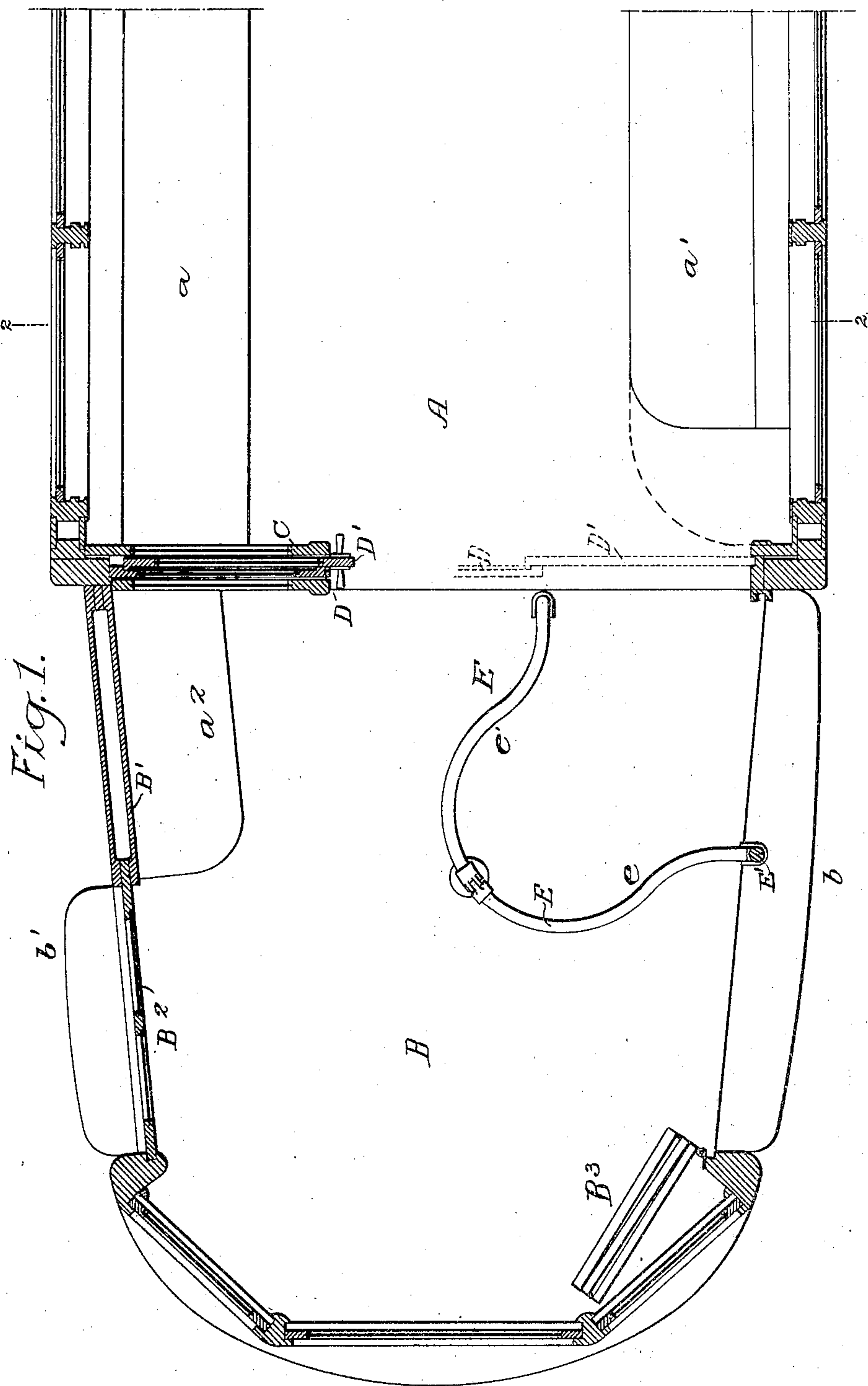


S. M. CURWEN.
PASSENGER CAR.
APPLICATION FILED MAY 13, 1908.

922,395.

Patented May 18, 1909.
2 SHEETS—SHEET 1.



Witnesses:-
Hales & Pullinger
Wells & Burrows

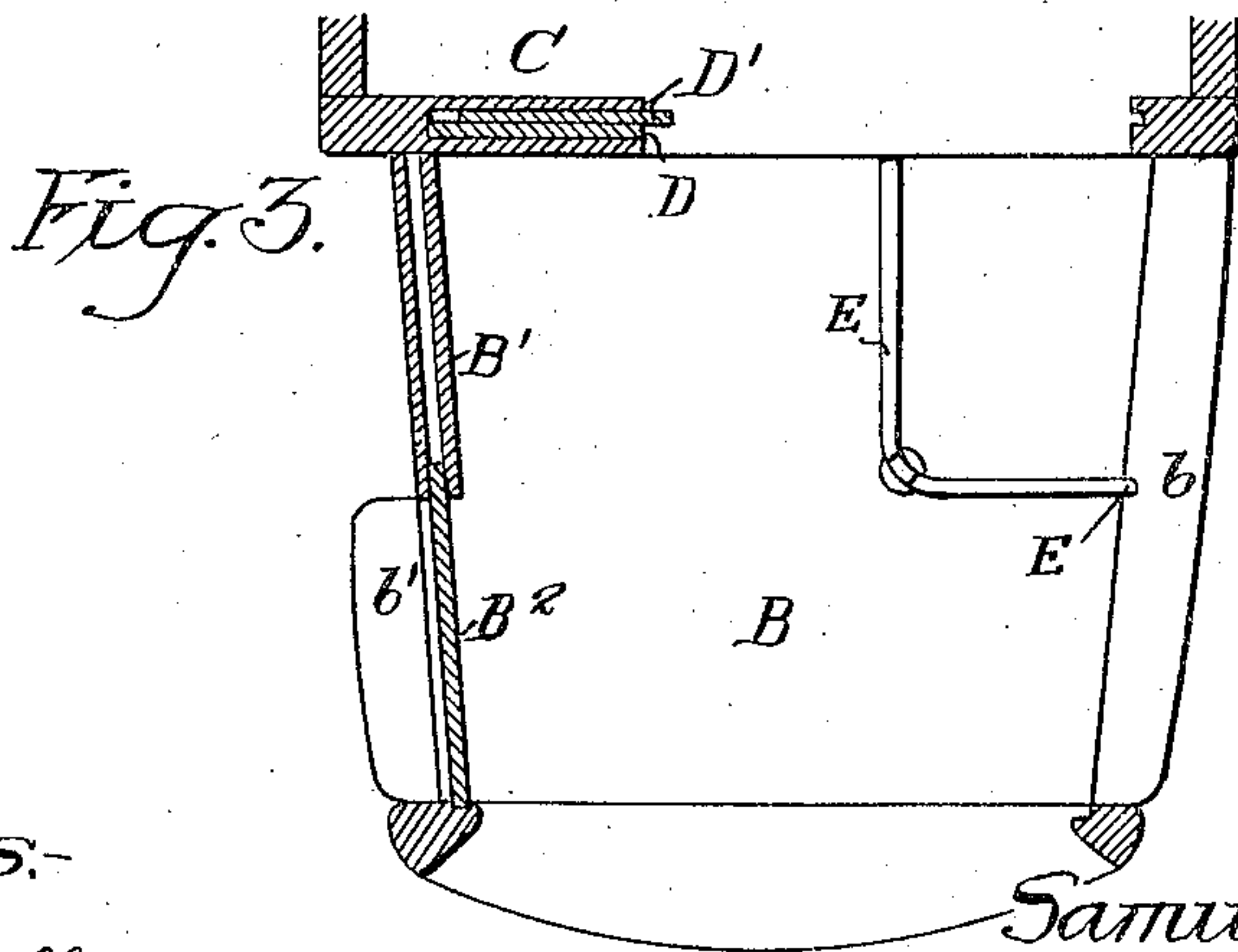
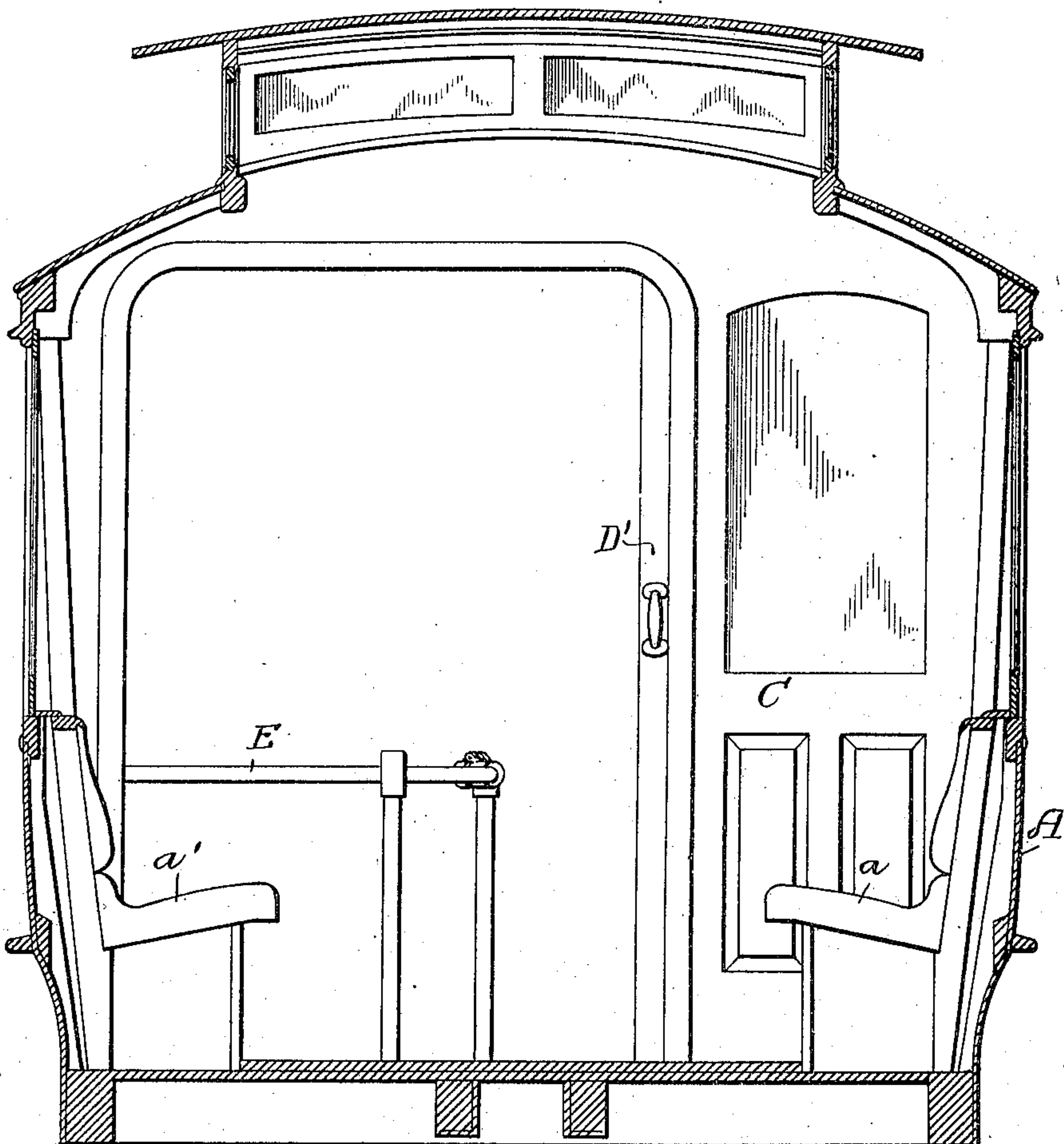
Inventor:-
Samuel M. Curwen
by his Attorneys:-
Howen & Howen

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Fig. 2.



Witnesses:-
Walter A. Cullinger
Wills A. Burrows

Inventor:-
Samuel M. Curwen.
by his Attorneys:-
Horn & Horn

UNITED STATES PATENT OFFICE.

SAMUEL M. CURWEN, OF HAVERFORD, PENNSYLVANIA, ASSIGNOR TO THE J. G. BRILL COMPANY, OF PHILADELPHIA, PENNSYLVANIA, A CORPORATION OF PENNSYLVANIA.

PASSENGER-CAR.

No. 922,395.

Specification of Letters Patent.

Patented May 18, 1909.

Application filed May 13, 1908. Serial No. 432,701.

To all whom it may concern:

Be it known that I, SAMUEL M. CURWEN, a citizen of the United States, residing in Haverford, Pennsylvania, have invented certain Improvements in Passenger-Cars, of which the following is a specification.

My invention relates to certain improvements in the type of cars in which the passengers pay the fare on entering the car.

The object of my invention is to so construct a car of this type as not to interfere with the seating capacity of the car to any material extent, and yet provide independent ingress and egress passageways at the platform form.

In the accompanying drawings:—Figure 1, is a plan view of my improved car; Fig. 2, is a transverse sectional view on the line 2—2, Fig. 1; and Fig. 3, is a plan view showing a modification of the guard rail.

A is the body of the car; B is a platform; C is a transverse partition separating the body of the car from the platform. In this partition is an enlarged doorway located on that side of the car at which the passengers board and leave the car at the rear end. In the partition C at the opposite side of the car are panels which, in the present instance, are a sufficient distance apart to allow for a runway for a pair of sliding doors D, D', which, when pushed into the runway, leave the doorway full open, but when drawn out, one door will either close the ingress passageway, or the doors can be moved still farther out so as to close both the ingress and egress passageways. These doors can be designed in any suitable manner, but are preferably so arranged that when one door is drawn out or pushed in it carries the other with it.

E is a guard, in the present instance in the form of a rail extending from a point about the middle of the doorway in the transverse partition C, and extending to a vertical post E' which separates the side b of the platform into ingress and egress passageways. This guard while in the form of a rail, can be made in any suitable manner, and a part e of the rail can be so hinged, as shown in Fig. 1, as to swing over and upon the fixed section e' to allow for free egress from the body of the car on either side of the rail when the platform is at the forward end of the car. The section e of the rail may be made detachable or hinged so as to drop, when desired.

The end of the platform is closed by the

ordinary vestibule casing having windows, and the side b' of the platform is closed by a panel B' having a slideway therein, and a sliding door B² adapted to the slideway. This door is preferably situated at the outer end of the platform so as to be within easy reach of the motorman, although it may be located at any point and actuated by suitable mechanism, if desired. In the present instance I have provided hinged folding doors B³, which, when extended, close the side b of the platform when the platform is at the forward end of the car.

By the above construction it will be seen that the egress passageway in the transverse partition is close to the step leading from the car, and the ingress passageway in the partition is near the center of the car. This construction gives considerable room on the platform and does not interfere with the seats a on one side of the car, these seats extending to the partition C, while on the other side of the car the seats a' extend very nearly to the partition, and in some instances, may extend, if desired, as shown by dotted lines, to the partition. Thus, by this invention I am enabled to so construct a car as to provide substantially the same seating capacity as heretofore, and yet to so design the structure that the car can have independent ingress and egress passageways.

A seat a² may be provided on the platform to take the place of the portion of the seat a' which is omitted to allow for the egress of passengers, and this seat may be hinged if desired. This construction is simple and comparatively inexpensive, and the cars of the ordinary type can be readily changed to a type of car having an increased platform area so as to adapt them for pay-as-you-enter cars.

It will be seen that by the above arrangement the conductor stands within the space on the platform through which the passengers pass when leaving the car, but he can operate the sliding doors so as to cut off ingress if he desires to allow passengers to first leave the car before other passengers, who have boarded the car, enter the body of the car. By this arrangement the aisle space need not be as great as where the car must accommodate both incoming and outgoing passengers at the same time.

I claim:

1. In a passenger car, a body portion, a

platform, a transverse partition separating the platform from the body portion, an enlarged opening in the partition near that side of the car at which the passengers board and leave the car, and a guard rail extending from a point about the center of the opening to one side of the car so as to divide the platform and the opening to form ingress and egress passageways.

10 2. In a passenger car, a body portion, a platform, a transverse partition separating the platform from the body portion, an enlarged opening in the partition near one side of the car, sliding doors adapted to channels in the opposite side of the car, said doors being arranged to close said opening, and a guard rail extending from a point about the center of the opening to one side of the car so as to divide the platform into ingress and egress sections.

20 3. The combination in a passenger car, of a body portion, a platform, a transverse partition separating the platform from the body portion, a doorway in the partition near one side of the car, said doorway being of a width to allow for the ingress and egress of passengers, double sliding doors adapted to a channel on one side of the car and adapted to close one half of the entire passageway, and a guard rail extending from a point near the center of the doorway to a point at the side of the platform so as to divide the platform into ingress and egress passageways, the egress passageway communicating

directly with that portion of the doorway adjacent to the side of the car at which the passengers board and leave the car.

4. The combination in a passenger car, of a body portion, a platform, a transverse partition separating the platform from the body of the car, a doorway in one side of the partition leaving a solid portion at the opposite side of the partition, the said solid portion being of sufficient width to allow the seat within the car on that side thereof to extend to the partition, and a guard separating the platform into ingress and egress passageways, said guard extending to a point near the center of the doorway, and to that side of the platform at which the passengers board and leave the car.

5. In a railway car having a side entrance and exit openings, the combination of a rail member extending from the central portion of the side entrance between the entrance and exit openings toward the center of the car, a rail member extended from the inner end of the first mentioned rail member first rearwardly, then across the car and then forwardly.

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

SAMUEL M. CURWEN.

Witnesses:

Jos. H. KLEIN,
Wm. A. BARR.