passenger car, of a turret pivotally mounted in the car, and having at one side a passageway and at the opposite side a seat section.

7. The combination of a passenger car having a transverse opening at the center of the car, a turret mounted in said opening, and a pivot on which the turret is mounted, one section of the turret being closed so as to form a continuation of the car body, the other section having entrance and exit passageways presented at the opposite side of the car body, said turret being open so as to form a passageway from one end of the car to the other through the turret.

8. The combination of a passenger car having a transverse opening at or about the center, a platform at said opening, a turret mounted upon the platform and recessed at one side so as to expose said platform on either side of the car according to the position of the turret.

9. The combination in a passenger car, of a body portion having a transverse opening therein, a platform in said opening below the level of the floor of the body portion of the car, a turret floor mounted above the platform and on a level with the floor of the car, said turret platform being recessed to expose the platform on either side of the car.

10. The combination in a passenger car having a transverse opening therein, a turret pivotally mounted therein and having an opening on a level with the floor of the car, and a lock pivoted to the car floor adapted to enter a recess in the floor of the turret.

11. The combination in a passenger car having a transverse opening, a turret mounted in said opening, a passageway at one side of the turret for the ingress and

egress of passengers, and a projecting rail separating the ingress from the egress section.

5 12. The combination in a passenger car having a transverse opening, a platform at said opening below the level of the floor of the car, a turret having a floor mounted above the platform and on a level with the floor of the car, a central passageway, doors
10 adapted to close said passageway, and a projecting guard rail extending over the platform and dividing it into ingress and egress sections.

15 13. The combination in a passenger car having a transverse opening, a platform at said opening below the level of the floor of the car, a turret having a floor mounted above the platform and on a level with the floor of the car, a central passageway, doors
20 adapted to close said passageway, and a projecting guard rail extending over the platform and dividing it into ingress and egress

sections, with a central shaft on which the turret is pivoted, and a chain extending from the shaft to the rail.

25 14. The combination in a passenger car having a transverse opening extending from one side of the car to the other, a turret mounted in said opening and having a closed section and an open section, said turret being adapted to be turned so that the closed
30 portion of the turret will close one side or other of the car body, with pivoted steps at each opening, said steps being connected so that when the step on one side is raised the
35 other step will be lowered.

In testimony whereof, I have signed my name to this specification, in the presence of two subscribing witnesses.

LOUIS T. PYOTT.

Witnesses.

WALTER CHISM,
Jos. H. KLEIN.