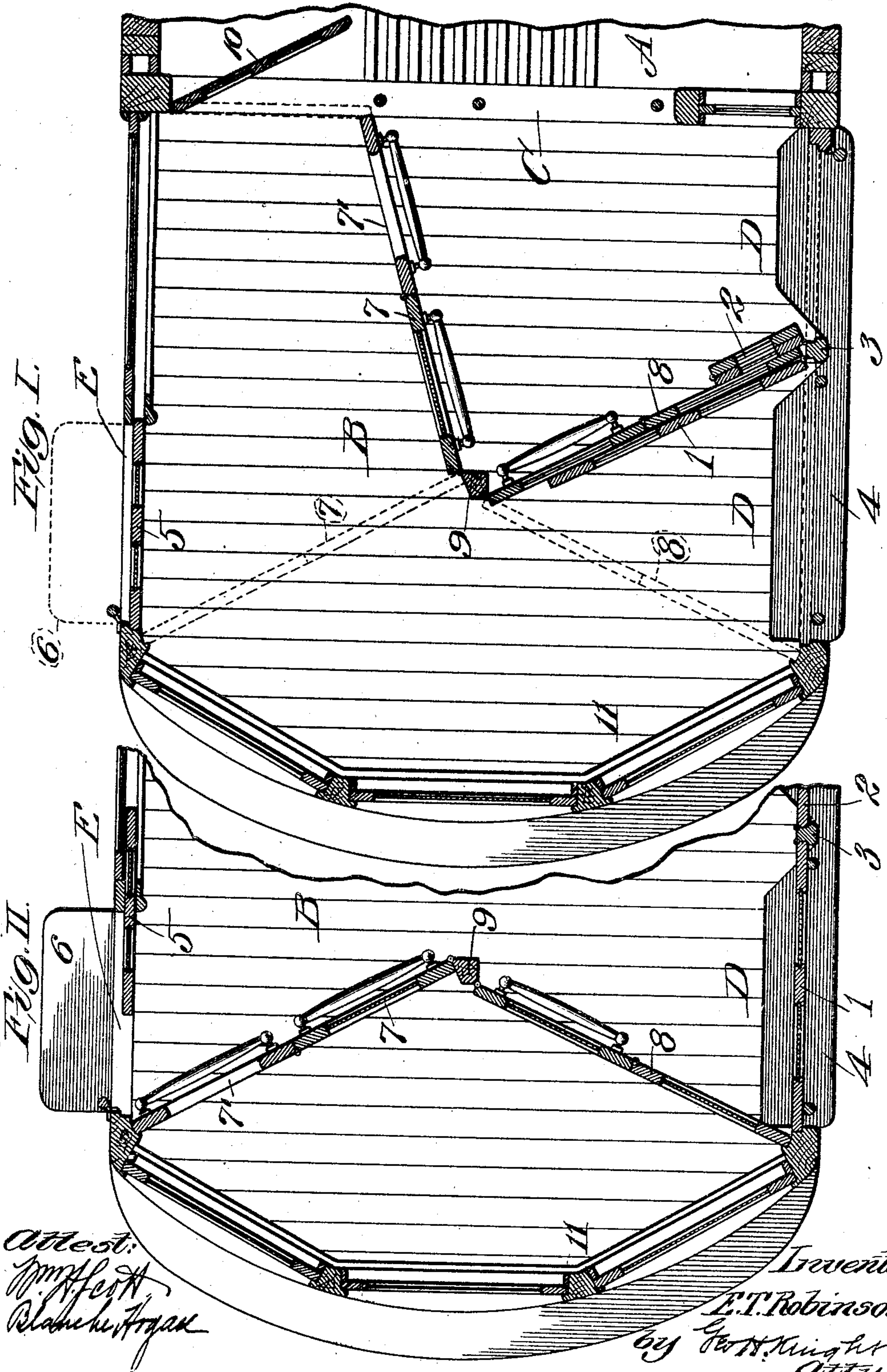


E. T. ROBINSON.
PASSENGER CAR.

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UNITED STATES PATENT OFFICE.

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PASSENGER-CAR.

No. 914,751.

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To all whom it may concern:

Be it known that I, EDWARD T. ROBINSON, a citizen of the United States of America, residing in the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Passenger-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawing, forming part of this specification.

My invention relates to a railway passenger car, more especially intended for use upon city railways, the invention having for its object the construction of a car of the kind designated "pay-as-you-enter" cars, and in which the incoming and outgoing passengers are separated from each other as they enter and leave the car.

One of the main characteristic features in a car constructed under my present invention is that of the provision of means whereby a free and entirely separate exit may be furnished from one compartment of the car irrespective of an entrance-way into another compartment, and also whereby the motor-man may be entirely housed to exclude the passengers from close contact with him while he is performing his duties.

Figure I is a longitudinal horizontal section taken through one end of my car with the movable barriers in one of its compartments shown in the positions assumed when provision is made for the ingress and egress of passengers to and from the compartments of the car. Fig. II is a longitudinal horizontal section taken through one of the compartments of the car with the movable barriers therein shown in the positions assumed when said compartment is utilized as an egress compartment, only, and the motor-man is housed.

In the accompanying drawings: A designates one compartment of my car, which may be that within the main body of the car, and B is a second compartment that may be that above the platform or within the vestibule of the car.

C is an opening that provides communication between the two compartments A and B. At one side of the compartment B is an ingress and egress opening D and at the opposite side of said compartment is an egress opening E.

1 and 2 designate movable barriers by which the side opening D may be closed,

these barriers being preferably doors, and being preferably hinged to a post 3 that is located intermediate of the ends of said side opening. A step 4 is preferably located at the side opening D.

5 is a movable barrier preferably a door by which the side opening E may be closed. A step 6 is preferably located at this side opening and where such step is used it is preferably of the disappearing or folding type.

7 and 8 are movable barriers, preferably doors of folding type, and which are hinged to a post or support 9 located near the transverse center of the compartment B.

10 designates a movable barrier, preferably a door, that is adapted to, in part, control the opening C that furnishes communication between the compartments A and B.

11 designates the end wall of the compartment B, which as shown, constitutes the end wall of the car.

In the practical use of my car under conditions providing for the ingress and egress of passengers into and from the compartments B and A at one end of the car, the movable barriers 7 and 8 are positioned, as illustrated in Fig. I of the drawings, i. e. the barrier 7 is disposed to occupy a position between its support 9 and the opening C between the two compartments of the car, thereby subdividing the compartment B in an approximately longitudinal direction and the barrier 8 extends from its support 9 to a point intermediate of the ends of the side opening D to sub-divide the compartment B in an approximately transverse direction. The point to which the barrier 8 extends is, for instance, that occupied by the post 3. The movable barriers 1 and 2 by which the side opening D may be controlled, are at this time in open positions and preferably lie against the barrier 8. When the barriers 1, 2, 7 and 8 are arranged as has just been described, the barrier 5 that controls the side opening E is in closed position, thereby preventing either ingress or egress through said opening.

The passengers in entering the car pass through the side opening D between the end wall 11 of the compartment B and the barrier 1 and from said compartment gain access to the compartment A through the door-way of the opening C that is controlled by the door 10. The door just mentioned is preferably so hung as to swing inwardly into the compartment A and consequently the entering

passengers may readily move, through the door-way to gain ingress into the compartment A, but the passengers who have entered said compartment A may not as readily move in the opposite direction, or in other words, from the compartment A to the compartment B. The passengers in leaving the compartment A to depart from the car pass through the opening C into the space partially inclosed by the barriers 7 and 8 and find exit from the compartment B through the side opening D, between the end of the compartment A and the barrier 8. The conductor or fare-taker preferably occupies a position in the compartment B in the space partly inclosed by the movable barriers 7 and 8 through which the departing passengers find exit from the car, and in order that he may collect the fares from passengers entering the car through the remaining portion of the compartment B, I provide one of the movable barriers, for instance that 7, with an opening, as seen at 7' through which the conductor or fare-taker may extend his hand.

The described arrangement of the movable barriers in the compartment B is that provided when the compartment B is one at the rear end of the car. A similar compartment B is, however, located at the other end of the car and when either compartment B is foremost in the car, the movable barriers 1, 2, 7 and 8 are arranged as illustrated in

Fig. II. That is to say, the barriers 1 and 2 are moved to closed positions in the side opening D of the compartment B and the barriers 7 and 8 are swung into such positions that they extend from their support 9 to the sides of the end wall 11, thereby making an inclosure adjacent to the end wall 11, in which the motorman is confined, while the remainder of the compartment B is unobstructed to be used by the passengers. The barrier 5 that controls the side opening E of the foremost compartment B may be at this time, open or free to be opened and the step 6 may be in position for use, and the passengers may find egress through the side opening E, it not being intended that they enter the car through said opening.

I claim:

A car having two compartments in communication with each other and one of which is provided with a side opening, barrier means extending from a point intermediate of the ends of the openings providing communication between said compartments to a point intermediate of the ends of the side opening, and barrier means for controlling said side opening, substantially as set forth.

EDWARD T. ROBINSON.

In the presence of:

EDWARD H. GORSE,
CHARLES PICKLES.