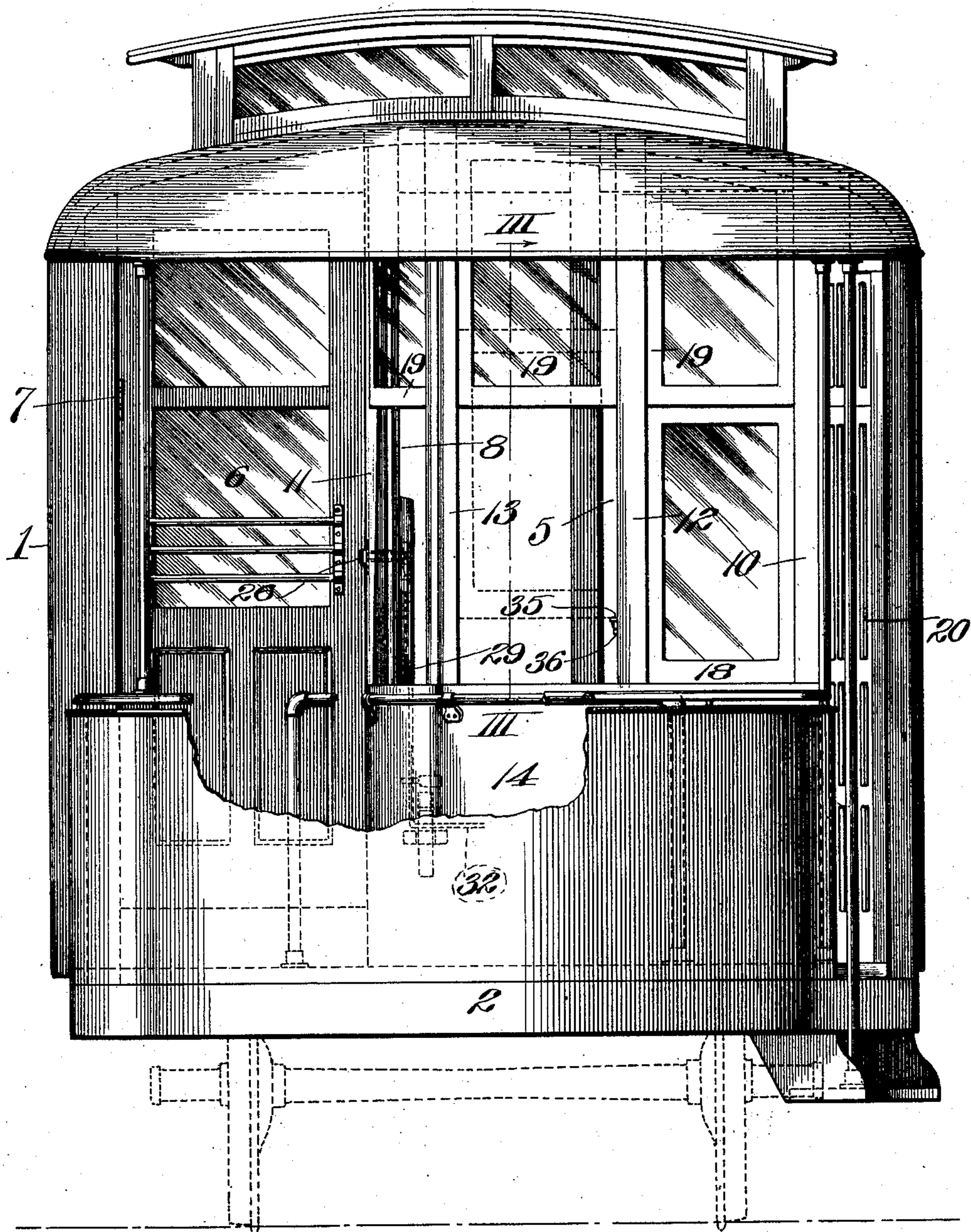


PASSENGER CAR.

Patented Oct. 25, 1910.

4 SHEETS—SHEET 1.

Fig. I.



E. M. Harrington.

city.

C. R. SEISER.

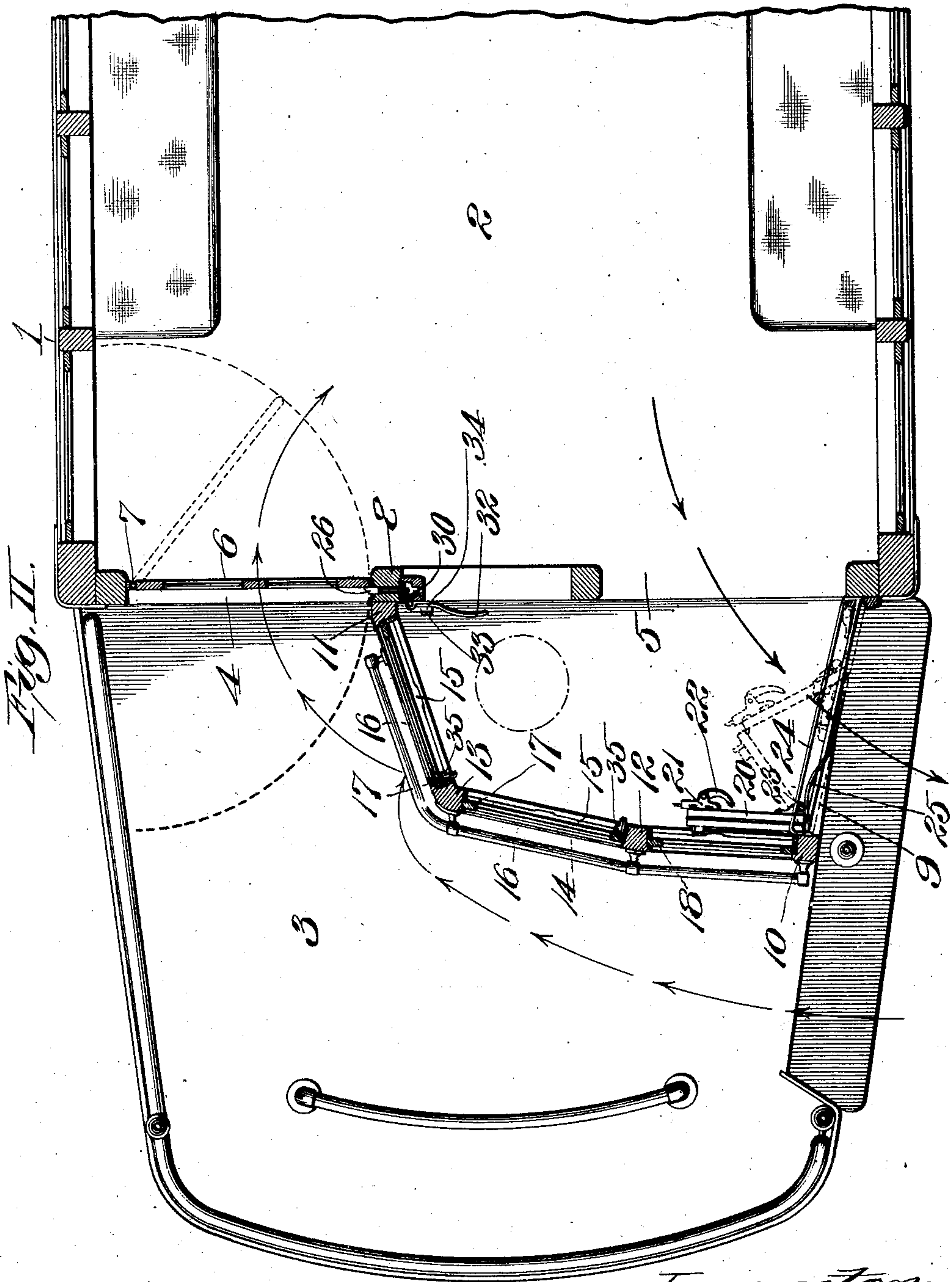
PASSENGER CAR.

APPLICATION FILED APR. 15, 1909.

Patented Oct. 25, 1910.

4 SHEETS—SHEET 2.

973,884.



Attest:
W. H. H. H.
E. M. Harrington.

Inventor:
C. R. Seiser,
by E. H. Knight
att'y

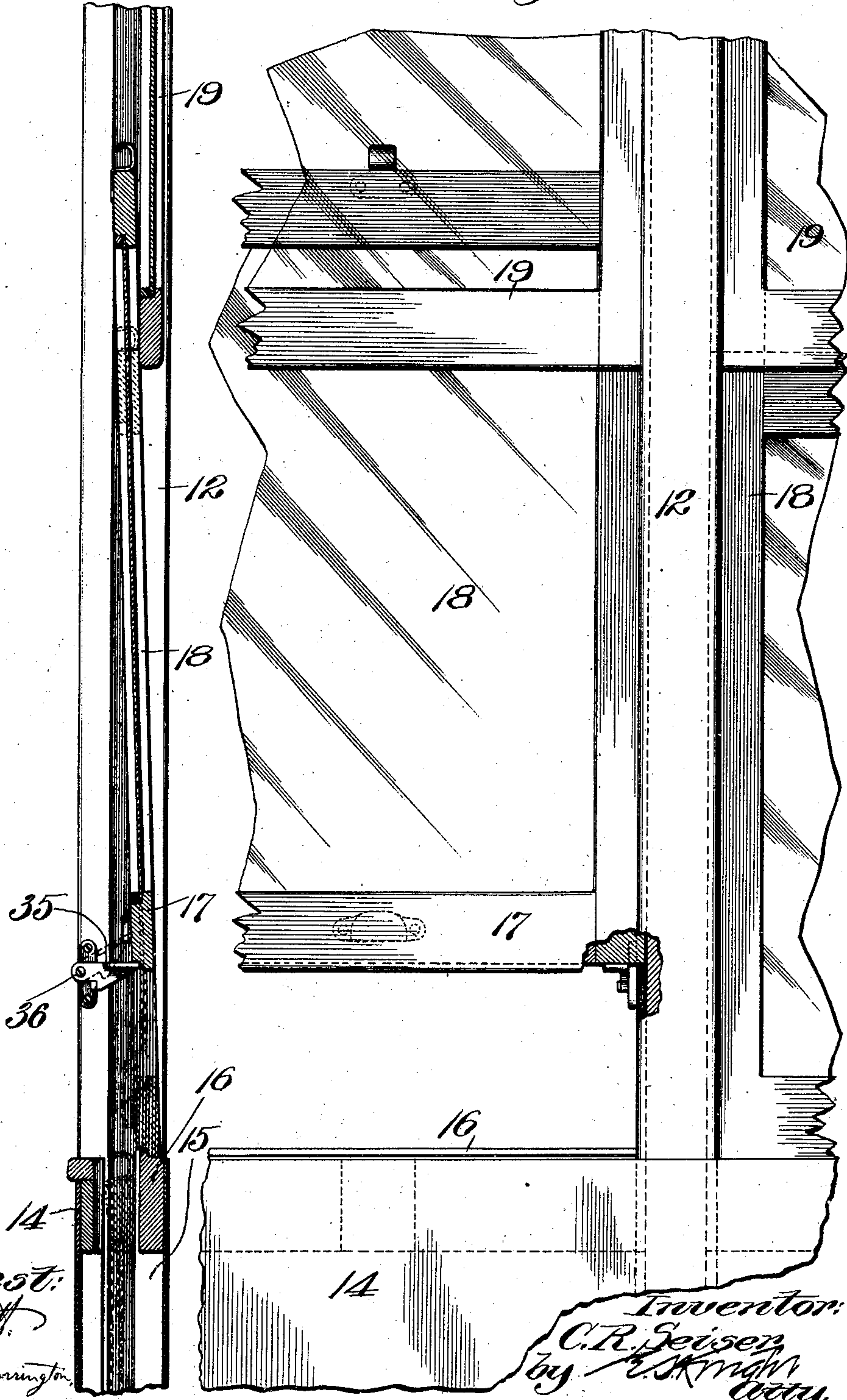
PASSENGER CAR.

APPLICATION FILED APR. 15, 1909.

Patented Oct. 25, 1910.

4 SHEETS—SHEET 3.

973,884.



Attest:

Wm. Scott.
E. M. Harrington.

Inventor:

C.R. Geiser
by E. K. Kohn
attest

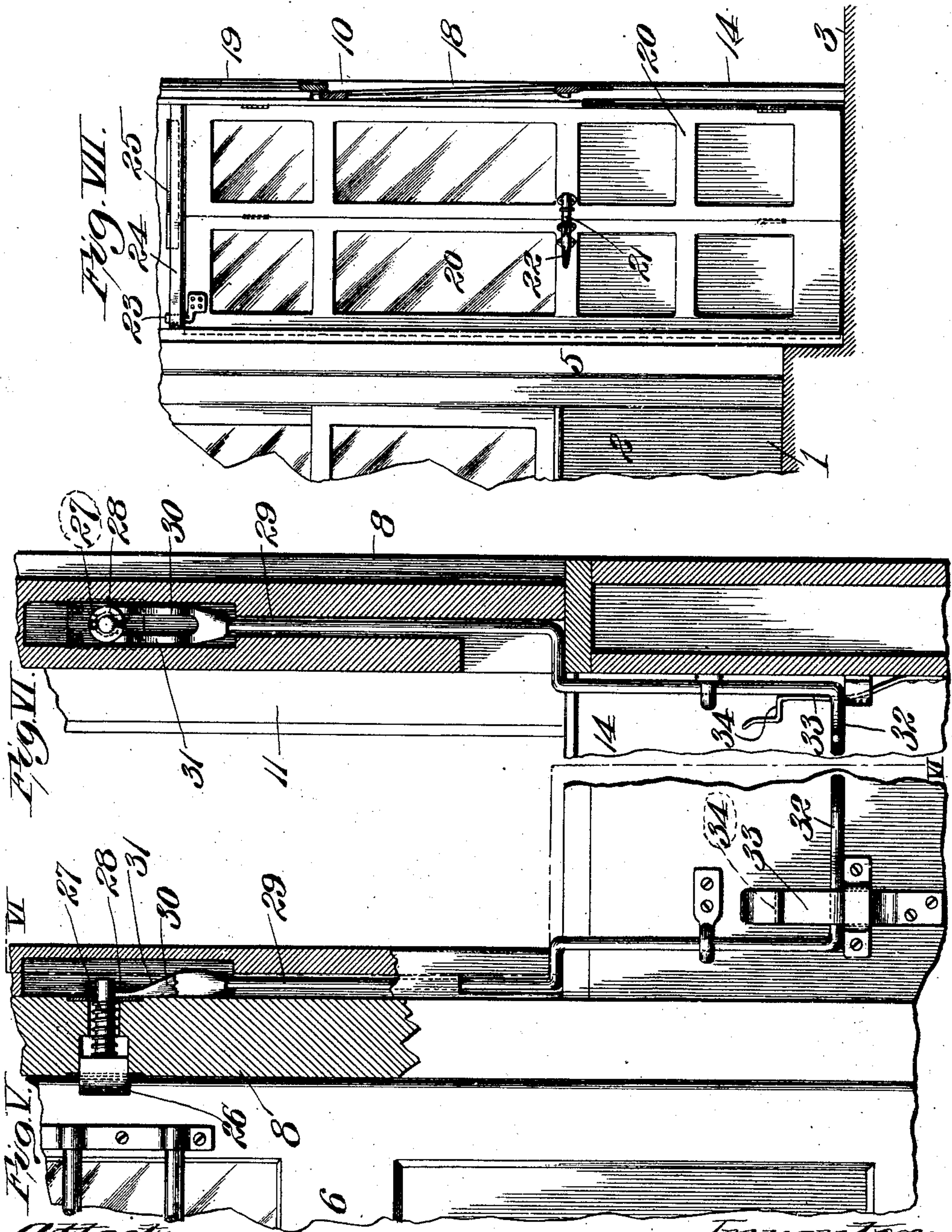
C. R. SEISER.
PASSENGER CAR.

APPLICATION FILED APR. 15, 1909.

Patented Oct. 25, 1910.

4 SHEETS-SHEET 4.

973,884.



Attest:
E. M. Harrington

Inventor:
C. R. Seiser,
by E. J. McManis

UNITED STATES PATENT OFFICE.

CHARLES RUDOLF SEISER, OF ST. LOUIS, MISSOURI, ASSIGNOR TO UNITED RAILWAYS COMPANY OF SAINT LOUIS, OF ST. LOUIS, MISSOURI, A CORPORATION.

PASSENGER-CAR.

973,884.

Specification of Letters Patent.

Patented Oct. 25, 1910.

Application filed April 15, 1909. Serial No. 489,971.

To all whom it may concern:

Be it known that I, CHARLES RUDOLF SEISER, a citizen of the United States of America, residing at the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements 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.

My invention relates to that type of passenger cars at present in use more particularly upon street railways, and which are known as "pay-as-you-enter" cars.

Figure I is an end elevation of my car, portions being broken away to afford a view of the parts back of it. Fig. II is a horizontal section taken through the car at the end illustrated in Fig. I. Fig. III is an enlarged vertical section taken on the line III—III of Fig. I through the conductor's cab of the car. Fig. IV is an elevation of the parts seen in Fig. III viewed from the interior of the conductor's cab. Fig. V is a view partly in elevation and partly in vertical section of a fragment of the entrance door of the car and the mechanism by which outward movement of the entrance door may be governed. Fig. VI is a vertical section taken on the line VI—VI, of Fig. V. Fig. VII is an elevation of the exit door of the car viewed from the conductor's cab.

In the accompanying drawings:—1 designates the body of my car which, in so far as it is concerned, except at the end of the car at which my improvement is located, may be of any common and ordinary construction, there being within said body a compartment 2, (see Fig. II).

3 designates the platform of the car between which and the main, or body, compartment are openings 4 and 5, the former serving as an entrance opening from the platform to the main compartment, while the latter serves as an exit compartment through which egress may be had from the main compartment to the platform. The entrance opening 4 is normally controlled by a swinging door 6 that is hinged to the body of the car at 7, adjacent to its side wall farthest removed from the exit opening 5. This door is so mounted that it may swing either inwardly into the main compartment of the car, which is the direction in which it is moved by passengers entering the main

compartment from the platform, or outwardly when emergency demands, so that it swings over the platform 3. The inward movement is indicated by light dotted lines and the outward movement by heavy dotted lines, Fig. II. The entrance door, however, is intended to be moved inwardly only under ordinary circumstances and when the door is closed its free edge occupies a position adjoining a compartment post 8 located between the main compartment 2 and the platform 3, and with which is associated means to be hereinafter more particularly referred to by which, under ordinary conditions, outward movement of the entrance door is prevented.

The platform 3 has located thereon a conductor's cab which, in the main, consists of a stationary wall that separates the main or outer portion of the platform across which access to the entrance opening 4 is gained from the exit opening 5, the remaining part of the cab upon the platform comprising an exit door that controls an exit opening 9 of the cab at the entrance side of the platform between the side wall of the car body and the outer end of the stationary wall at the entrance side of the platform.

The stationary wall of the conductor's cab comprises an outer post 10 located at the entrance side of the platform, an inner post 11 adjoining the post 8 at one side of the entrance opening 4, and intermediate posts 12 and 13. These several posts, except the post 11, are secured at their lower ends to the platform 3 and at their upper ends to the bonnet or hood over the platform, the post 11 being secured to the post 8, which is a member of the main body of the car. The cab wall further comprises a casing 14 that extends upwardly for some distance from the floor of the car platform and in which are sash receiving pockets 15, (see Fig. III), that receive sashes to be hereinafter more particularly mentioned. At the top of each pocket 15 is a sash rest rail 16. The posts 11, 12, and 13 are provided at their sides with sash runways or grooves, as seen in Figs. I, III, and IV.

17 designates sashes that are located between the posts 12 and 13 and 11 and 13, and which are adapted to be raised and lowered in the runways in these posts to such degree as to provide for the sashes be-

ing at times lowered into the sash pockets within the casing 14, and at other times in positions in which they rest upon the rest rails 16, these two positions being indicated in dotted lines Fig. III, while at other times they are elevated to provide openings between their lower ends and the rest rails without the entire openings, adapted to be closed by the sashes when they are in their intermediate positions, being unclosed by the sashes.

18 designates a sash located between the cab wall posts 10 and 12 and which may or may not, in so far as my invention is concerned, be a movable sash. Above the sash 18 and above the openings between the rails 11 and 13 and 12 and 13 that are adapted to be occupied by the sashes 17 are stationary sashes 19.

20 designates an exit door located at the exit opening 9 of the conductor's cab, this door being most clearly seen in Fig. VII and being composed of two sections hinged to each other, and one of which is hinged to the outer post 10 of the cab wall, thereby providing for the door when opened being folded and moved to the cab wall, as seen in Fig. II. One of the sections of the door 20 carries a latch bolt 21 by which the sections of the door are locked in aligned positions when the door is closed and this bolt has a pull lever 22, (see Figs. II and VII), by which the latch bolt may be operated and the doors swung to either open or closed positions. For the purpose of providing for the guidance and folding of the door sections I apply to the section that is farthest removed from the hinge support of the door and at its outer end a vertical guide arm 23 that operates in a guide 24 and is adapted to be restrained from movement when the door is in an open position by engagement with a spring stop 25.

It is desirable to provide against the entrance door 6 being prevented from outward movement over the car platform in the ordinary use of the car; but to provide for this door being opened in an outward direction upon emergency, I therefore provide means by which outward movement of the door is prevented under normal conditions, and which is under the control of the conductor in his cab in order that he may free the door from outward movement when there is occasion for such movement.

26 is a latch bolt that is mounted in the post 8 that is joined by the free edge of the entrance door when in a closed position and projects to a limited degree across the outer face of said door. This bolt is surrounded by a spring 27 that normally tends to hold the head of the bolt in a projected position to serve as a stop for the exit door, while upon the inner end of the shank of the bolt is a collar 28.

29 is a shift rod extending vertically alongside of the post 8 and at the upper end of which is a vertically slotted shifter piece 30 through which the shank of the bolt 26 extends. The shifter piece 30 is provided with a cam 31 that is adapted to engage the collar upon the shank of the bolt 26 when the shift rod 29 is moved upwardly, whereby said bolt is retracted against the action of the spring 27, thereby withdrawing it from the position in which it serves as a stop to prevent outward movement of the entrance door. The shifter rod 29 is provided at its lower end and in the conductor's cab with a lift arm 32 by which said rod may be raised and lowered, and to provide for the shift rod being maintained in an elevated position, in order that the shifter piece 30 may remain active upon the bolt 26, I employ a stationary mounted supporting arm 33 located in front of the lift arm of the shifter rod and provided with a ledge 34, (see Fig. VI,) on which the lift arm may rest to be sustained in an elevated position after the bolt 26 has been retracted.

In the practical use of my car, the conductor remains in the conductor's cab and collects fares from the passengers as they pass across the platform of the car to the entrance door 6, on account of the fares being collected through the openings adapted to be closed by the sashes 17. In warm weather, the sashes 17 are in lowered positions in the pockets 15 provided for their reception and consequently the openings mentioned are unobstructed in order that the conductor may reach therethrough. In cold weather, however, the sashes are in elevated positions to close the openings and rest upon the rest rails 16. Then, when the conductor is to collect the fares, he elevates either of the sashes 17 to a point such as indicated in full lines, Figs. III and IV, in order that he may reach beneath the sash. Upon elevating the sash, the conductor, to provide for its support, moves into position beneath the sash a shiftable stop 35 that is preferably in the nature of a dog, and which is pivoted at 36 to one of the posts in which the sash is operable. The stop 35 is adapted to be moved into the position seen in Figs. III and IV so that it will occupy a position beneath the elevated sash for the support thereof and, when the sash is to be again lowered, it is only necessary to first elevate it to a slight degree, thereby permitting the stop to be swung upwardly and outwardly in order that the sash may be lowered to its normal position and serve its ordinary function as a shield against the ingress of cold air into the conductor's cab and therefrom into the main compartment of the car.

I claim:

1. A car body, an extension thereto, and

a fixed inclosure upon said extension extending from the floor to the roof of the extension and always in open communication with the car body, the extension and body being in communication aside from said inclosure.

2. A car body, an extension thereto, and an inclosure upon said extension extending from the floor to the roof of the extension and always in open communication with the car body and having an opening between the interior and the exterior thereof, the extension and body being in communication aside from said inclosure.

3. A car body, an extension thereto, an inclosure upon said extension extending from the floor to the roof of the extension and always in open communication with the car body and having an opening between the interior and the exterior thereof, and means for closing said opening, the extension and body being in communication aside from said inclosure.

4. A car body, an extension thereto, an inclosure upon said extension extending from the floor to the roof of the extension and always in open communication with the car body, the car body having an opening providing communication with said extension aside from said inclosure, the extension and body being in communication aside from said inclosure.

5. A car body, an extension thereto, an inclosure upon said extension extending from the floor to the roof of the extension and always in open communication with the car body, the car body having an opening providing communication with said extension aside from said inclosure, and means for closing said opening, the extension and body being in communication aside from said inclosure.

6. A car having a body, a platform carried by said body and constantly in open communication with the interior of said car body, an immovable partition on said platform separating the point of communication between the interior of the body and the platform from the portion of said platform exterior of said partition, and a movable sash in said partition affording limited communication between the portions of said platform separated by said partition.

7. A car having a body, a platform carried by said body and constantly in open communication with the interior of said body, an immovable partition on said platform separating the point of communication between the interior of the body and the platform from the portion of said platform exterior of said partition, the platform having a passageway providing communication from the space between the interior of the body and the partition to the exterior of the car, movable means for control-

ling said passage way, and a movable sash in said partition affording limited communication between the portions of said platform separated by said partition.

8. A car having a body, a platform carried by said body and constantly in open communication with the interior of said body, an immovable partition on said platform separating the point of communication between the interior of the body and the platform from the portion of said platform exterior of said partition, the platform having a passageway providing communication from the space between the interior of the body and partition to the exterior of the car, movable means for controlling said passageway, a movable sash in said partition affording limited communication between the portions of said platform separated by said partition, the platform and the interior of the body being also in communication aside from the point of communication partly inclosed by said partition.

9. A car having a body, a platform carried by said body and constantly in open communication with the interior of said body, an immovable partition on said platform separating the point of communication between the interior of the body and the platform from the portion of said platform exterior of said partition, the platform having a passageway providing communication from the space between the interior of the body and the partition to the exterior of the car, movable means for controlling said passageway, a movable sash in said partition affording limited communication between the portions of said platform separated by said partition, the platform and the interior of the body being also in communication aside from the point of communication partly inclosed by said partition, and movable means for controlling communication between the platform and the interior of the body at the last named point.

10. A car having an opening at an end thereof, a platform carried by said car, a cab on said platform partly inclosing said opening and providing communication between its interior and the exterior of the car, communication being provided between said platform exterior of said cab and the interior of the car, a door at the last mentioned point of communication, and movable means for preventing movement of said door in a direction toward said platform.

11. A car having a body, a platform carried by said body and constantly in open communication with the interior of said body, a post located between the interior of said body and said platform, and an immovable wall on said platform, separating the point of communication between the interior of said body and platform from a part of said platform exterior of said wall, said wall

consisting of an outer post located at the entrance side of the platform, an inner post located at said first named post, intermediate posts, a casing between a pair of said posts having a sash pocket, and a sash rest rail at the top of said pocket.

12. A car having a body, a platform carried by said body and constantly in open communication with the interior of said body, a post located between the interior of said body and said platform, and an immovable wall on said platform, separating the point of communication between the interior of the body and the platform from a part of said platform exterior of said wall, said wall consisting of an outer post located at the entrance side of the platform, an inner post located at said first named post, intermediate posts, a casing between a pair of said posts having a sash pocket, a sash rest rail at the top of said pocket, and a shiftable stop secured to one of said posts for supporting the sash in an elevated position.

13. In a car, in combination with the body thereof, an extended platform, a compartment on said platform opening into said body, an exit door at the outer end of said compartment opening on the platform step, an open entrance-way to the platform, and an entrance door adjacent the inner end of said compartment leading from the platform to the body of the car.

14. The combination in a passenger car, of

a body portion and a platform, a transverse partition separating the body portion from the platform, two passageways in said partition, a door closing one passageway, the other passageway being open, a partition separating the platform into ingress and egress sections, and a door closing the exit opening of the egress section, said egress section communicating with the body of the car through the open passageway.

15. The combination in a passenger car, of a body portion, a platform, a transverse partition separating the platform from the body portion, said partition having two passageways, one for the entrance and the other for the exit of passengers, a door closing the entrance passageway, the exit passageway being open, a partition separating the platform into ingress and egress sections, said partitions extending from the floor of the platform to the hood, a door closing the exit opening of the egress section of the platform, and a part of the partition being so arranged that the conductor standing on the egress section of the platform may receive fares from passengers entering the car.

CHARLES RUDOLF SEISER.

In the presence of—

MICHAEL O'BRIEN,

J. D. CRAFTON,

ROBT. McCULLOCH.