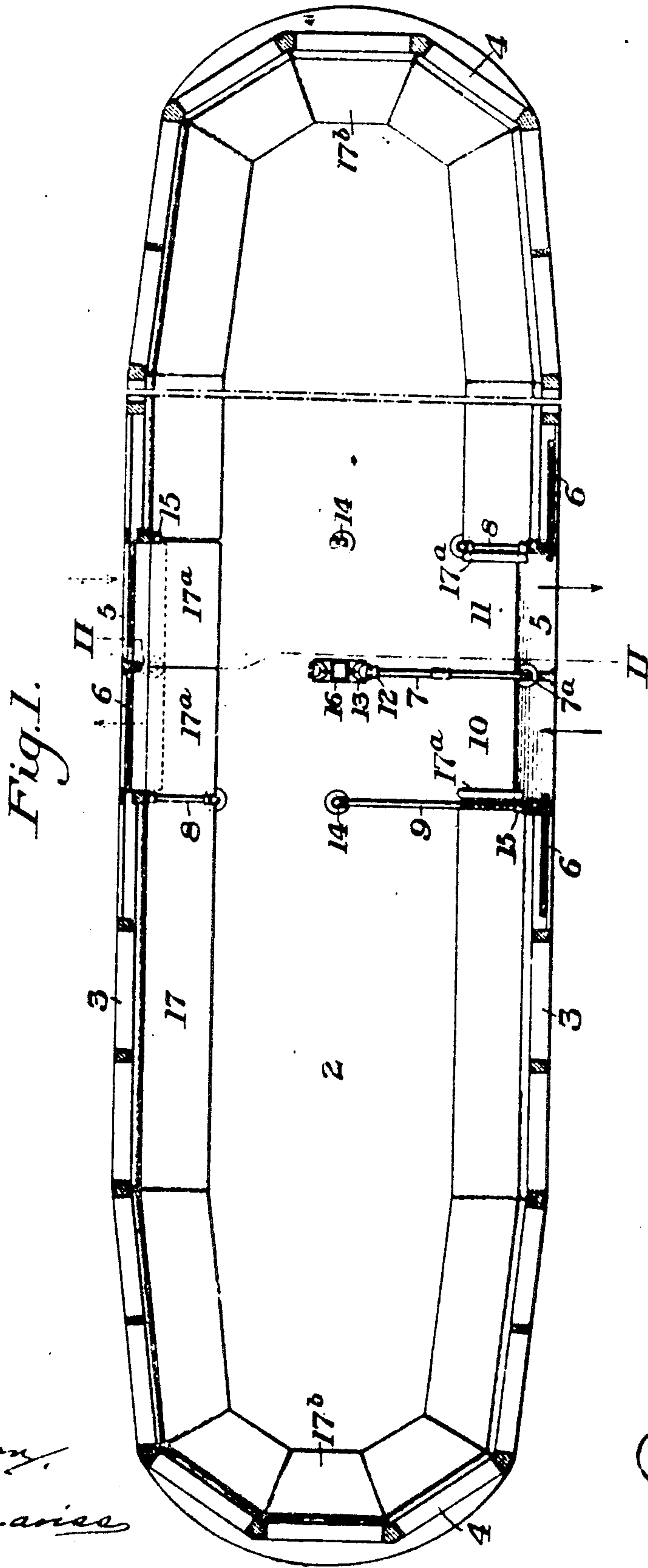


962,224.

Patented June 21, 1910.  
3 SHEETS—SHEET 1.



WITNESSES

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3 SHEETS—SHEET 2.

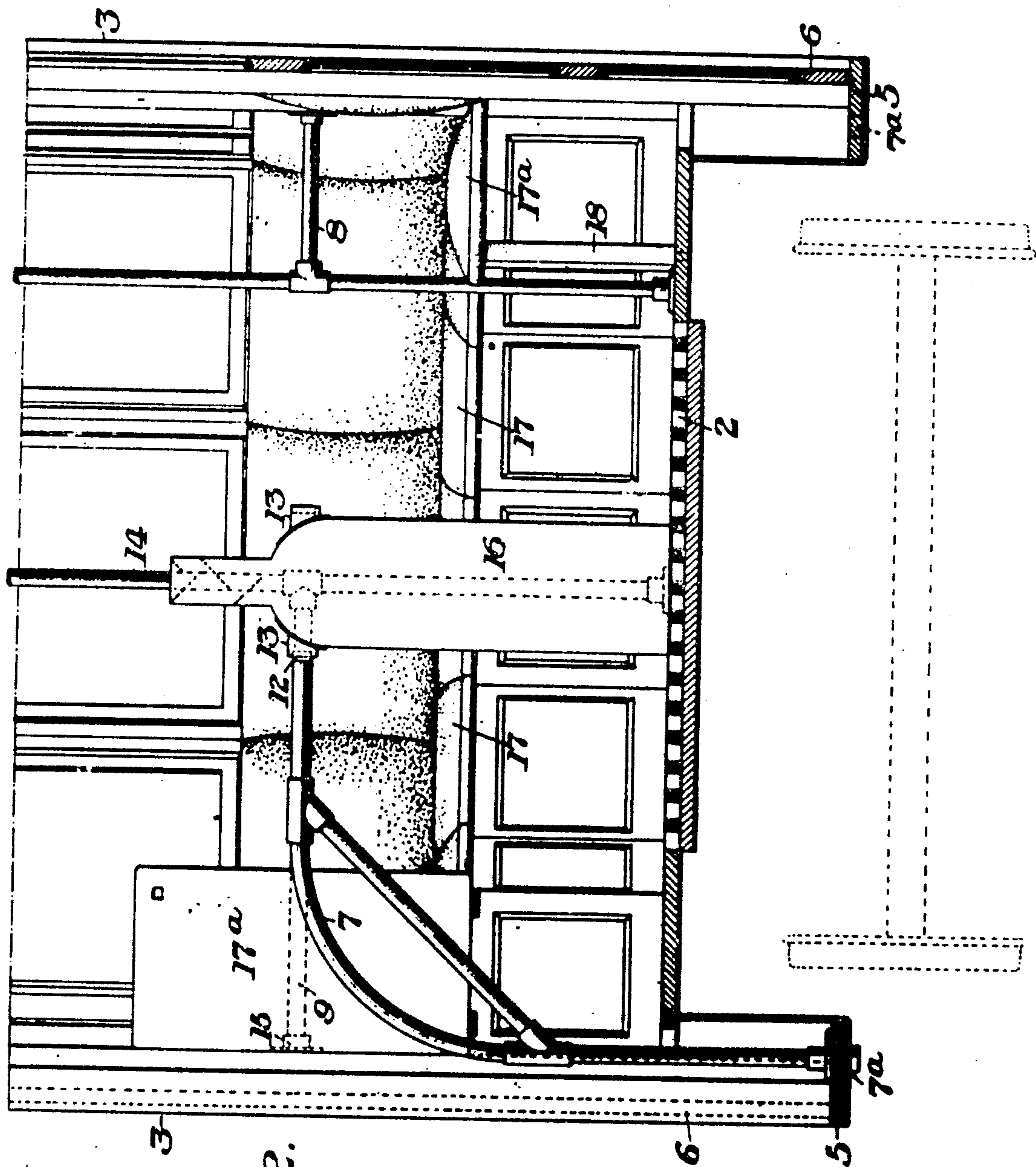


Fig. 2.

WITNESSES

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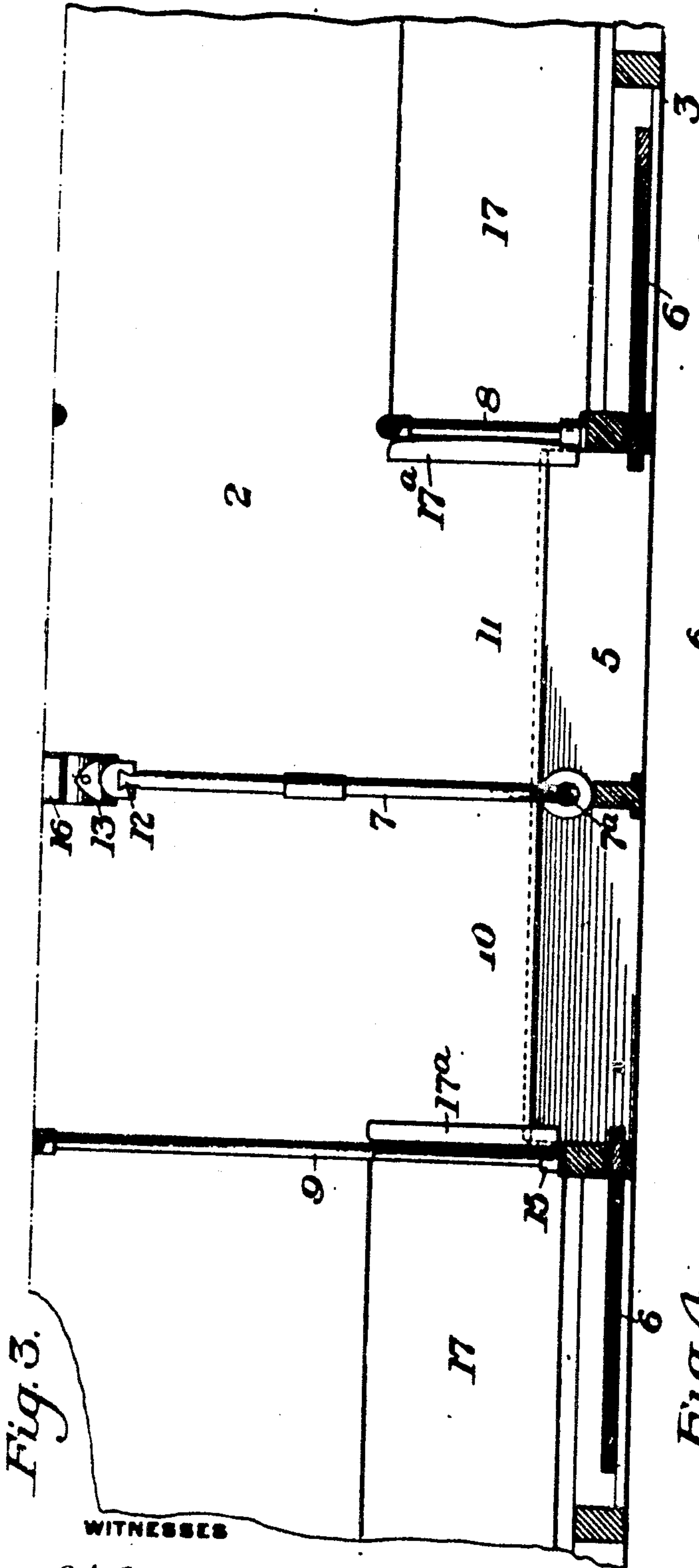
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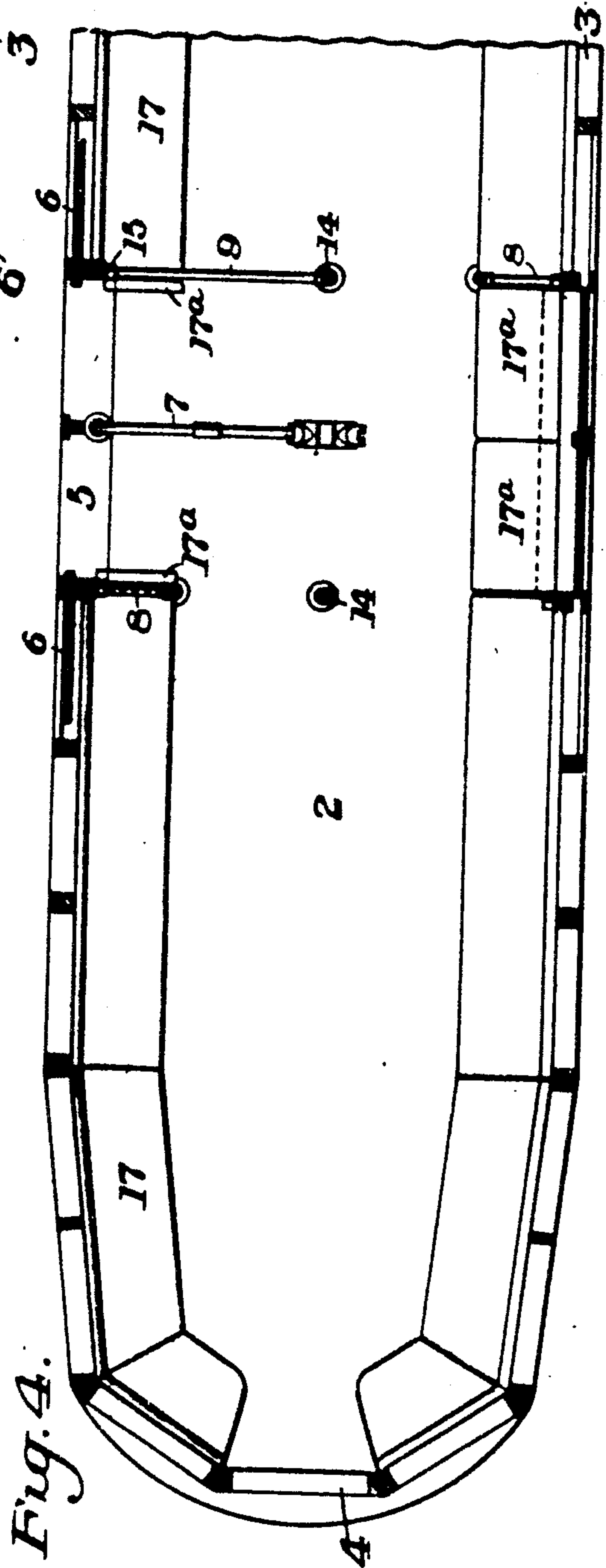
962,224.

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3 SHEETS—SHEET 3.



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# UNITED STATES PATENT OFFICE.

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## PASSENGER-CAR.

962,224.

Specification of Letters Patent.

Patented June 21, 1910.

Application filed January 28, 1910. Serial No. 540,135.

*To all whom it may concern:*

Be it known that I, PEARL N. JONES, of Pittsburgh, Allegheny county, State of Pennsylvania, have invented a new and useful Improvement in Passenger-Cars, 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 sectional plan view of one form of car embodying my invention; Fig. 2 is a cross section taken on the line II--II of Fig. 1; Fig. 3 is a detail plan view of a portion of the car showing more clearly the construction and arrangement of the rails and doors; and Fig. 4 is a partial plan view, similar to Fig. 1, but showing one of the end seats removed, when used as a motor car.

My invention has relation to passenger cars, and particularly to cars of the "pay at entrance" type.

The invention further relates to a passenger car of the side entrance and exit type, and is designed to increase the seating capacity of the car, to provide for convenient entrance and exit of the passengers, and to provide means whereby the entrance and exit openings may be readily changed from one side to the other of the car.

A further object is to provide a car of this character which will prevent the exit or entrance of passengers except at such times as the proper doors controlling the exit and entrance openings are open and which will prevent entry by reason of attempts to board or leave the car while it is in motion.

The precise nature of my invention will be best understood from the accompanying drawings, in which I have shown the preferred embodiment thereof and which will now be described, it being premised, however, that various changes may be made in the construction and arrangement of the various parts, without departing from the spirit and scope of my invention, as defined in the appended claims.

In these drawings, the numeral 2 designates the floor of the car, which is preferably of the same level from end to end of the car, the usual platforms at a lower level being absent.

3 designates the side walls of the car, and 4 the ends, which are preferably entirely closed.

The general construction of the car frame,

floor, ends and sides may be of any usual or desired character.

The car is provided at each side, preferably at its center with an entrance and exit step 5, which is inset within the side lines of the car, so that it does not in any way project beyond these lines. Access to and, of course, from the step is controlled by means of suitable doors 6. I prefer to employ sliding doors, such as indicated in Fig. 1, separate doors being provided for the entrance and exit. These doors may be controlled by the conductor in any suitable or well known manner, forming no part of my invention. When open, they slide back into the side walls of the car, and when closed, they are adjacent to the outer edges of the steps, so that no foot-hold can be obtained by any one attempting to board the car while it is in motion and the doors are closed. Railings 7, 8 and 9 divide the step and adjacent portion of the car into entrance and exit passages 10 and 11, respectively. The central railing 7 forms a continuation of a vertical boss 7\*, which is removably stepped at its lower end in one of the steps 5, and preferably centrally in said step, the inner horizontal end portion of the railing being removably engaged with a socket 12, in a suitable pocket casting 13, at a point near the center of the car. In the drawing, this pocket is shown as attached to the fare-box. The railing 9 is preferably extended inwardly to approximately one-half of the car, and is adapted to extend from a center post 14 in either direction across the car to a socket 15 at the side of the car.

16 designates a fare-box which may or may not be employed, and which is located at the inner end of the central railing 7.

17 designates seats which are arranged continuously around the car. The seats 17\* at the entrance and exit portions of the car at each side are hinged at their ends, so that they may be turned upwardly at the sides of the entrance and exit passages in the manner shown in Fig. 1, the seats being turned up into this position at that side of the car which is used for entrance and exit. At the opposite side of the car, the doors are kept closed and the seats are turned down in position for use, as shown in Fig. 1, being supported by detachable or folding legs 18.

If the car is run around a loop, the doors



at one side of the car may be kept permanently closed. When, however, the car is so operated that either end may constitute the forward end, and it is desirable to shift the entrance and exit from one side of the car to the other, the rails 7 and 8 are removed from one side of the car and placed at the opposite side, and the seats at the opposite side are swung up and those at the other side turned down in position for use.

The advantages of my invention will be readily understood since it provides a maximum seating capacity for a given length of car. It also provides a convenient arrangement of side entrance and exit, which can be readily controlled by the conductor and which may be shifted from one side of the car to the other. The car being without projecting platforms, when the side and entrance doors are closed, it is impossible for accidents to occur, due to attempts to board a moving car.

The car as shown and described is more particularly designed for use as a trailer, but may be readily adapted for use as a motor car by omitting one of the seats 17<sup>b</sup> at either or both ends of the car, as clearly shown in Fig. 4, to provide space for the controller and motorman.

I claim:

1. A passenger car having at each side,

at its central portion, an entrance and an exit opening, said openings being arranged side by side, the end portions of the car being closed and the car having a continuous floor level from end to end, seats extending continuously along the car from the exit to the entrance, a transversely arranged guard extending partially across the car and separating the entrance from the exit, said guard being arranged to be moved so as to extend from either side of the car toward the center thereof, sliding doors for closing the entrance and exit openings, and movable seats arranged to be placed at the entrance and exit openings at one side of the car; substantially as described.

2. A passenger car having a continuous floor level from end to end and without interior partitions or bulk heads, and having side entrance and exit openings at its central portion, fixed steps at the said openings within the side lines of the car, and doors over the outer edge portions of the steps and mounted to slide back into the side walls of the car; substantially as described.

In testimony whereof, I have hereunto set my hand.

PEARL N. JONES.

Witnesses:

A. F. TIBBETTS,  
H. M. CORWIN.