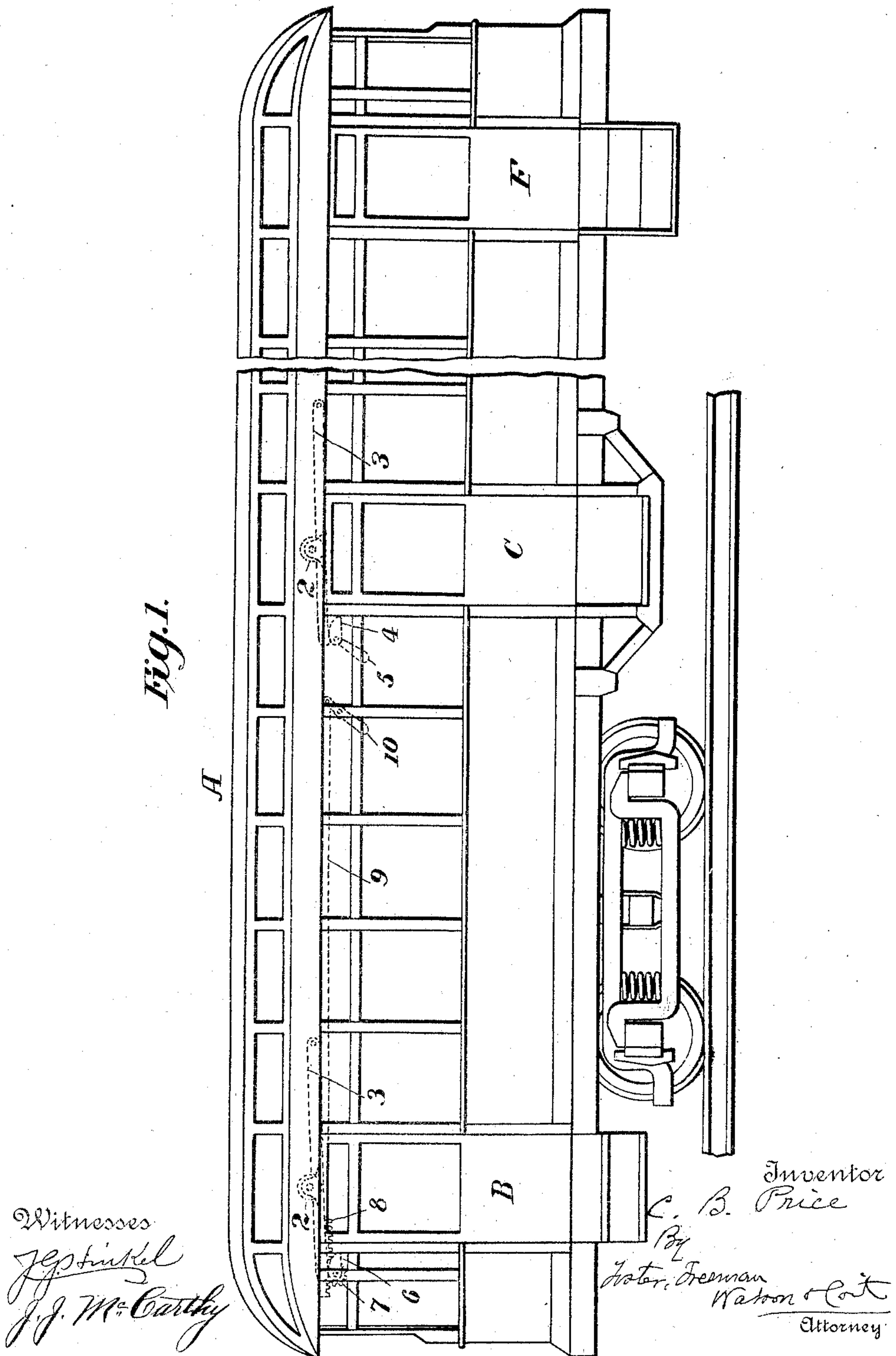


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APPLICATION FILED FEB. 5, 1909.

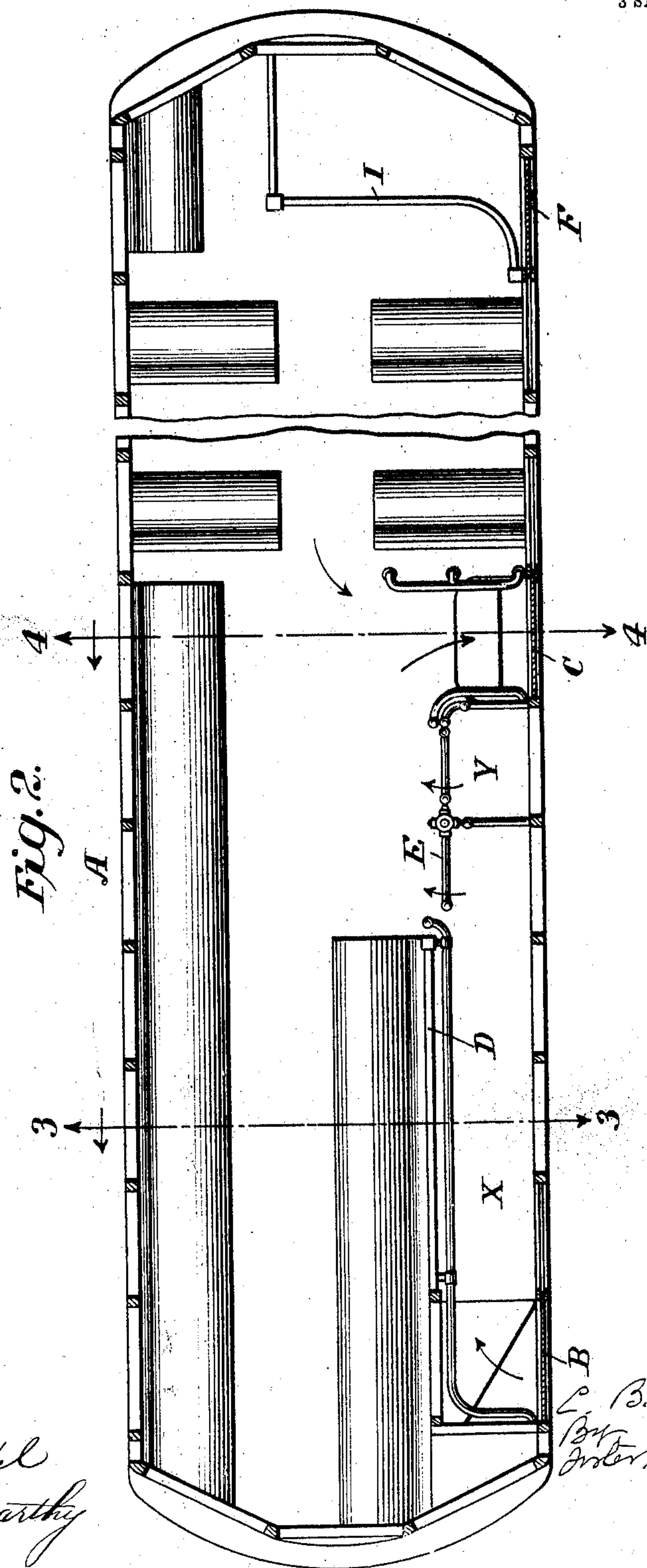
Patented July 13, 1909.  
3 SHEETS—SHEET 1.



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3 SHEETS—SHEET 2.



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Patented July 13, 1909.  
3 SHEETS—SHEET 3.

Fig. 3.

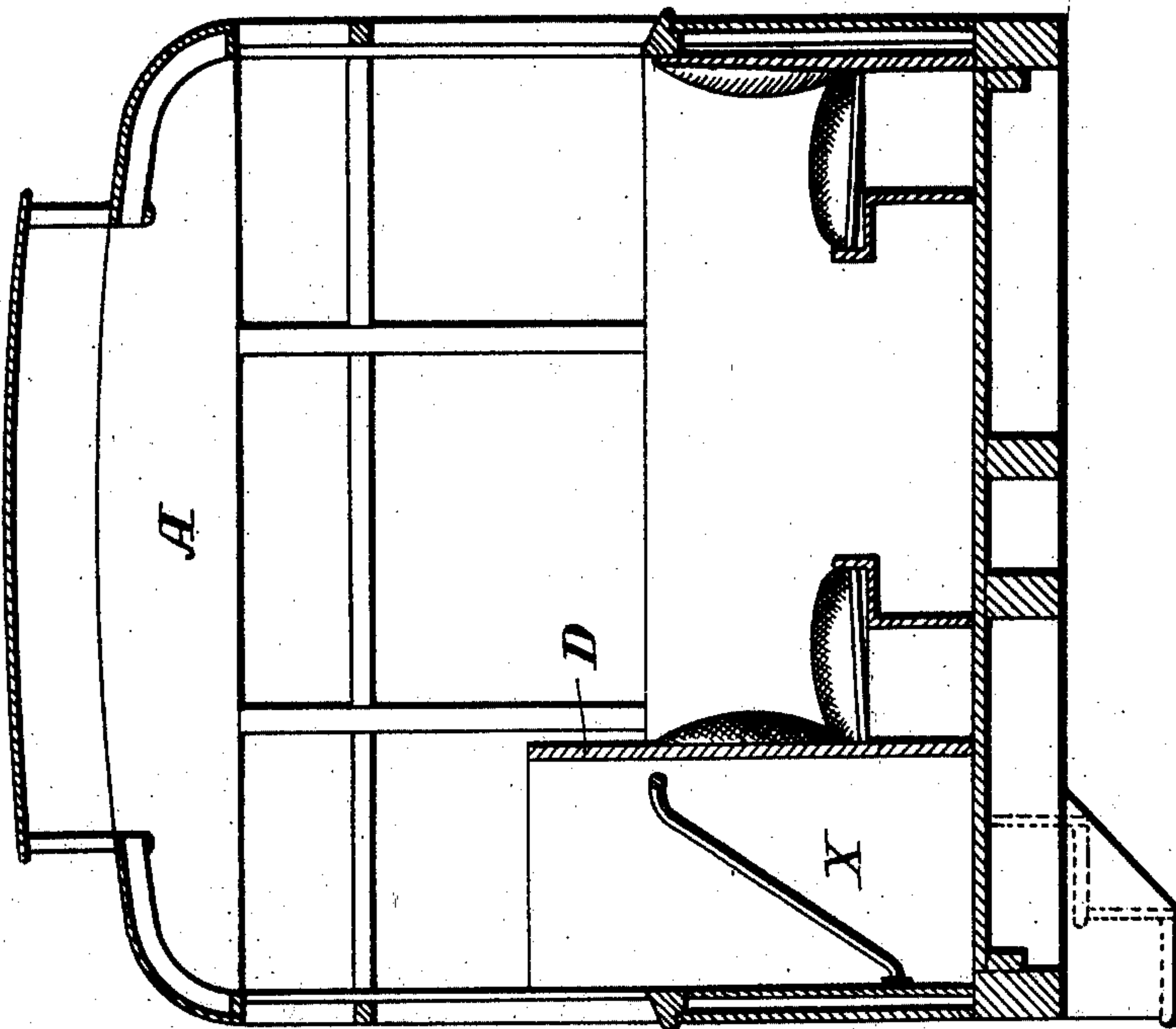
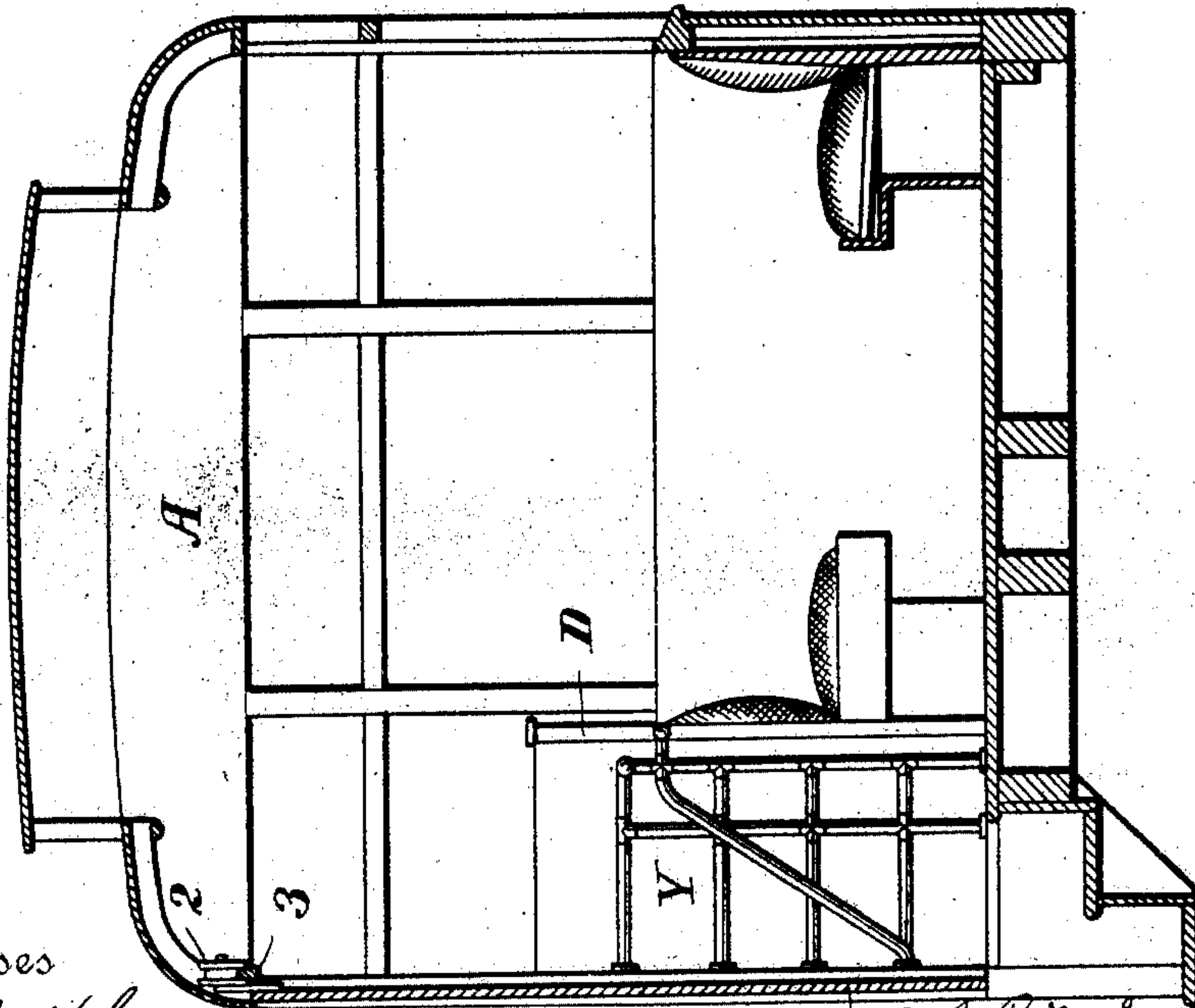


Fig. 4.



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# UNITED STATES PATENT OFFICE

CHARLES B. PRICE, OF PITTSBURG, PENNSYLVANIA.

## STREET-CAR.

No. 927,871.

Specification of Letters Patent.

Patented July 13, 1909.

Application filed February 5, 1909. Serial No. 476,234.

*To all whom it may concern:*

Be it known that I, CHARLES B. PRICE, a citizen of the United States, and resident of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Street-Cars, of which the following is a specification.

The present invention relates more particularly to improvements in street cars of the type patented to me September 13, 1904 by Letters Patent No. 770,107. In cars of this type it is preferable to have the entrance and exit doors under control of the conductor and to arrange the passages from and to said doors so that the conductor without moving from his station, may collect the fares of passengers entering the car and deliver transfers to passengers leaving the car. My improved car is so designed as to permit of the conductor attending to all of these duties without leaving the station provided for him.

The invention will be described in connection with the accompanying drawing, in which,—

Figure 1 is a side elevation of a railway car embodying my invention; Fig. 2 is a sectional plan view of the same; and Figs. 3 and 4 are sections respectively, on the lines 3—3 and 4—4 of Fig. 2.

The body A of the car may be of any suitable construction and is provided with an inlet opening B and an exit opening C, which are at different parts of the car, but which as shown are at the same side of the car, the inlet being at one end and the exit at or about the center. The interior of the car is divided by a fence or partition D, so as to form at one side a corridor X, which communicates at one end with the inlet opening B, and extends to, or nearly to, the conductor's station Y, so that every passenger entering the car must pass the conductor before passing from the corridor into the body of the car. The "fence" or partition D may be only of sufficient height, say four feet, six inches, to prevent the passage of persons from the corridor to the main body of the car, or vice versa. In some instances a turnstile E is arranged so as to be operated by those passing from the corridor into the body of the car. Preferably the conductor's station is adjacent to the exit door so that he can if necessary give transfers to those passing out of the car, and each opening B,

C, may be provided with a door or doors, with means adjacent to the conductor's station whereby either door may be independently operated by the conductor. Thus each door may be suspended by a central roller 2 upon a tilting rail 3 and the rail of the exit door may be tilted by means of a cam 4 operated by a handle 5 adjacent to the conductor's station, while a like tilting rail on the inlet door may be operated by a cam 6 upon a shaft provided with a pinion 7, which gears with a rack 8 upon a rail 9, that may be shifted by means of a lever 10 adjacent to the conductor's station. The station for the motorman may be separated from the body of the car by a fence or partition I and a door F may be provided for access to this station from the exterior of the car.

My invention is adapted particularly for cars operated on the so-called "pay-as-you-enter" principle, but it is an improvement on these cars in that the passenger is not required to pay until after he has entered the car and the door is closed to protect him from the weather. The passengers entering at a station may assemble in line in the corridor X and the conductor can then close the door B and start the car immediately, collecting the fares while proceeding to the next stopping place. It will be seen that by this method the passengers are subjected to the least possible inconvenience and exposure to the weather.

It will be understood that my invention is not limited to the precise details of construction and arrangement illustrated and described. For instance, the door operating devices may be of any suitable character and the turnstile E may be used or not, as desired. Furthermore, the corridor X and the inlet opening B might be placed at the forward end of the car, instead of at the rear end as shown. It is preferable, however, that they should be on the same side of the car as the exit opening C.

Having thus described my invention, what I claim and desire to secure by Letters Patent is:—

1. A street car having a corridor separated from the body of the car, an entrance door for passengers at one end of said corridor, a station for the conductor at the other end of said corridor, an exit door, and means at the conductor's station for operating the entrance door.



2. A street car having a corridor separated from the body of the car, an entrance door for passengers at one end of said corridor, a station for the conductor at the other end of said corridor, an exit door, and means at the conductor's station for operating said doors.

3. A street car having a corridor separated from the body of the car, an entrance door for passengers at one end of said corridor, a station for the conductor at the other end of said corridor, an exit door, and means for operating said doors, said means being arranged within reach of the conductor while occupying his said station.

4. A street car having a rear entrance

door, a corridor leading from said door along one side of the car, a space or station for the conductor at the forward end of said corridor at which he can collect fares from passengers entering through the corridor, an exit door forward of the conductor's station, and means extending from said doors to the conductor's station whereby the doors may be opened and closed, for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES B. PRICE.

Witnesses:

SERENA A. ARTHUR,

E. BLANCHE HAMILTON.