P. N. JONES.

STREET CAR PLATFORM ARRANGEMENT.

APPLICATION FILED JAN. 13, 1909.

922,285. Patented May 18, 1909.

2 SHEETS—SHEET 1.

Fig. 2.

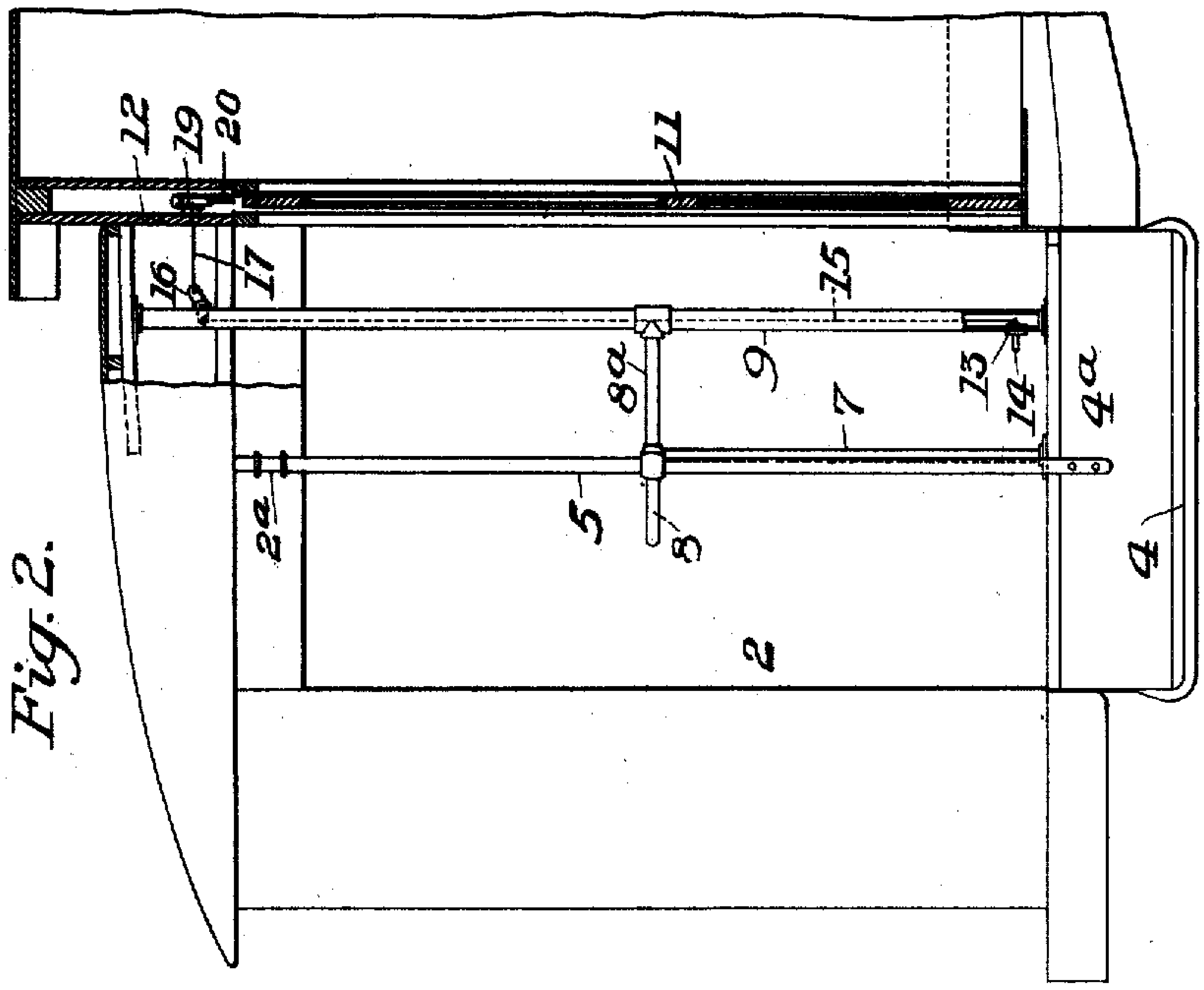
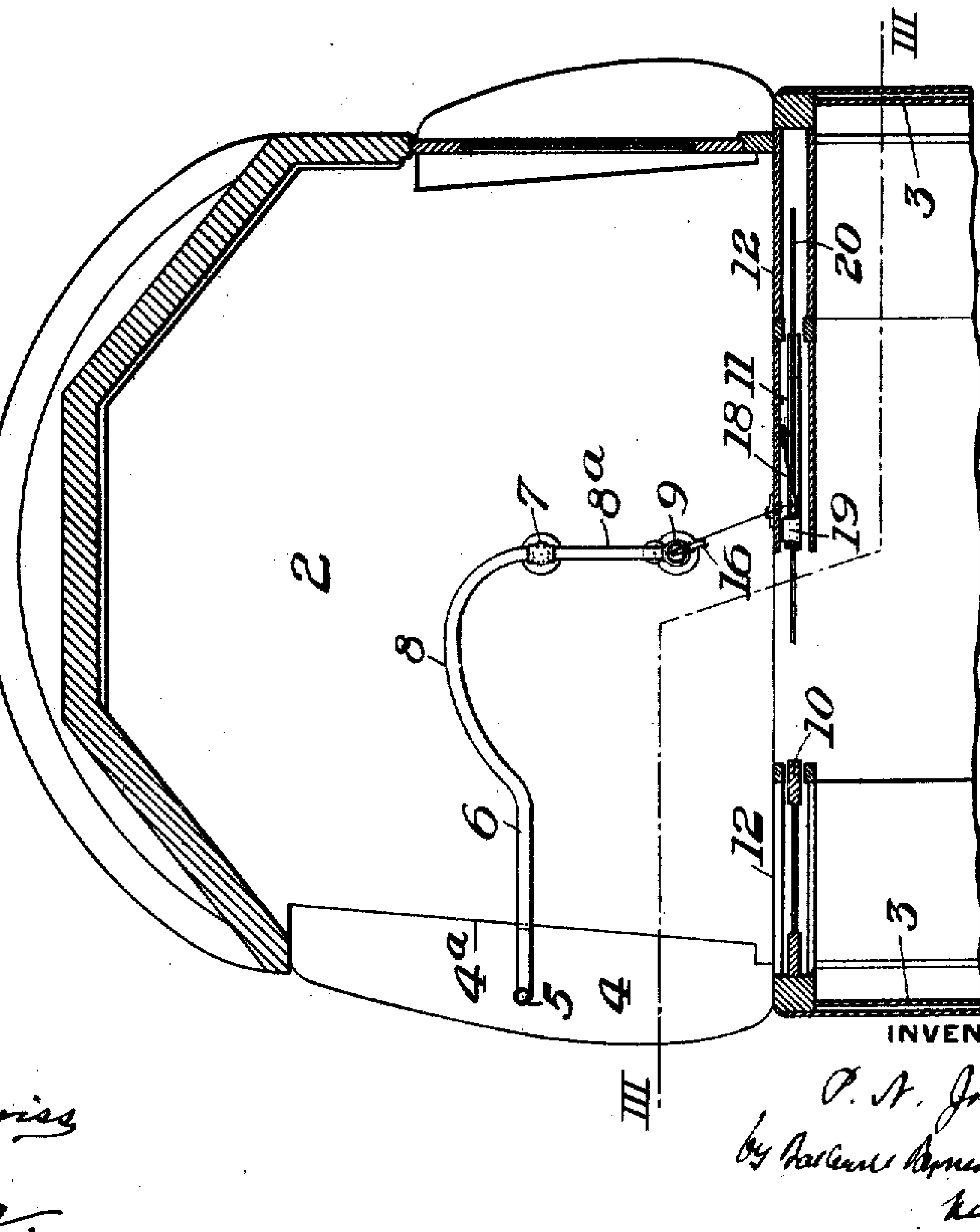


Fig. 1.



WITNESSES

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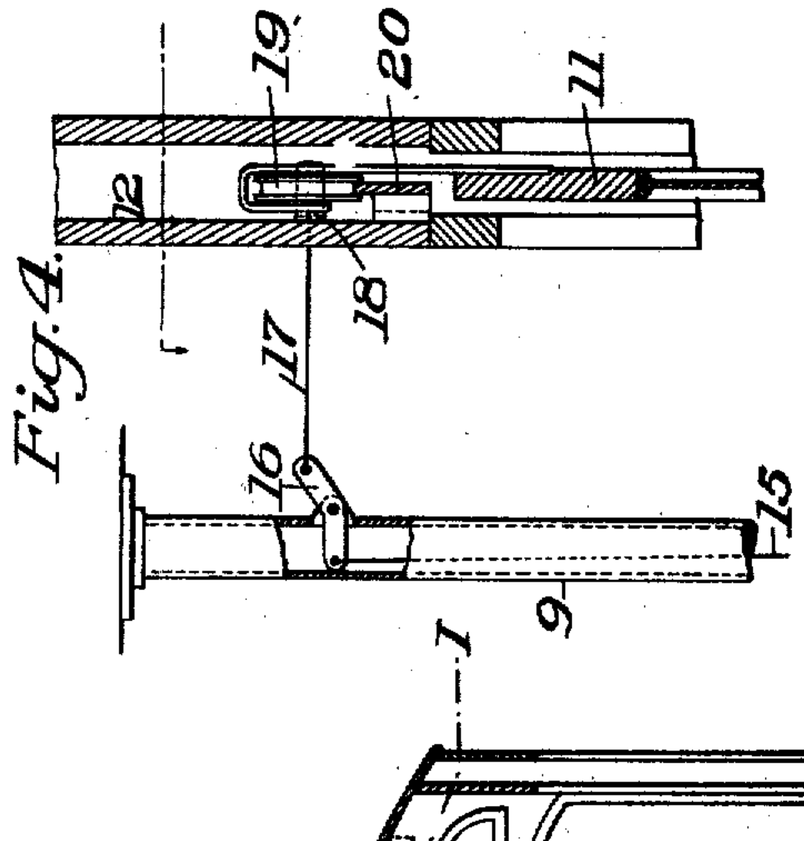

Fig. 4.

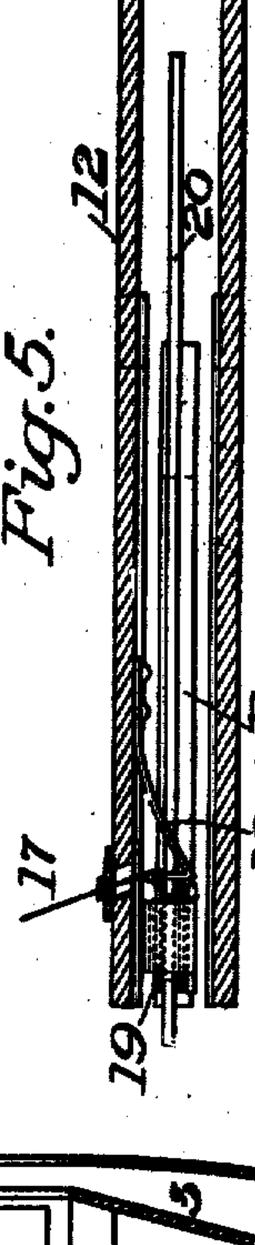

Fig. 5.

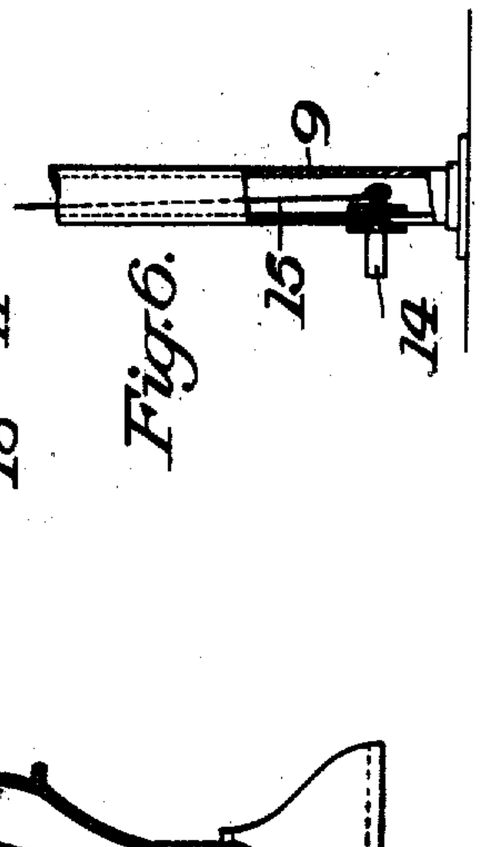

Fig. 6.

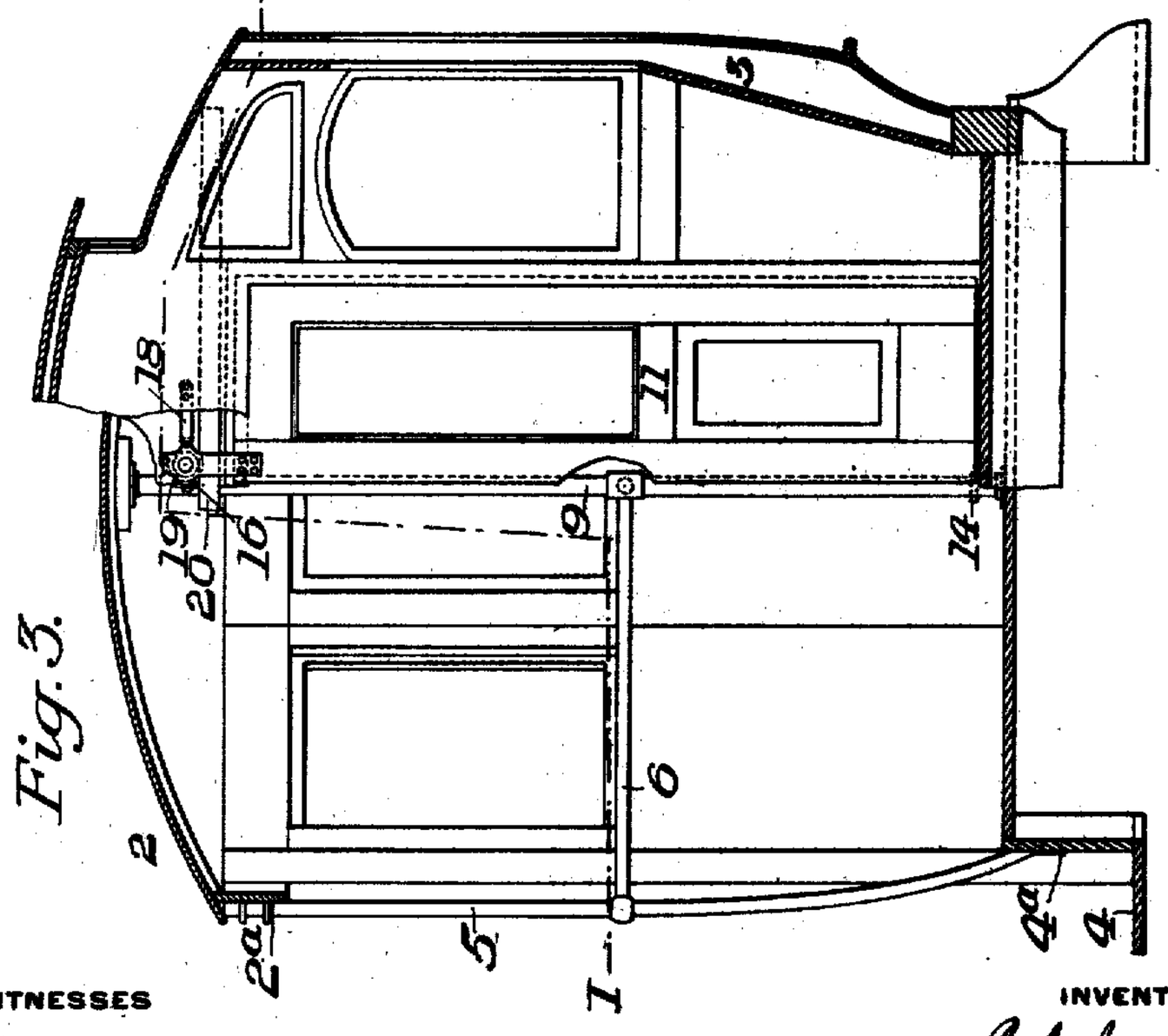

Fig. 3.

WITNESSES

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UNITED STATES PATENT OFFICE.

PEARL N. JONES, OF PITTSBURG, PENNSYLVANIA.

STREET-CAR-PLATFORM ARRANGEMENT.

No. 922,285. Specification of Letters Patent. Patented May 18, 1909.

Application filed January 13, 1909. Serial No. 472,048.

To all whom it may concern:

Be it known that I, PEARL N. JONES, of Pittsburg, Allegheny county, Pennsylvania, have invented a new and useful Street-Car-Platform Arrangement, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a partial horizontal section of a street car showing my improved system being on the irregular line I—I of Fig. 3; Fig. 2 is a side elevation partly in section; Fig. 3 is a section on the line III—III of Fig. 1, looking toward the rear of the platform; and Figs. 4, 5 and 6 are detail views hereinafter referred to.

My invention relates to the platform arrangements of "pay at entrance" street cars designed for payment of fare to the conductor before the passenger enters the car body.

The object of the invention is to provide an arrangement which may be applied to existing cars and yet allow free entrance and exit; to re-arrange the angular barrier for receiving the conductor; also to provide for automatic locking and unlocking of the entrance door under the control of the conductor.

In the drawings, 2 represents the platform end portion of a street car, 3 the car sides, and 4 the steps. At the center of the step is a vertical post, preferably made of pipe 5, which is secured at its lower end to the riser 4^a of the step and at its upper end is secured to the car body at 2^a. From the intermediate portion of this post 5 the angular barrier 6 extends inwardly to a post 7 fastened in the floor of the platform and rising to the level of the barrier. This angular barrier does not extend straight to the post 7, but is bent or looped backwardly at 8 to receive the conductor at a convenient station for receiving the fares. From the post 7 a portion 8^a of the barrier extends to a post 9, which extends from the floor to the roof of the platform and is outside and at the center of the door-way or opening. By placing this end post at the outside of the door-way, I increase the space between it and the sides of the door-way opening, thus providing sufficient space in old cars for entrance and exit of the passengers. This is an important feature of the device; and also provides for free operation of the ordinary sliding doors 10 and 11, which are shown as entering recesses in the end portion 12 of the car body. In the form shown there is no central panel or post in the door-way and the doors merely meet as they are simultaneously closed. I also preferably provide an automatic lock for the entrance door, which may be unlocked by the conductor while on the platform. For this purpose I show a slide 13 movably secured in the lower portion of the hollow post 9, this slide having a projection 14 to receive the foot of the conductor. A flexible connection 15 leads from the slide inside the post up to a bell crank lever 16 mounted in and projecting through its upper portion, from the other arm of which a flexible connection 17 leads inwardly near the roof to a leaf spring 18 mounted in the door-receiving pocket above the level of the door and arranged to contact with one of the rollers 19 on which the door is hung. This roller travels on a suitable track 20, and when the door is closed the roller will push the spring to one side, the spring assuming its normal locking position as soon as the roller passes. When the conductor presses upon the foot projection 14 the spring is pulled back, thus unlocking the door and allowing it to be opened.

The advantages of my invention result from terminating the barrier at a point outside the door opening to increase the width of the openings; also from the looped portion of the barrier to receive the conductor, and the automatic locking device for the entrance door.

The system is simple and cheap, and may be easily applied to existing cars without altering the doors or platform portion.

Many variations may be made in the form and arrangement of the car, the platform, the door locking device, &c., without departing from my invention.

I claim:—

1. A street car having an end platform and a doorway leading therefrom to the interior of the car, and an angular barrier extending from the step to a point central of the doorway and spaced outside of said doorway a sufficient distance to materially increase the passageway between the inner barrier post and the sides of the doorway; substantially as described.

2. A street car having an end platform, the body of the car having a doorway leading to said platform, and an angular barrier extend-

ing from the step to a point central of the doorway and spaced outside of said doorway a sufficient distance to materially increase the passageway between the inner barrier post and the sides of the doorway, said barrier having its portion extending transversely of the platform provided with a bend-back portion adjacent to the juncture to the longitudinal portion, to provide space for the conductor; substantially as described.

3. A street car having an end platform and a doorway leading therefrom to the interior of the car, an angular barrier having a transverse portion extending intermediate of the width of the platform and providing inlet and outlet passageways extending to different parts of the doorway, an automatic lock for the entrance door when closed, and a device on the platform under the control of the conductor to unlock the entrance door, substantially as described.

4. A street car having a central opening in its end with two doors arranged to close the opening, an angular barrier on the platform arranged to provide a space for the conductor, an automatic lock for the entrance door when closed, and an unlocking device under the control of the conductor at his station on the platform and arranged to unlock the entrance door, substantially as described.

5. A street car having a central opening in its end with two doors arranged to close the opening, the car platform having an angular barrier terminating outside of the door opening and at a sufficient distance therefrom to increase the space between the end of the barrier and the side of the door opening, the interior of the car being unimpeded adjacent to the door opening, substantially as described.

In testimony whereof, I have hereunto set my hand.

P. N. JONES.

Witnesses:
G. M. VIERS,
H. M. CORWIN.