C. K. PICKLES.

PASSENGER CAR.

APPLICATION FILED FEB. 27, 1909.

925,786.

Patented June 22, 1909.

2 SHEETS—SHEET 1.

Fig. 1.

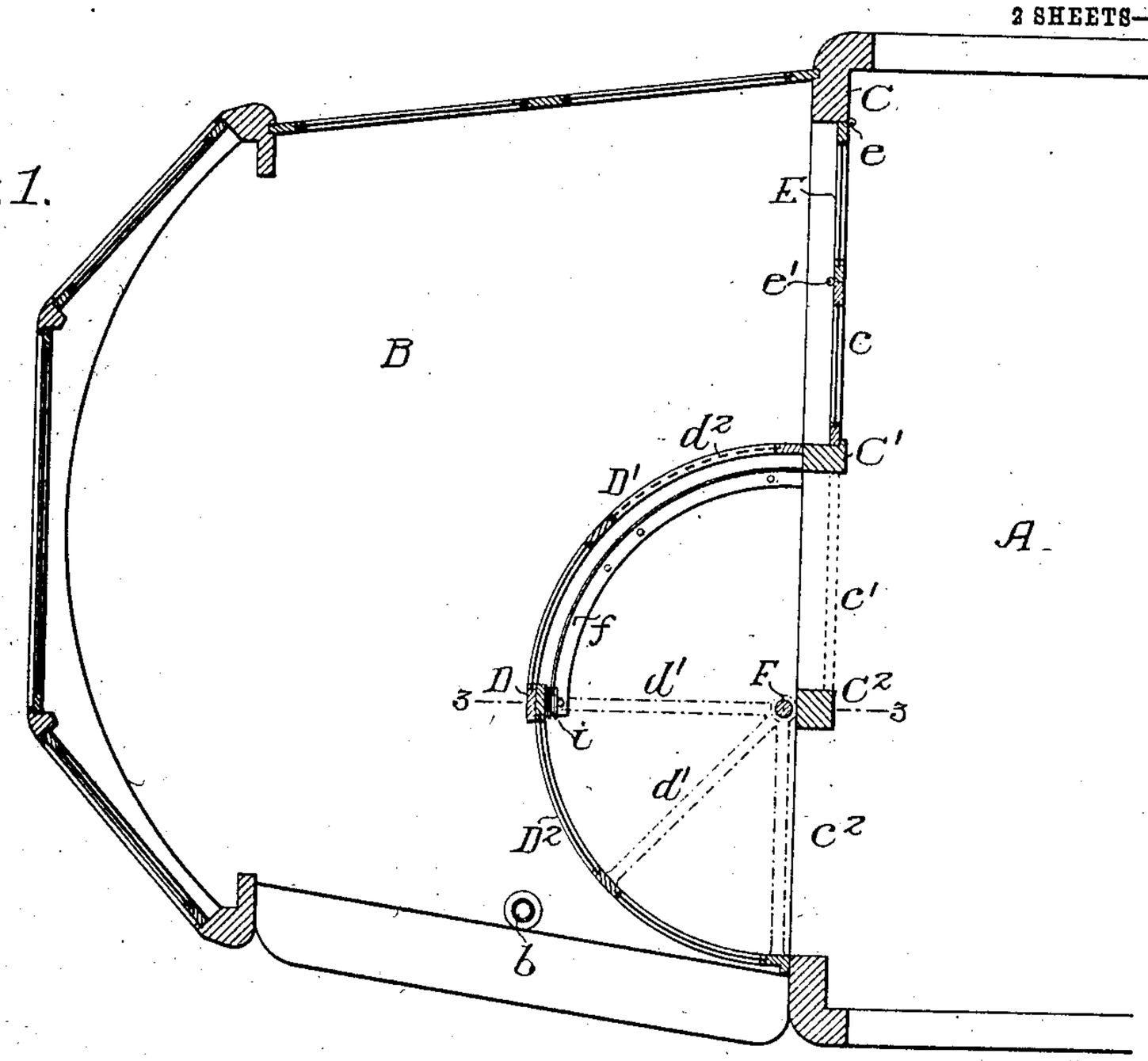
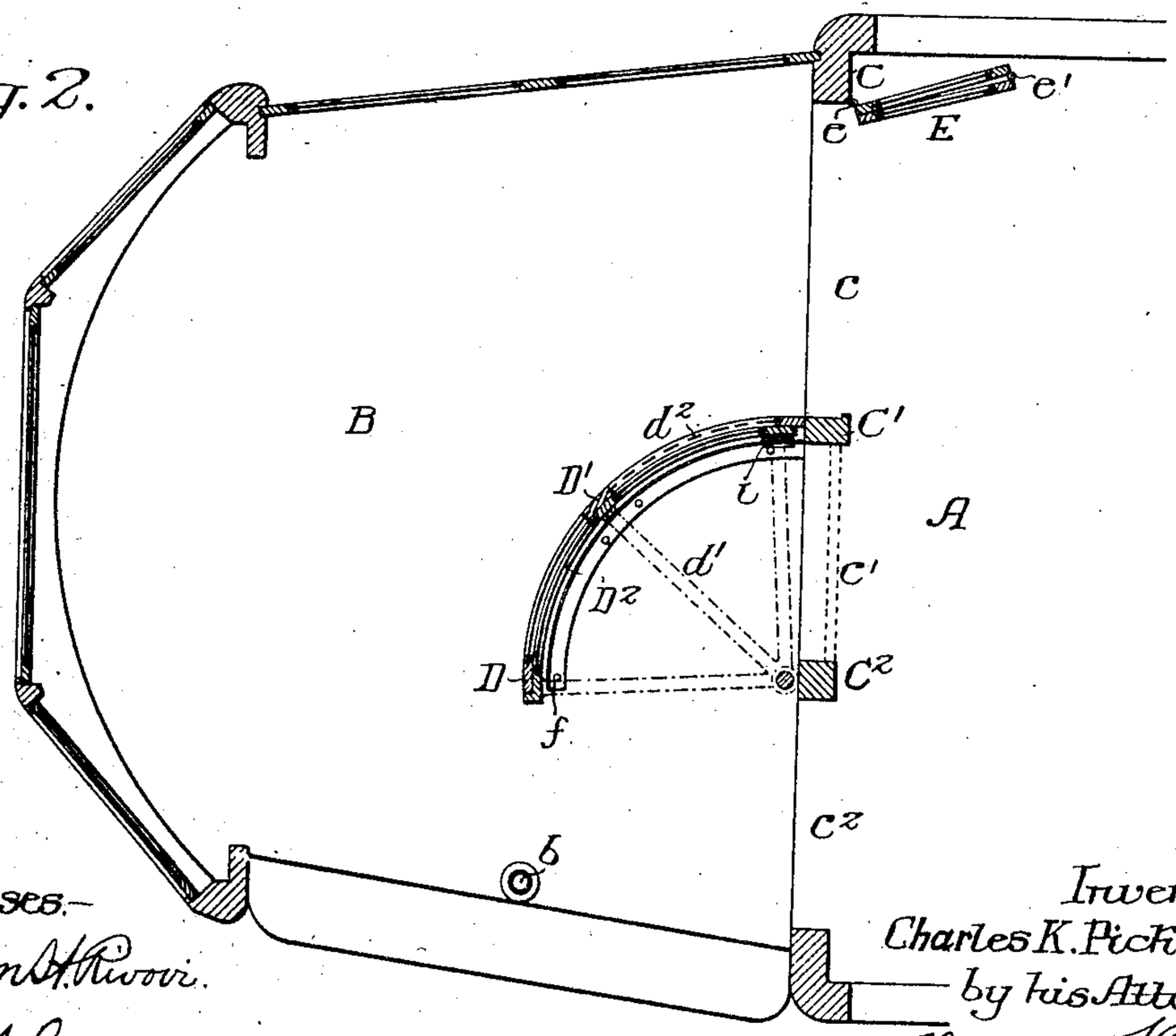


Fig. 2.



Witnesses.—
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2 SHEETS—SHEET 2.

Fig. 4.

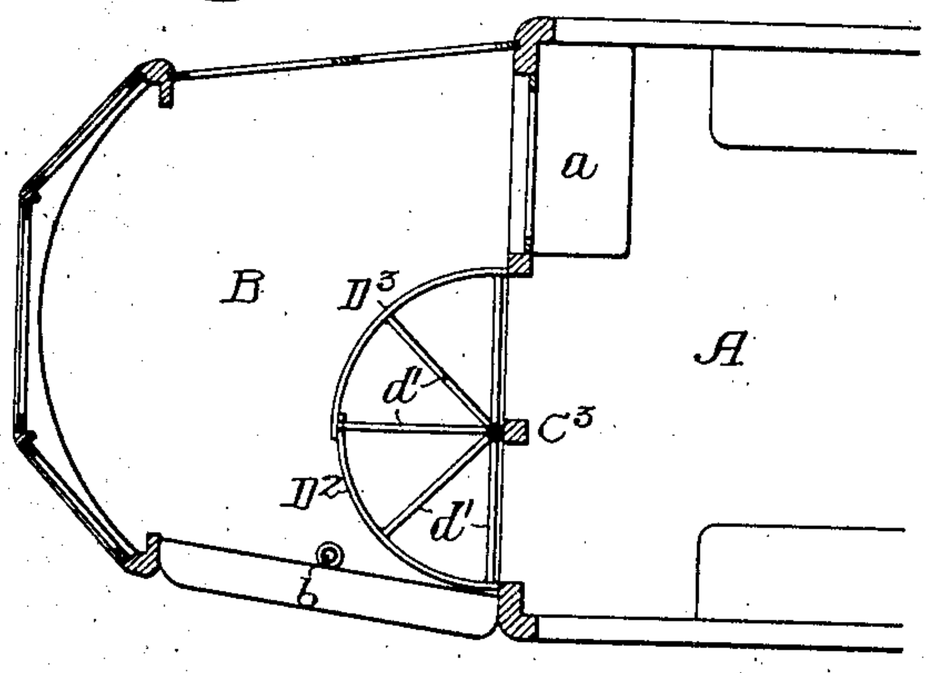


Fig. 5.

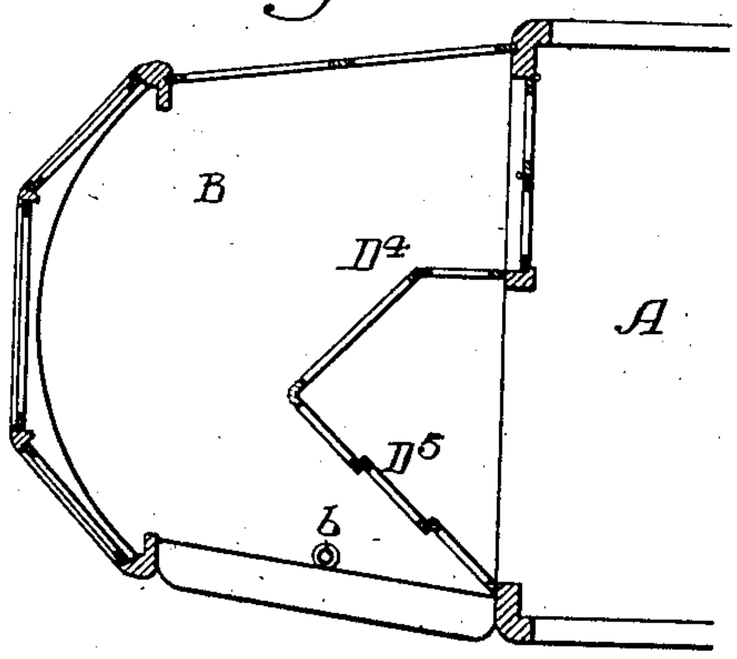


Fig. 3.

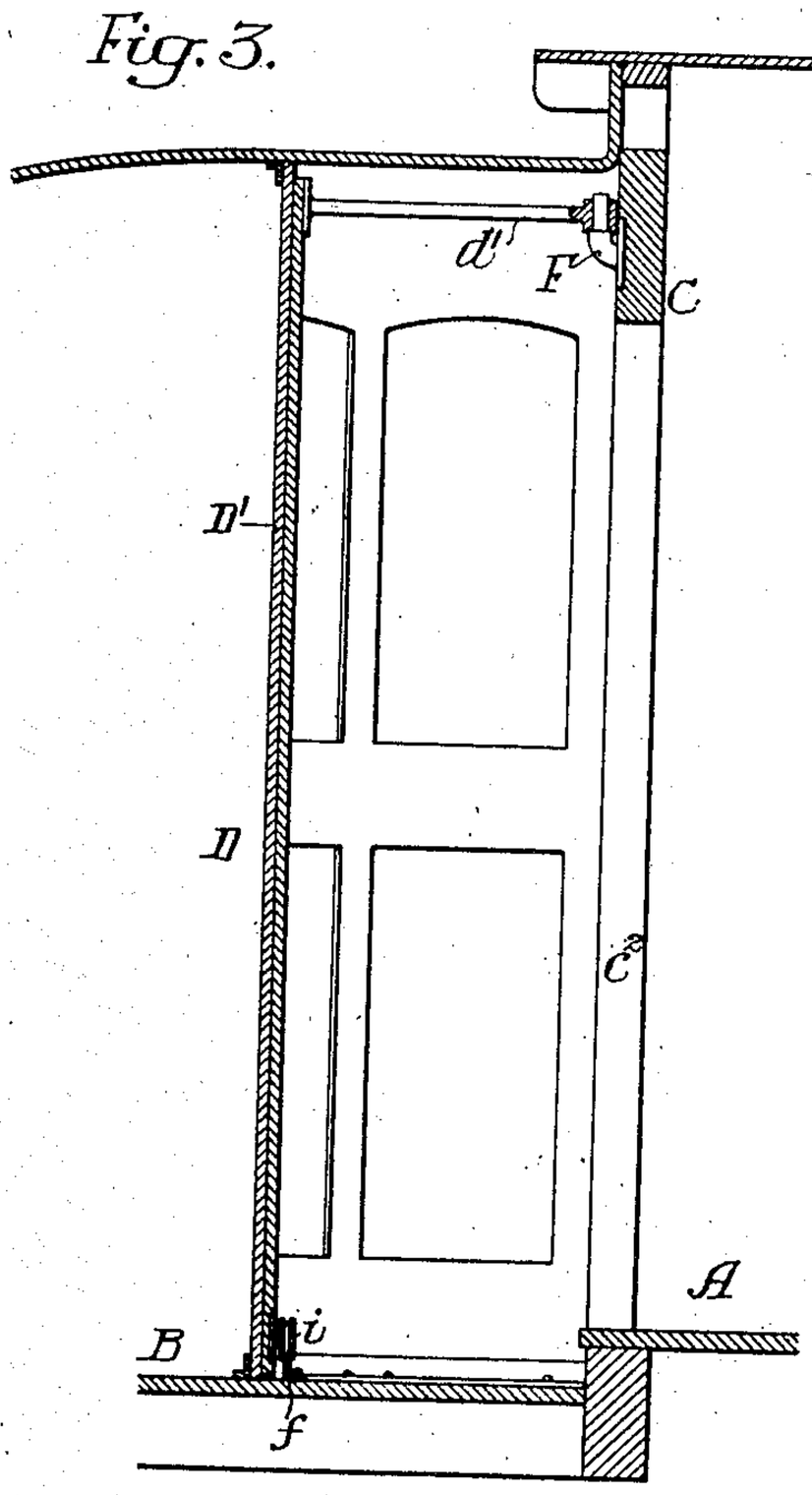
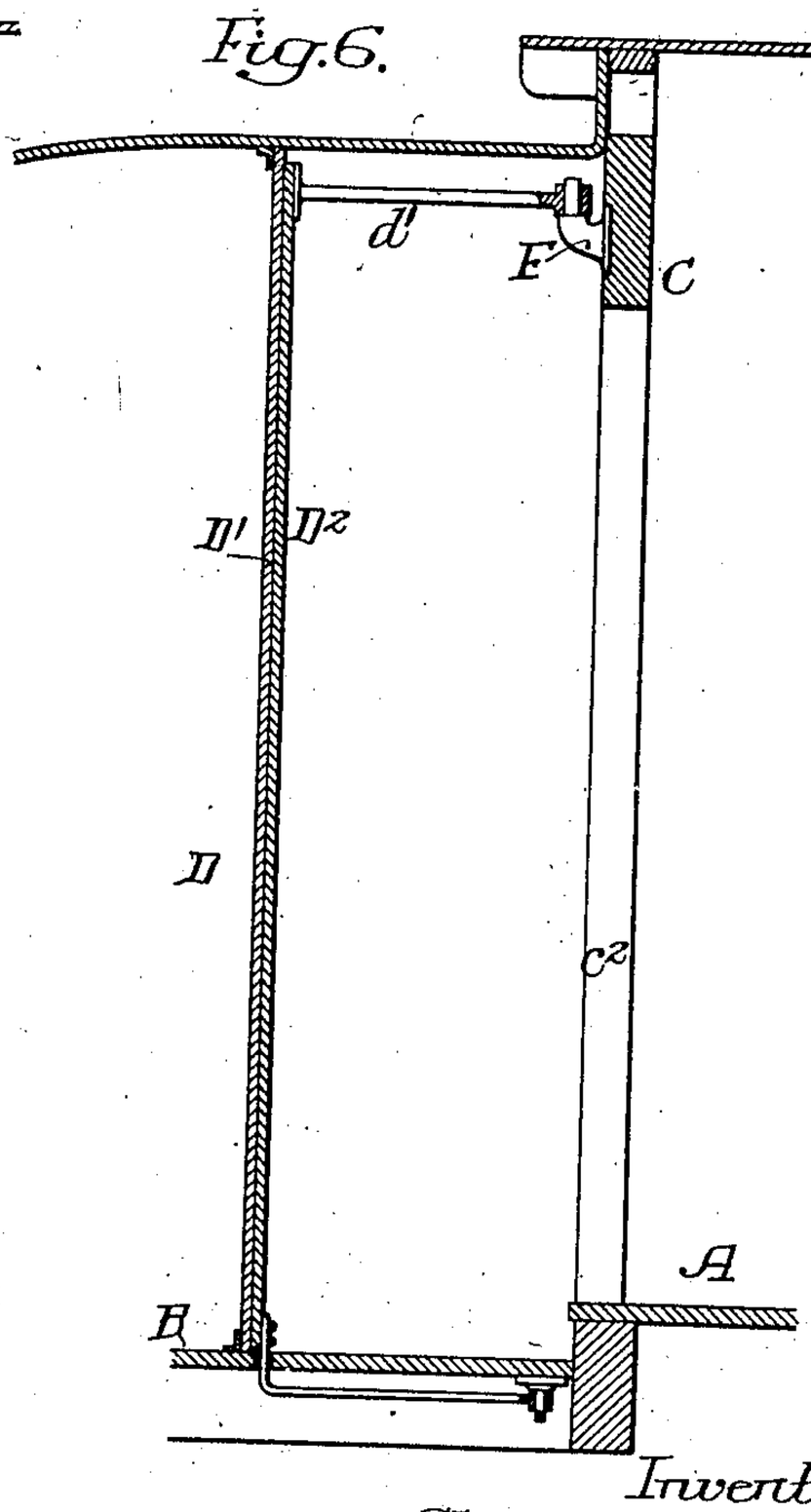


Fig. 6.



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UNITED STATES PATENT OFFICE.

CHARLES K. PICKLES, OF ST. LOUIS, MISSOURI, ASSIGNOR TO THE PAY-AS-YOU-ENTER CAR CORPORATION, OF JERSEY CITY, NEW JERSEY, A CORPORATION OF NEW JERSEY.

PASSENGER-CAR.

No. 925,786 Specification of Letters Patent. Patented June 22, 1909.

Application filed February 27, 1909. Serial No. 480,301.

To all whom it may concern:

Be it known that I, CHARLES K. PICKLES, a citizen of the United States, residing in St. Louis, Missouri, have invented certain Improvements in Passenger-Cars, of which the following is a specification.

My invention relates to certain improvements in passenger cars of the type in which the conductor controls the admission and exit of passengers at the rear of the car.

The invention is particularly adapted to cars of the type in which the passengers pay their fares on entering the car.

The object of the invention is to provide an inclosure on the platform for the conductor and means readily operated by him for opening or closing the egress passageway and, in some instances, the ingress passageway. This object I attain in the following manner, reference being had to the accompanying drawings, in which:—

Figure 1 is a plan view of the rear end of a passenger car illustrating my invention and showing the doors closed; Fig. 2, is a view similar to Fig. 1, showing the doors open; Fig. 3, is a vertical sectional view on the line 3—3, Fig. 1; Figs. 4 and 5, are views illustrating modifications of my invention; and Fig. 6, is a vertical sectional view illustrating a modification of the means for hanging the door.

A is the body of the car.

B is the platform having the usual side entrance and passageway separated by a post *b*. The platform can be of any depth desired, allowing sufficient space for the free ingress and egress of passengers. As illustrated in Fig. 1, the platform is separated from the body of the car by a transverse partition C, having three openings *c*, *c'*, c^2, in the present instance, formed by two posts C', C^2. The passageway *c* is the entrance passageway and is closed in the present instance by a double door E. The double door is hinged at *e*, *e'*, so that it will fold back against the car body, as illustrated in Fig. 2, or a single hinged door, or a sliding door may be used, as desired.

D is a semi-circular inclosure on the platform made up of two sections D', D^2. The inclosure extends from the partition C' to the entrance and exit side of the car and, as illustrated in Fig. 1, the section D' is a fixed section in the form of a partition extending from the floor of the platform to a point at or near the roof and may have a movable sash or wicket so that the conductor, who is located within the inclosure, can collect the fares of passengers standing on the platform outside the inclosure, while D^2 is a movable section in the form of a curved door hung to a stud F projecting from an overhead bearing on the partition C and on this stud is a spider having three arms *d'* in the present instance, which are secured to the upper portion of the door D^2. Secured to the floor is a track *f* and on the door is a roller *i* adapted to the track so as to properly support the lower end of the door as it travels from the open to the closed position; the spider guiding the upper portion of the door. The track can be located at any point desired, but preferably at the bottom of the inclosure, as illustrated in Fig. 3. The passageway *c'* of the transverse partition C may be opened or closed by a sash, as shown by dotted lines, Fig. 1, if desired.

The conductor stands within the inclosure directly back of the opening *c'* so that when the door D^2 is open, as shown in Fig. 2, a passenger has a clear space to pass out of the car and off the platform. The conductor can readily operate the door from the inner side without stepping into the path of a passenger. This arrangement does not interfere with passengers as they board the car and the conductor can readily collect fares from passengers as they enter the car body from the platform. The fares can be collected through a wicket d^2 in the permanent section D' or through an opening closed by a sash, if desired, and the door may also be provided with a wicket, so that when the door is open it will aline with the wicket in the fixed position.

In some instances the door may be mounted on spiders at top and bottom, said spiders being adapted to pivots and the lower spider may be mounted under the floor of the platform and the connection between the spider and the door may extend through a curved slot in the platform, as illustrated in Fig. 6.

In Fig. 1, it will be noticed that the inclosure is at one side of the platform and the doorway leading into the car is entirely independent of the inclosure.

In Fig. 4, I have shown a modification in which the inclosure is arranged at one side of the platform, but in this instance both sections of the inclosure are mounted on piv-

ots so as to be movable, forming two doors D^2, D^3; the door D^3 closing the ingress passage between the platform and the car body. The conductor in this instance stands in the space directly back of the pivot, standard, or post C^3, when one is used. This construction gives an extra seat *a* at one side of the car.

In Fig. 5, I have shown another modification illustrating the inclosure D^4, which may be angular instead of semi-circular, and a double sliding door D^5 is used, which can be operated by the conductor to open and close the exit passageway leading to the side of the car. The wicket in this instance, through which the fare is collected, is in the longitudinal section of the partition.

One of the main objects of the invention is to so arrange the inclosure that the conductor can operate the door without blocking the exit passageway.

I claim:—

1. The combination of a car, a platform, a partition dividing the car from the platform, an inclosure having a sliding door arranged to move toward and from the exit side of the car, said door being so arranged that the conductor can stand within the inclosure out of the path of passengers leaving the car.

2. The combination in a passenger car, of a body portion, a platform, a transverse partition, said partition having an ingress and egress doorway, an inclosure on the platform in front of the egress doorway and adjacent to one side of the platform, and a sliding door mounted on the frame of the inclosure and movable toward and from the side of the car, the exit opening in the partition being less in width than the inclosure.

3. The combination in a passenger car, of a body portion, a platform, a transverse partition separating the body portion from the platform and having ingress and egress openings, the ingress opening being farthest from the open side of the platform, an inclosure extending from a point about the center of the car to the open side of the car, a sliding door forming half of the inclosure, the exit doorway in the partition being less in width than the inclosure and located near the open side of the platform, so that the conductor standing in the space within the inclosure can operate the door and leave a clear passage for the egress of passengers.

4. The combination in a passenger car, of a body portion, a platform, a transverse partition separating the platform from the body portion and having an egress opening at the side nearest the open side of the platform and having an ingress opening at the opposite side, a semi-circular inclosure on the platform in front of the egress opening, a sliding door, one-half of said inclosure being fixed, the other half being in the form of a sliding door arranged to slide to and from a corner of the platform adjacent to the egress doorway, the space between the inclosure and the rear of the platform being sufficient for the admission of passengers.

5. The combination in a passenger car, of a body portion, a platform, a transverse partition separating the platform from the body portion, three openings in the transverse partition separated by two posts, the opening farthest from the ingress side of the platform being the ingress opening into the car, the opening nearest the ingress side of the platform being the exit opening from the car, a segmental inclosure extending from one of said posts to the open side of the platform and blocking the two openings, leaving the ingress opening clear, a curved sliding door, a spider mounted at the top of the door from which the door is hung, a pivot for said spider, and means for supporting the lower end of the door as it is moved from the open to the closed position.

6. The combination in a passenger car, of a body portion, a platform, an ingress and egress doorway in the partition, the ingress doorway being farthest from the open side of the car, a curved inclosure covering the egress opening and having a sliding door movable toward and from the open side of the car, one section of the inclosure being permanent and having an opening through which the conductor can receive fares as passengers enter the car.

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

CHARLES K. PICKLES.

Witnesses:

JOSEPH RABER,

JOHN E. GREVE.