

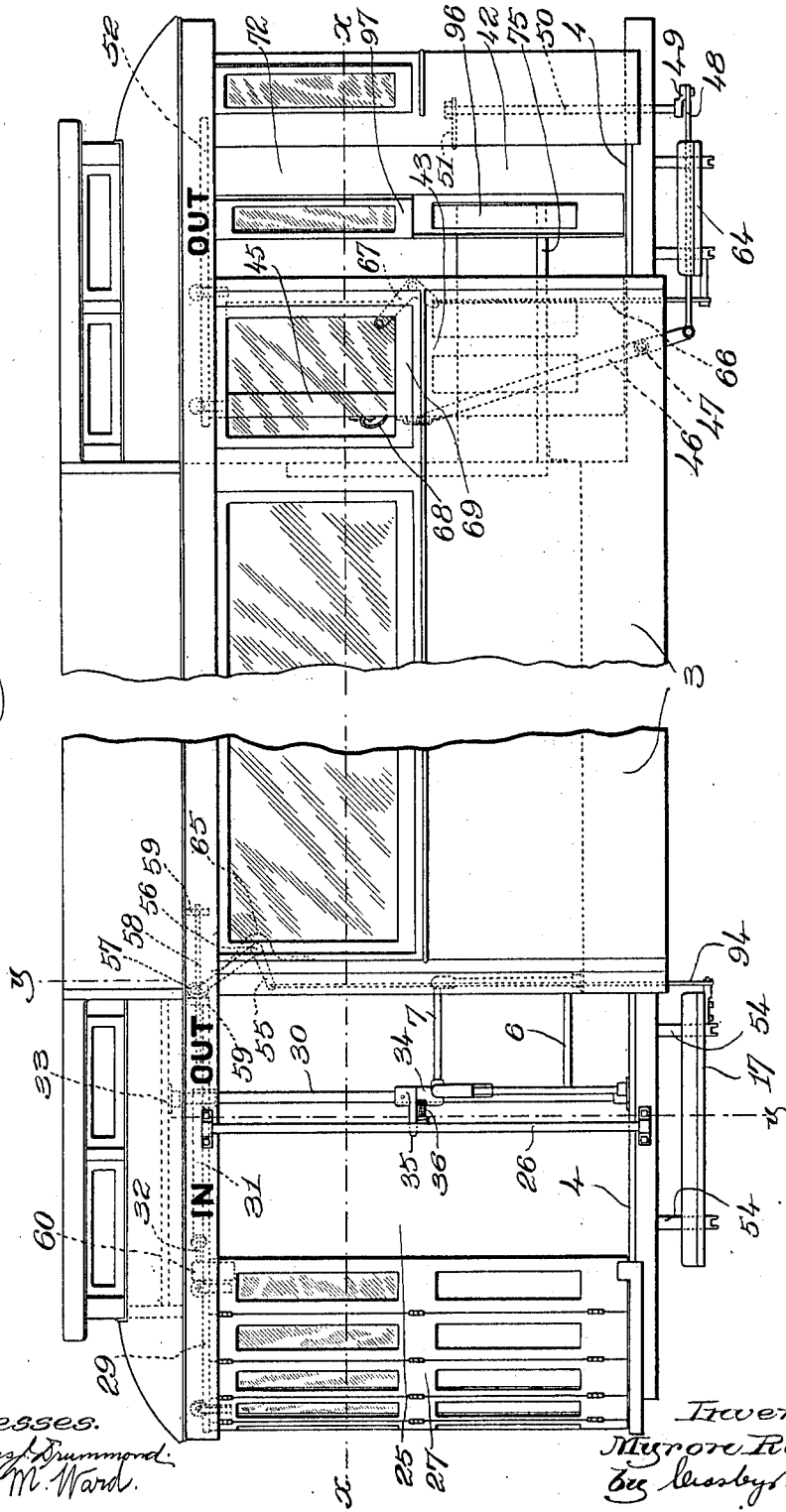
M. ROUNDS.
 PAY-AS-YOU-ENTER CAR.
 APPLICATION FILED AUG. 25, 1910.

1,048,887.

Patented Dec. 31, 1912.

4 SHEETS-SHEET 1.

Fig. 1.



Witnesses.
 Thomas Drummond.
 Joseph M. Ward.

Inventor.
 Myron Rounds,
 by Lewis H. H. H. H.

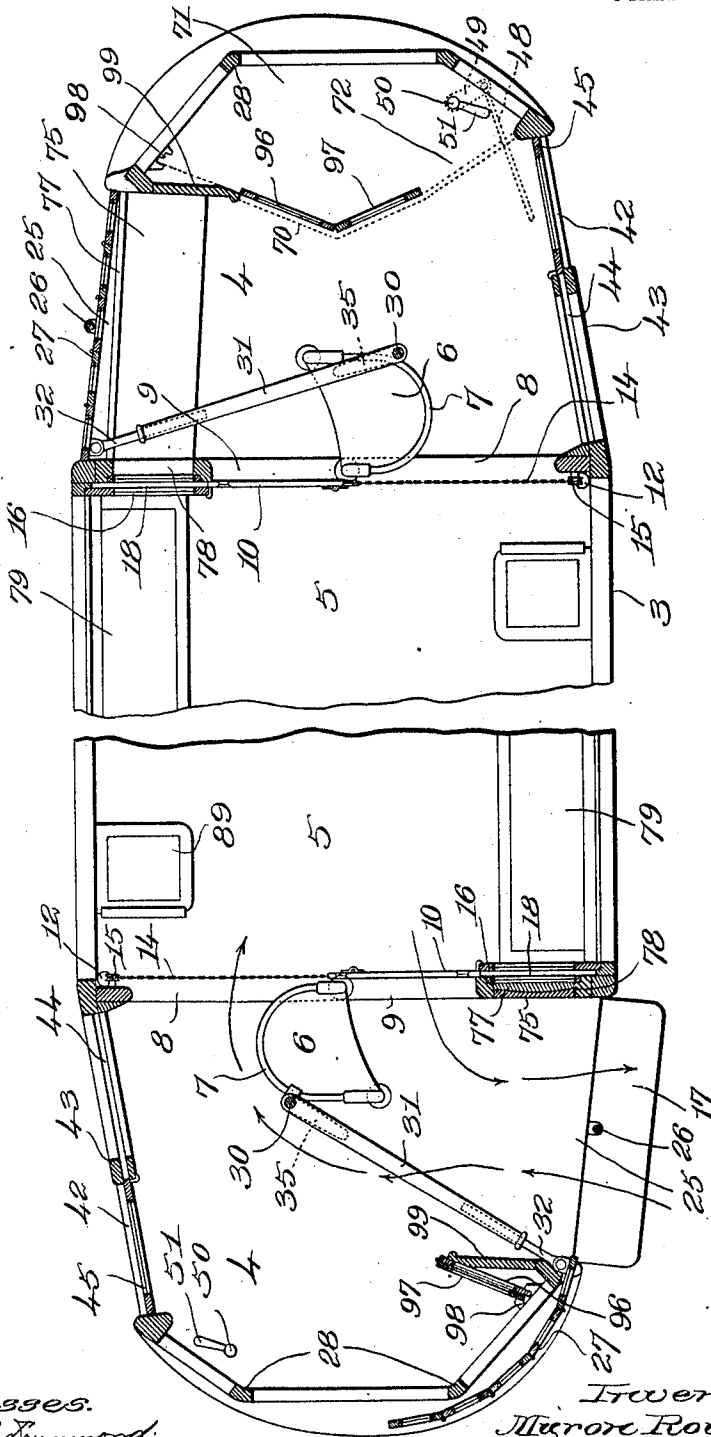
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4 SHEETS-SHEET 2.

Fig. 2.



Witnesses.
 Thomas Drummond.
 Joseph M. Ward.

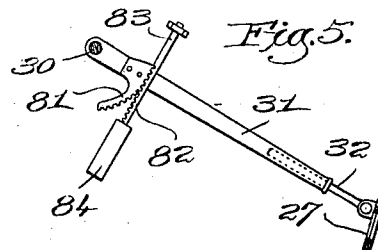
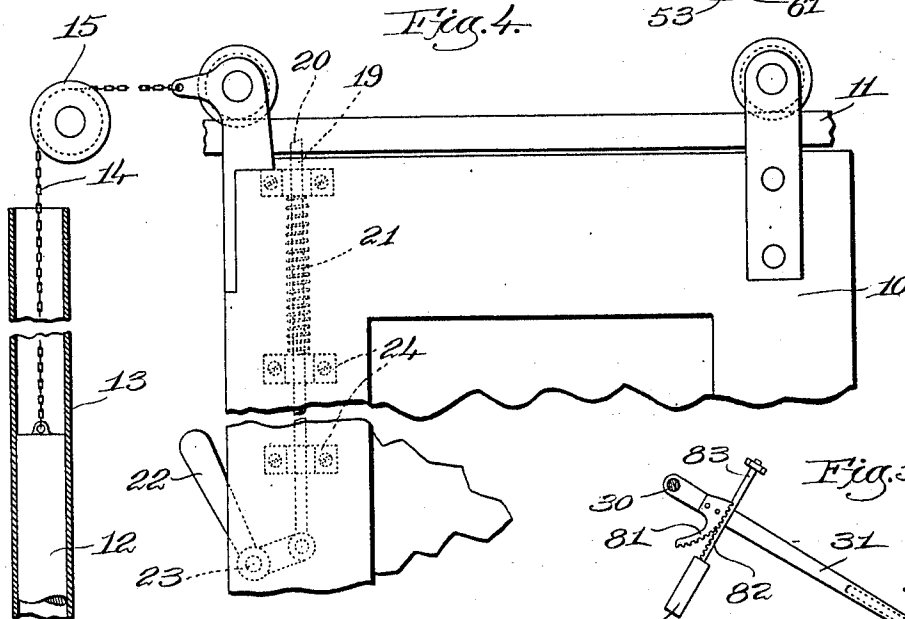
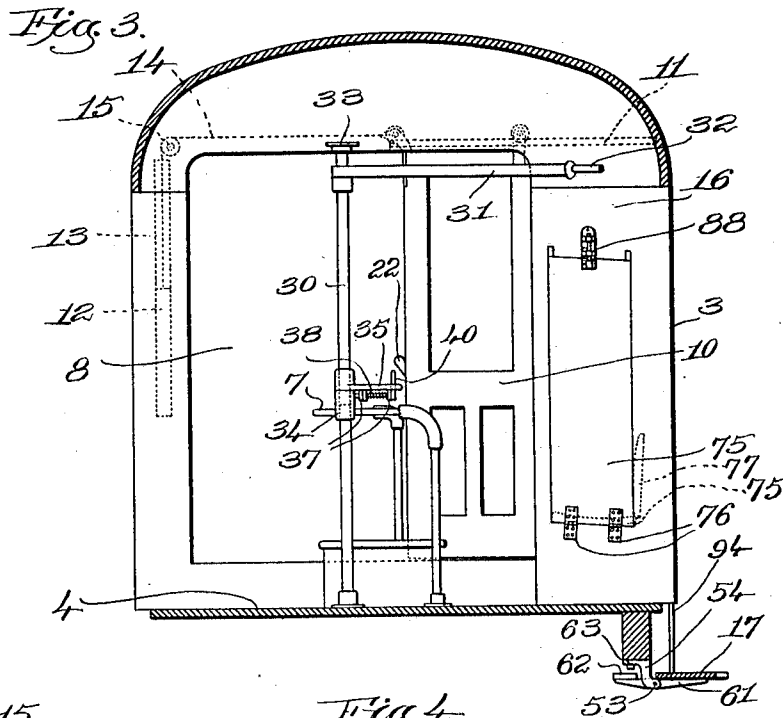
Inventor.
 M. Rounds,
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4 SHEETS-SHEET 3.

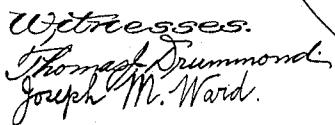


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4 SHEETS--SHEET 4.



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UNITED STATES PATENT OFFICE.

MYRON ROUNDS, OF BOSTON, MASSACHUSETTS.

PAY-AS-YOU-ENTER CAR.

1,048,887.

Specification of Letters Patent.

Patented Dec. 31, 1912.

Application filed August 25, 1910. Serial No. 578,947.

To all whom it may concern:

Be it known that I, MYRON ROUNDS, a citizen of the United States, residing at Boston, county of Suffolk, and State of Massachusetts, have invented an Improvement in Pay-As-You-Enter Cars, of which the following description, in connection with the accompanying drawing, is a specification, like characters on the drawing representing like parts.

This invention relates to that type of passenger car commonly known either as the "pay-within" or "pay-as-you-enter" car. In cars of this type the passengers pay their fare as they enter to the conductor who is located at a fixed point on the platform, and usually separate entrance and exit passageways are provided so that the passengers entering and leaving the car will not interfere with each other.

One of the objects of my invention is to provide a car of this type with a conductor's station or standing place so constructed as to facilitate the collection of the fares by the conductor and to make it easier for him to manage and operate the car than if he were standing on the platform floor.

Other objects of the invention are to provide a novel arrangement of doors for the platform or vestibule which can be readily opened and closed, but which will not in any way interfere with the controller, brake, or other appliances that are located on the platform; to provide a novel arrangement at the meeting end of the car body and platform so as to afford a wide and ample space for passengers to both enter and leave the car body at the same end; to provide an increased seating capacity in a car of this nature, and otherwise to improve such cars, all as more fully hereinafter described and then pointed out in the appended claims.

Referring now to the drawings wherein I have illustrated one embodiment of my invention, Figure 1 is a side view of a car embodying my invention with the center portion broken out; Fig. 2 is a horizontal sectional view taken on substantially the line $x-x$, Fig. 1, but showing in plan the operating mechanism for the main door to the platform and the door leading from the platform to the car body; Fig. 3 is a vertical

sectional view on substantially the line $y-y$, Fig. 1; Fig. 4 is a detail showing the manner of operating the door governing the exit passageway from the car body to the platform; Fig. 5 is a detail view showing one way of operating the main door of the vestibule; Fig. 6 is a sectional view similar to Fig. 2 showing one end of a car only and illustrating a slightly different manner of operating the articulated door than is shown in Fig. 2; Fig. 7 is a detached view of the folding screen for the motorman; Fig. 8 is a detail of the operating and locking device for the articulated door, said view being on substantially the line $a-a$, Fig. 9; Fig. 9 is a section on the line $b-b$, Fig. 8 looking upwardly.

The car comprises the car body 3 having the platforms or vestibules 4 at either end thereof as usual. Pay-as-you-enter cars are usually constructed to provide separate entrance and exit passageways from the car body to the vestibule, and frequently from the vestibule to the exterior of the car, and it is also usual to make provision for the conductor to stand in the vestibule or on the platform at substantially the point where the platform and car body merge and between the entrance and exit passageways.

Prior to my invention it has been customary in cars of this type to provide a standing space for the conductor on the floor of the platform or other passageway leading to the car body so that the conductor is on the same level as the incoming and outgoing passengers. A conductor so situated is somewhat at a disadvantage in collecting fares and operating his car, especially when the car is crowded and there is more or less of a crowd on the platform.

One of the objects of my invention is to provide a car of this type with a platform or station for the conductor which is situated above the level of the vestibule floor so that the conductor can not only at all times obtain a good view of the interior of the car, but is also in a more advantageous position to keep track of and collect fares from the incoming passengers.

In the car herein illustrated both ends of the car are alike, this being the usual construction in street railway cars, and there-

fore a description of one end of the car will give a full understanding of the invention.

The space within the car body which is occupied by seats is designated 5 and the drawings show the floor of the car as situated at a higher level than the floor of the vestibule 4.

An entrance passageway 8 and a separate exit passageway 9 are provided between the platform and car body, and the conductor is located between these passageways as usual in cars of this type. In my improved car, however, the standing space for the conductor is elevated above the floor of the platform or vestibule so that the conductor is in an advantageous position to rapidly collect the fares and also so that he can readily see the entire length of the car even though it be crowded, and can thus operate his car with greater facility, with much less delay and with much less danger to passengers than if he were standing on the level of the platform floor.

In the embodiment of the invention illustrated, the conductor's stand is shown at 6 and it is located between the entrance and exit passageways 8 and 9 and adjacent to the end of the car body space 5. I have shown this conductor's stand as situated slightly above the floor of the car body, although the exact altitude of the stand is not material so long as it is sufficiently above the platform floor to permit the conductor to advantageously perform his duties. The conductor's stand is also especially designed so as to give the conductor ample standing room and at the same time to interfere as little as possible with the entrance and exit passageways, as will be presently described.

The conductor's platform 6 has associated therewith a railing 7 which extends around through substantially three sides of the platform, leaving the other side open to permit the conductor to readily enter or leave the platform. This railing not only separates the conductor from the passengers, but also constitutes a support for the conductor. The arrows in the drawings show the direction in which the passengers move in entering or leaving the car. I prefer to have the entrance passageway 8 continuously open so that passengers at all times will be free to enter through said passageway. In order to prevent passengers from attempting to enter the car by the exit passageway 9, I propose to employ a door 10 for such passageway, which will normally be closed and which can only be opened from the inside of the car. When this door 10 is closed, as shown in Fig. 2, a passenger will be unable to gain entrance to the car 5 through the exit passageway. This door 10 may be of any suitable type and I have herein shown it as a sliding door which is mounted on a suitable track 11 hung from the roof of the

car and which is provided with means for automatically closing the door. The door-closing means herein shown comprises a weight 12 operating in a suitable guide 13 and connected to the door by a flexible connection 14 which runs over a guiding pulley 15. Whenever the door is released the weight 12 will automatically close it. The car is provided with a partition 16 which partially separates the interior of the car body 5 from the platform 4 adjacent the step 17 to the platform, and which with the conductor's station 6 provides the exit passageway 9. This partition 16 is shown as provided with a pocket 18 into which the door 10 can be moved when it is desired to open the exit passageway 9.

For holding the door 10 locked, I have shown a spring catch 19 which is carried by the door and is adapted to engage a recess or pocket 20 in the rail 11 when the door is closed. This spring catch is acted upon by a spring 21 which tends to throw it upwardly and it has connected to its lower end an operating handle 22 which is pivoted to the inside of the door at 23 and by which the catch may be withdrawn, said catch being guided in its movement by suitable guides 24. The handle 22 constitutes a handle for unlocking the door and also a handle for opening the door, for whenever the handle 22 is grasped and moved in a direction to open the door, such movement of the handle will first withdraw the catch 19 and will then constitute the handle by which the door is opened. By this arrangement of exit passageway I provide a free and unobstructed entrance passageway which is of sufficient width to permit passengers to rapidly pass into the car, and I provide a sufficient exit passageway which is constructed so that persons cannot pass into the car through it without being detected.

The vestibule or platform 4 is provided with door openings on each side thereof, one of these door openings being shown at 25 and constituting the main door opening, it being sufficiently wide so that persons may pass in and out thereof at the same time. I have herein shown this door opening as divided by an upright bar or post 26 which not only serves as a hand hold for persons getting onto the car, but assists in keeping the incoming and outgoing passengers separated. This door opening 25 is adapted to be closed by an articulated door 27 which is arranged to be operated without interfering in any way either with the controlling devices on the platform or with the seating arrangements in the car. This articulated door may be hung so that it will when open slide around on the exterior of the front wall of the vestibule, as shown in Figs. 1 and 2, or it may be hung so that it will slide back into a pocket in the side of the car, as

seen in Fig. 6. The door is shown as being composed of sections which are hinged together and as being hung on and guided by a track 29, but the door might be sustained in any suitable way without departing from the invention.

Where the door is hung, as shown in Figs. 1 and 2, so as to slide around on the exterior of the front wall of the vestibule, the opening movement of the door will not interfere in any way with the controlling devices which are always located entirely within the vestibule. This same advantage of having the door operate without interfering with the controlling devices can be secured by making the door slide back into a pocket 91 in the side wall of the car, as seen in Fig. 6, and by using an articulated door I can place the pocket so that it will not interfere at all with the arrangement of the seat 79. It will be noted that the pocket 91 extends parallel to the side of the car, and can, therefore, be placed in the wall of the car in such a way that it will not cut off any from the depth of the seat 79. The door opening 25 however, stands in a plane situated at an angle to the pocket 91, but by using an articulated door, as shown, it is possible to move it freely from its open position parallel with the side of the car to its closed position, shown in dotted lines 92 in Fig. 6, or vice versa. Since the seat 79 may be made full depth, the persons sitting thereon will not be at all in the way of persons leaving the car through the doorway 9. For these reasons I regard the articulated door for this door opening 25 as of considerable practical importance.

I have provided means whereby the conductor can readily open and close the door 27 from his platform 6, and while this may be accomplished in various ways, I prefer to use the construction herein shown which includes a vertically-arranged shaft or post 30 situated adjacent the platform 6 and having fast to its upper end an arm 31 which is secured to the door 27 so that by turning the shaft 30 the door may be opened or closed. The arm 31 is shown as being extensible so as to permit the movement of the door without cramping, and this extensibility is secured herein by making the arm 31 hollow and pivotally connecting to the door a rod 32 which telescopes into the arm 31. The shaft 30 is herein shown as being journaled in suitable bearings 33, 34, carried by the roof and railing 7, respectively, and said shaft has fast thereon an arm 35 by which the conductor may turn the shaft. For locking the door 27 in either its open or closed position I have provided a locking latch which is carried by the arm 35 and cooperates with the bearing 34. This latch is shown at 36 and is slidably mounted in bearings 37 sustained by the arm 35, and is

acted on by a spring 38 which tends to force it inwardly. The bearing 34 is provided with one or more notches or recesses 39 which are adapted to receive the locking latch 36, and said latch has a finger piece 40 extending therefrom by which it may be withdrawn from the notches, said finger-piece being shown as extending up through and playing in the slot 41 in the arm 35. The notches in the bearing 34 may be positioned to lock the door in its open and closed positions, or in any intermediate position desired.

The door opening on the opposite side of the vestibule is shown at 42 and is intended for exit purposes only. This door opening 42 may be of the same width as the door opening 25, or it may be narrower as desired. I have herein shown it as narrower and as being located toward the front end of the vestibule, the rear end of which is closed by the wall 43. The door opening 42 is closed by a door 45 which is shown as a sliding door and the wall 43 of the vestibule is provided with a pocket 44 into which the door 45 can slide. It is the intention that this door 45 should be opened only at the front of the car, for all passengers are supposed to enter the car from the rear, and at the rear of the car an exit passageway is provided through the door way 25, as shown. The door 45 is adapted to be operated by the motorman and for this purpose I have shown it as having pivoted thereto an operating lever 46 which is pivoted to the car body at 47 and is connected by a link 48 with a crank arm 49 on a vertical shaft 50 which is situated in position for the motorman to operate it, said shaft having an arm 51 by which it may be actuated.

The door 45 is shown as hung on a track 52 situated at the top of the door, but said door might be supported in any other appropriate way.

The step 17 leading to the door opening 25 is of the folding type and is arranged to be closed up or folded by the closing movement of the door 27. Said step is sustained on arms 61 that are hinged at 53 to the supports or brackets 54, and it has connected thereto a link or connection 94 that extends up into the car body and is pivotally connected to an elbow-lever 55 suitably pivoted at 56. This elbow-lever has a pin on one arm thereof which works in a slot 57 formed in a sliding member 58 which is sustained by suitable guides 59 and is situated to be engaged by the door 27 when the latter closes. For this purpose the slide 59 is of such a length that one end thereof projects into the path of movement of the extension 60 formed on the door 27, and the construction is such that when the door is nearly closed the extension will engage the slide 59, move the latter to the right, Fig. 1, thereby swing-

ing the elbow-lever 55 and folding the step upwardly. In order that the step may work easily and without liability of sticking, I have counterweighted it so that comparatively little power is required to either fold or lower it. The counterweight is herein provided for by weights 62 carried by the extensions of the arms 61, and the brackets 54 are provided with stops 63 against which the counterweights engage when the step is lowered. By thus counterweighting the step it is possible to fold it easily by the closing movement of the door even though the door is operated by hand.

I do not intend to make the counterweights 62 of such a size as to completely counterweight the step 16, as it is sufficient if these counterweights only partially balance the weight of the step 17. When the door 27 is open, the weight of the step 17, together with the action of a suitable spring 65 serves to cause the step 17 to be lowered. This spring 65 may act either on the elbow-lever 55 or on the slide 59 as desired, and in the present embodiment I have shown it as acting on the elbow-lever 55. A folding step 64 is also shown as leading to each of the door openings 42, and suitable means are provided for causing said step to be actuated by the opening and closing movement of the door 45. Each step 64 has connected thereto a link or other connection 66 leading to a suitably-pivoted elbow-lever 67 and the door 45 is provided with a bracket or projection 68 which is adapted to engage a pin 69 extending from the elbow-lever 67 when the door 45 is closed thereby causing the step 64 to be folded.

As stated above, the conductor's stand 6 is preferably located adjacent the end of the car body space 5, and in order that said stand may interfere as little as possible with the passageways 8 and 9, I make it of the shape shown, that is narrower on that side thereof which is toward the car body 5 and wider at the opposite side. The conductor's stand shown is made substantially semi-circular, but the open side 108 thereof curves from the inner end of the stand slightly toward the door opening 25. A conductor's stand of this shape has a convexly-curved back side around which the entering passengers may readily pass and the curved front face 108 thereof does not interfere in any way with the exit passageway 9, but instead rather conforms to said passageway. The conductor, therefore, has plenty of room and yet the passageways 8 and 9 are interfered with to the minimum extent.

In cars of this nature it is desirable to provide a screen which may be placed back of the motorman and which not only forms a cab or compartment for the motorman, but also prevents the lights in the car when the latter is lighted from shining onto the

glass window at the front of the vestibule, thus causing reflections which interfere with the view of the motorman. In some cars of this type a folding door arrangement is provided so that a completely shut-in cab can be formed for the motorman, but one disadvantage of this construction is the difficulty which is experienced in arranging the folding doors so that they can be readily manipulated without interfering with the controller, brake, and other similar devices which necessarily must be located at the front of the platform.

I have provided a simple shield or screen which can be readily folded or which can be extended for use without interfering at all with the operation of the controller devices. My improved screen comprises the two sections 96, 97 which are adapted to be folded together and stored at one side of the cab, as shown at the left-hand end in Fig. 2, or are adapted to be extended to form the screen, as shown at the right-hand in Fig. 2. When the screen is stored or in its inoperative position the two leaves 96, 97 thereof are folded against each other, as above described, and are received in a pocket or guide 98 and also lie against the partition or wall 99 adjacent the edge of the door opening 25. When the doors are in this position they form no particular obstruction to the free use of the platform 4 for entering or leaving as shown at the right in Fig. 2, and they are not at all in the way of any of the appliances necessary for operating the car. To place the screen in its operative position the folded-together leaves 96, 97 are drawn outwardly nearly to the center of the platform and then the leaf 97 is swung around into the position shown at the right in Fig. 2, in which position it may be fastened or held in any suitable way. If desired suitable guides or stops 70 may be used either at the top or the bottom of the screen to assist in properly positioning the screen. When the screen is in its operative position, as shown at the right in Fig. 2, it does not completely inclose the space 71 constituting the cab, but instead leaves an opening 72 between the edge of the leaf or section 97 and the side of the car. The presence of this opening 72 is no detriment as it is not necessary that the cab 71 for the motorman should be entirely closed, so long as the screen is of sufficient size to prevent the lights in the car from being reflected onto the glass at the front of the vestibule and otherwise annoying the motorman. In fact the presence of this opening or space 72 is of an advantage in my improved car because the door opening 42 is located purposely at the front end of the vestibule and immediately adjacent the space 72 so that the motorman occupying the cab 71 can at all times get a good view

of the door opening 42 through the space 72. This door opening 42 is intended for exit purposes only, and with this arrangement of screen and door opening 42 the motorman can more readily watch the persons getting out of the car and determine when the last person has completely descended from the car than if the door opening 45 were located adjacent the opening 8 and if the screen were of a construction to completely inclose the cab space 71.

In cars of this type it is desirable to provide as great a seating capacity as possible, and since the door opening 25 at the front end of the car is never used, I have provided a novel seat which can be used at this place, but which can be folded up entirely out of the way when the direction of the car is reversed and the door opening 25 is used for entrance and exit purposes. My improved seat comprises a seat portion 75 which is hinged to the partition 16 at 76 and which is adapted when in its operative position to extend from said partition to the partition or wall 69. Associated with the seat 75 is a back 77 which is adapted to be folded down against the seat, or which may be thrown up into operative position, as shown in dotted lines Fig. 3. The curvatures of the back and of the seat fit each other so that when the back is folded against the seat the entire seat takes up a very little space. Since the seat is hinged to the wall or partition 16 it can be folded up against said wall or partition, as shown in Fig. 3, and I preferably provide said wall or partition with a pocket 78 into which the folded seat and back may be confined. When the seat and back are folded up they occupy the pocket 78 and stand flush with the wall 16 so that they do not constitute an obstruction which interferes in any way with free exit of persons from the car. When the seat is unfolded and placed in its operative position, however, it furnishes added seating capacity for several passengers and constitutes in effect an extension of the side seat 79. The seat 75 may be locked in its folded position by any suitable lock or catch shown at 88.

In Fig. 5 I have illustrated a device for operating the door 27 with compressed air. In this embodiment of my invention said door is provided with the extensible connection 31 as above referred to, but instead of the handle 35 for operating the door, the arm 31 is provided with a segment of a gear 81 which is adapted to engage rack-teeth 82 formed on a piston-rod 83 of a piston operating in a cylinder 84 which can be conveniently located in the roof of the car. When the piston is operated by compressed air or otherwise, the arm 34 will be turned about the pivot 30 thereby opening and closing the door 27.

The seats in the body of the car will preferably be arranged with a central aisle, as shown in Fig. 6, but at the end of the car adjacent the entrance opening 8 I preferably employ a single seat 89. This single seat may be used at this point without interfering at all with the width of the entrance passageway. A car can be built, therefore, with my improvements without reducing the seating capacity more than two which would result from using two single seats at the ends adjacent the entrance openings 8, instead of a double seat. I have herein illustrated my invention as it would be applied to a car having a vestibule or platform, but I wish it understood that many features of the invention could be used if the car were built without a vestibule or platform and with the car body space 5 extending the full length of the car. Consequently I do not wish the invention to be limited in any way except as required by the appended claims. Having fully described my invention, what I claim as new and desire to secure by Letters Patent is:—

1. In a car, the combination with a car body and a platform communicating with each other, of a conductor's stand located to divide the communicating space between the car body and platform into an entrance passageway leading from the platform to the car body and an exit passageway leading from the car body to the platform, the entrance passageway being always open, and a door for closing the exit passageway.

2. In a car, the combination with a car body and a platform communicating with each other, of a conductor's stand located to divide the communicating space between the car body and platform into entrance and exit passageways both of which connect the car body and platform, the entrance passageway being always open, a door for closing the exit passageway, and means operable from the inside of the car for opening the door.

3. In a car, the combination with a car body and a platform communicating with each other, of a conductor's stand located to divide the communicating space between the car body and platform into entrance and exit passageways, the entrance passageway being always open, a door for closing the exit passageway, automatic means for closing the door, a lock to maintain the door closed, and lock-releasing means operable from the inside of the car.

4. In a car, the combination with a car body and a platform, said car body having a partition which partially closes the end of the car body, said partition having a pocket, of a conductor's stand dividing the communicating space between the car body and platform into entrance and exit passageways both of which connect the car body

and platform, the entrance passageway being entirely unobstructed and always open, and a door for closing the exit passageway only and adapted to be moved into said pocket when in open position.

5. In a car, the combination with a car body and a platform having a door leading thereto, of a movable screen for forming a motorman's cab, said screen comprising a main section slidable bodily from its inoperative position against the wall of the vestibule to its operative position, and a folding section hinged to the main section and adapted to fold thereagainst.

6. In a car, the combination with a car body and a platform having a door leading thereto, said door having a door jamb extending inwardly from one edge thereof, of a movable screen for forming a motorman's cab, said screen comprising a main section and a folding section hinged thereto, said main section with the folding section folded thereagainst being slidable from its operative position into its inoperative position behind the door jamb.

7. In a car, the combination with a car body, of a platform having a doorway provided with an inwardly-extending door jamb on the side adjacent the end of the platform, a partition extending inwardly from the opposite side of the doorway and dividing the car body from the platform, a door for said doorway, and a seat hinged at one end to said partition and adapted to be swung down across the doorway when the door is closed thereby to give added seating capacity, the opposite end of said seat engaging said door jamb when the seat is in its operative position.

8. In a car, the combination with a car body and a platform having a doorway on one side, said car body having a partition adjacent said doorway and dividing the car body space from the platform, a door for said doorway, a seat hinged to said partition and adapted to be swung down across the doorway when the door is closed thereby to give added seating capacity, and a seat back hinged to the seat and adapted to fold thereagainst.

9. In a car, the combination with a car body and a platform having a door opening on one side, said car body having a partition adjacent said door opening and dividing the car body space from the platform, a door for said opening, a seat hinged to said partition and adapted to be swung down across the door opening when the door is closed thereby to give added seating capacity or to be folded against said partition, and a back hinged to the seat and adapted to fold thereagainst when the seat is folded against the partition.

10. In a car, the combination with a car body and a platform having a door open-

ing on one side, said car body having a partition adjacent said door opening and dividing the car body space from the platform, a door for said opening, a seat hinged to said partition and adapted to be swung down across the door opening when the door is closed thereby to give added seating capacity, and a back hinged to the seat and adapted to fold against it, said partition having a pocket into which the seat and back may be folded when the door is to be opened, said partition having a pocket into which the seat may be folded when the door is to be opened, and means to lock the seat in said pocket.

11. In a car, the combination with a car body and a vestibule or platform having a doorway leading thereto, of an articulated sliding door for closing said doorway, and a track for the door, the portion of the track on which the door is supported when the latter is closed being straight and the portion on which the door is supported when the latter is open being located on the exterior of the vestibule wall whereby when the door is closed the sections thereof will occupy the same plane and when it is open it will be situated exterior to the vestibule wall.

12. In a car, the combination with a car body and a vestibule or platform having a doorway leading thereto, of a conductor's stand located on said platform, an articulated door for closing the doorway, a vertically-arranged shaft adjacent the conductor's stand and provided with an operating arm, and an extensible arm connecting said shaft with said door.

13. In a car, the combination with a car body and a platform having a doorway leading thereto, of an articulated door for closing the doorway, said door being of a width substantially equal to that of the doorway, means exterior to the vestibule for sustaining the door and guiding it in its movement, means for manually operating the door, a counterweighted folding step, and means for folding the step by the movement of the door.

14. In a car, the combination with a car body and vestibule or platform having a doorway leading thereto, of an articulated door for closing the doorway, said door being of a width substantially equal to that of the doorway, and means exterior to the vestibule wall for sustaining said door and guiding it in its movement.

15. In a car, the combination with a car body and platform communicating with each other, of a conductor's stand situated adjacent the car body end so as to divide the communicating space between the platform and car body into entrance and exit passageways, said conductor's stand being located above the platform floor and being narrower on the side thereof which is toward the car

body thereby to provide maximum width to the entrance and the exit passageways where the latter enter the car body.

16. In a car, the combination with a car body and platform communicating with each other, of a conductor's stand situated adjacent the car body end so as to divide the communicating space between the platform and car body into entrance and exit passageways, said conductor's stand being located above the platform floor and being narrower on the side thereof which is toward the car body thereby to provide maximum width to

the entrance and the exit passageways where the latter enter the car body, and a railing inclosing the conductor's stand on all sides except at the side adjacent the exit passageway.

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

MYRON ROUNDS.

Witnesses:

LOUIS C. SMITH,
THOMAS J. DRUMMOND.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."