

PASSENGER CAR.

951,040.

Patented Mar. 1, 1910.

Fig. 1.

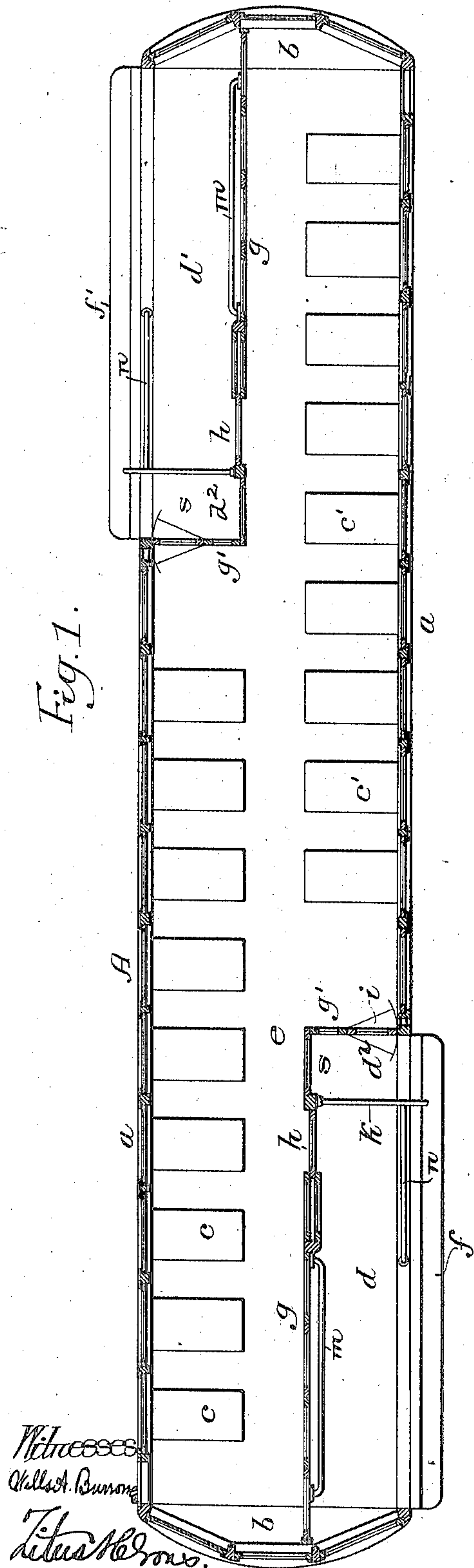
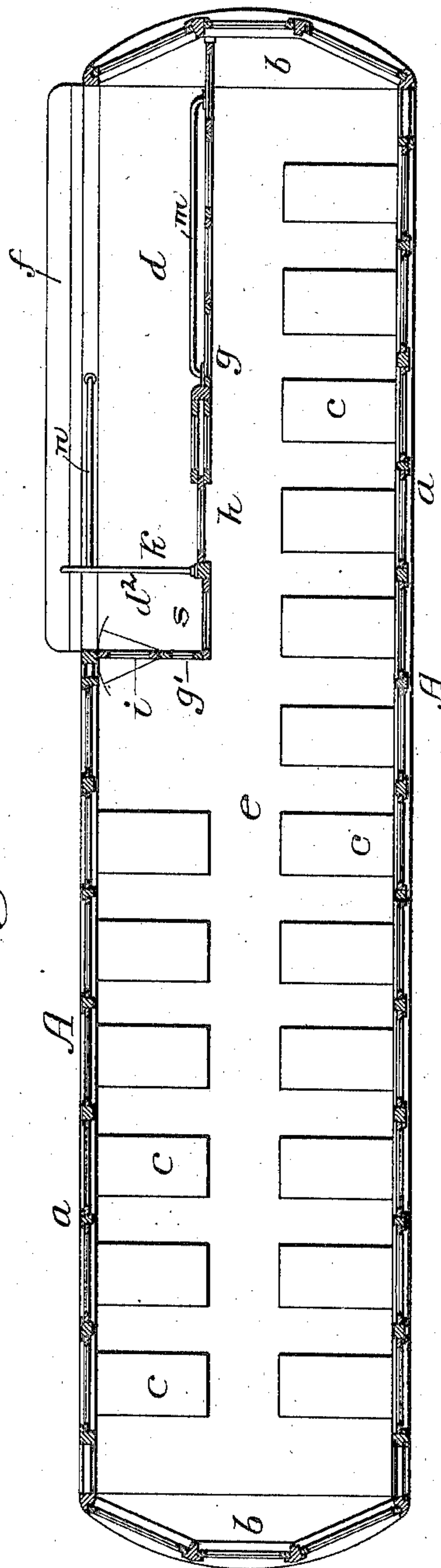


Fig. 2.



Inwitness  
Walter S. Adams.  
by his Attorneys,  
Hovvum & Hovvum



# UNITED STATES PATENT OFFICE.

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## PASSENGER-CAR.

951,040.

Specification of Letters Patent.

Patented Mar. 1, 1910.

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To all whom it may concern:

Be it known that I, WALTER S. ADAMS, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain Improvements in Passenger-Cars, of which the following is a specification.

My invention relates to that class of passenger cars of the street railway type, particularly those in which the passengers pay their fares as they enter the cars. In this type of car the conductor remains at a fixed point and the passengers are allowed to step onto the platform and after the car has started they pass into the body of the car, paying their fares at the point where they enter the car, thus dispensing with the annoyance of having the conductor pass through the car and collect fares, and at the same time the conductor is always at his post so that accidents are avoided which are due to the starting of the car before a passenger has either boarded the car or alighted from the car.

One object of my invention is to construct a car of this type in which a platform instead of extending across one end of the car is at one side thereof near one end, or on each side of the car; one platform being at one end of the car and the other platform being at the opposite end of the car, thus increasing the seating capacity of the car and leaving sufficient room for the passengers to arrange themselves on the platform prior to entering the car.

A further object of the invention is to place the conductor in such a position in respect to the sides of the car that he can have a better supervision of the interior of the car than where his location is at either end of the car.

In the accompanying drawing:—Figure 1, is a sectional plan view of a car made in accordance with my invention, showing a platform at each end of the car; and Fig. 2, is a plan view showing the platform at one end of the car only.

A is the body of the car.

$a$ ,  $a$  are the sides of the car having the usual window frames and sash in the present instance.  $b$ ,  $b$  are the ends of the car also provided with sashes.

$c$ ,  $c'$  are the seats arranged in two sets, one on each side of the car with a central passage  $e$  extending from one end of the car to the other.

At each side of the car, as illustrated in Fig. 1, near one end, are the platforms  $d$ ,  $d'$ . In the present instance these platforms are about the width of a seat; the length being considerably greater than the width, and the steps  $f$ ,  $f'$  leading to the platforms extend the full length of each platform so that a number of persons can board the car and arrange themselves in line on the platform ready to enter the car. The partition  $g$  separating the platform from the interior of the car may be glazed, if desired, and near one end of the partition is a sliding door  $h$  for the ingress of passengers and adapted to ways in the partition. The sliding door is some distance from the cross partition  $g'$  separating the inner end of the platform from the body of the car, and in this cross partition is a swinging door  $i$  for the egress of passengers.

$k$  is a rail extending transversely of the platform and on a line with the stile of the ingress doorway, forming a compartment  $s$  in which the conductor stands. This rail also separates the egress platform  $d^2$  from the ingress platform.

The sliding door is preferably arranged so that it can be operated by the conductor and is in such a position that the passengers entering the body of the car must pass close to the conductor and at this point the passenger must either hand his fare to the conductor or place it in a suitable fare box located at this point.

The egress doorway  $i$  is preferably hinged so as to swing in either direction, and when arranged to swing in one direction it is preferably arranged to swing outward so that the car can be quickly emptied, but the door is so situated in respect to the conductor that it would be impossible for a person to enter the car through this doorway without being interfered with by the conductor, and this arrangement makes the passage from the car entirely clear so that egress is rapid.

By locating the conductor at the point indicated in the drawing, his position is near the middle of the car so that he can see at a glance any one giving a signal desiring the car to stop and he can also see that the platform is clear before giving the signal to start the car.

In the car illustrated in Fig. 1, where there is a platform at each end of the car,



one of these platforms can be closed and the doors locked when the other is opened, by a suitable gate, hinged step or other guard. In very long cars two conductors  
 5 may be employed on each car if desired, one at each end of the car.

In Fig. 2, I have shown a car in which the platform is at one side of the car only, and in the car shown in Fig. 1 the controlling mechanism can be located at each end  
 10 of the car so that the motorman and conductor can reverse positions and the car need not be turned. In Fig. 2 the motorman always remains in the one position and  
 15 the car is turned on its return trip.

I preferably provide a guard rail  $n$  extending lengthwise of the platform at the step and extending to the rail  $k$ , and I also provide a hand rail  $m$  secured to the partition  $g$ ; the hand rail preferably stops about  
 20 on a line with the end of the guard rail  $n$  so that while there is sufficient space for the passengers to board the car they can grasp either hand rail as they wait to pay their  
 25 fares and enter the car.

I claim:—

1. The combination of a car, a platform at one side of the car, said platform being divided into two sections, one the ingress section and the other the egress section, a  
 30 passageway forming communication between the ingress section of the platform

and the interior of the car, and a passageway forming communication between the egress platform and the interior of the car, 35 a sliding door adapted to close the first mentioned passageway, and a swinging door adapted to close the last mentioned passageway.

2. The combination in a car, of a body 40 portion, an elongated platform at each side of the car and at opposite ends thereof, partitions having a longitudinal portion and a transverse portion, a rail dividing each platform into two sections, one for the ingress of passengers and the other for the egress, the ingress section being larger than the egress section, a doorway in the longitudinal partition forming communication between the interior of the car and the ingress section of the platform, a sliding door for closing said doorway, a doorway in the transverse portion of each partition forming communication with the interior of the car and the egress section of the platform, 55 and a hinged door closing said passageway.

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

WALTER S. ADAMS.

Witnesses:

JOS. H. KLEIN,  
 WM. A. BARR.