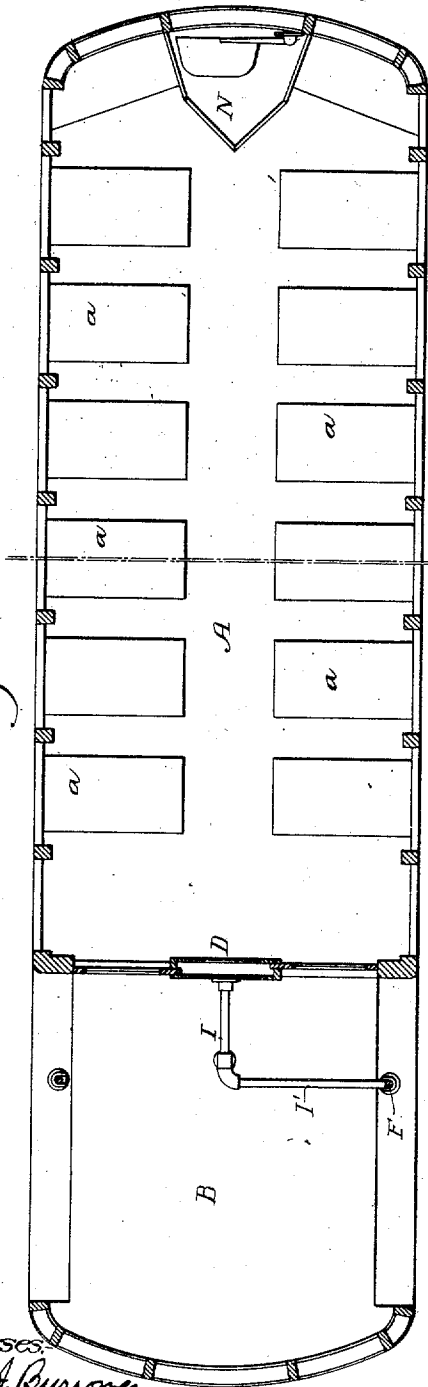


957,639.

Patented May 10, 1910.

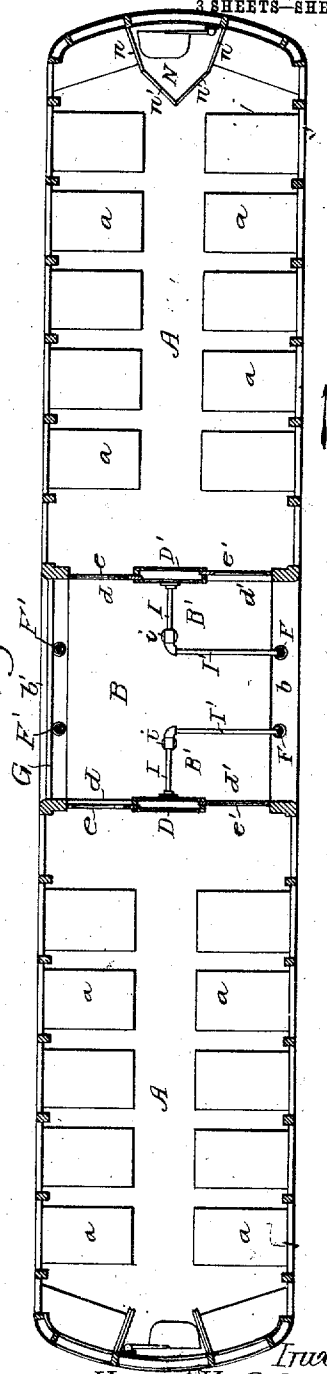
3 SHEETS—SHEET 1.

Fig. 7.



Witnesses:
Wm. A. Burrows
Halter & Pullinger

Fig. 1.

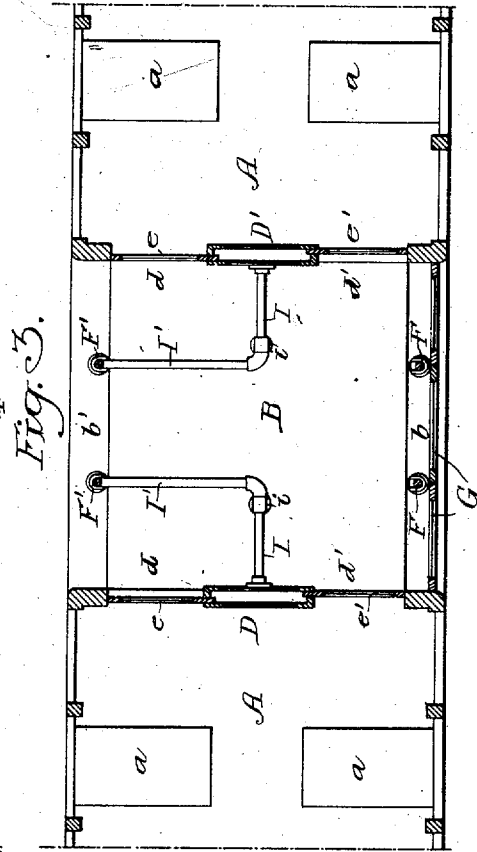
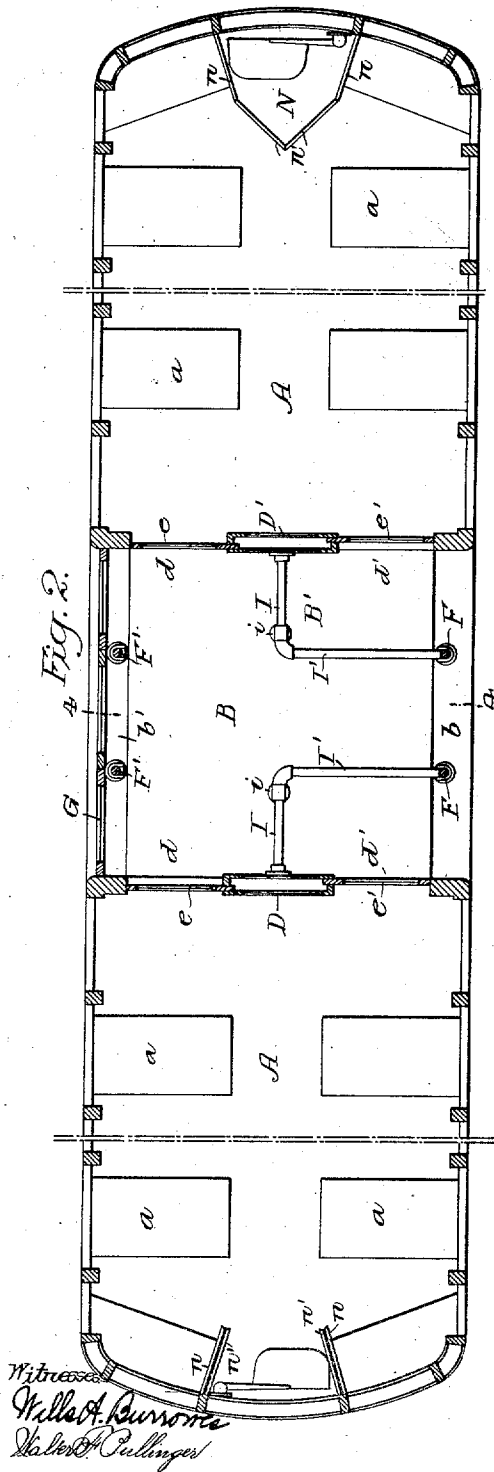


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957,639.

Patented May 10, 1910.

3 SHEETS—SHEET 2.



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PASSENGER CAR.
APPLICATION FILED MAY 18, 1908.

957,639.

Patented May 10, 1910.

3 SHEETS—SHEET 3.

Fig. 4.

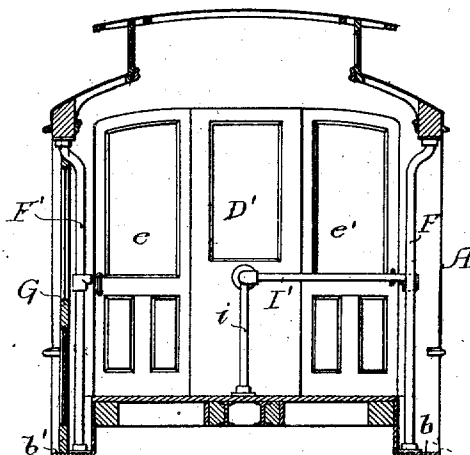


Fig. 5.

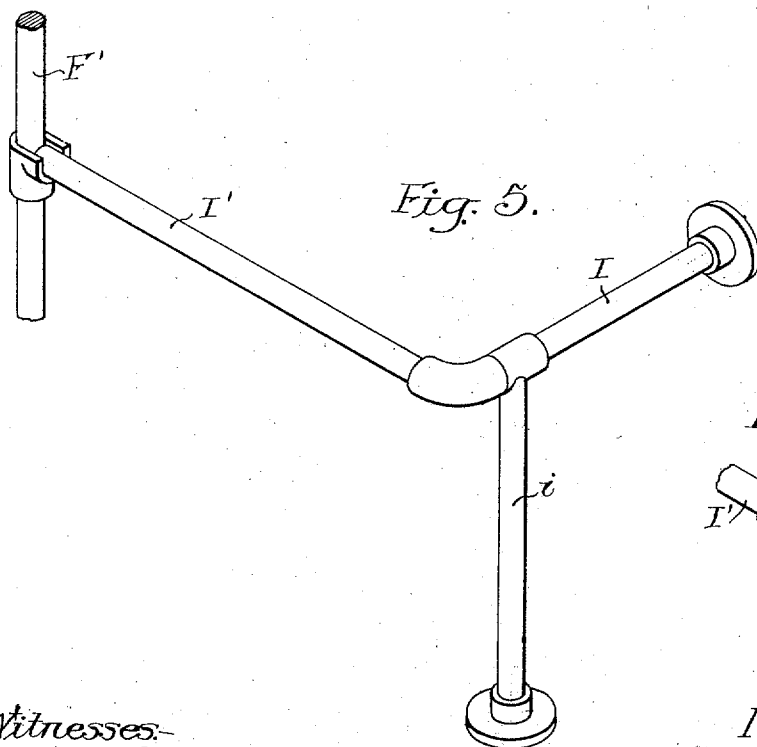
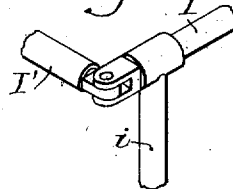


Fig. 6.



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UNITED STATES PATENT OFFICE.

HARRY H. ADAMS, OF BALTIMORE, MARYLAND.

PASSENGER-CAR.

957,639.

Specification of Letters Patent.

Patented May 10, 1910.

Application filed May 18, 1908. Serial No. 433,365.

To all whom it may concern:

Be it known that I, HARRY H. ADAMS, a citizen of the United States, residing in Baltimore, Maryland, have invented certain
5 Improvements in Passenger-Cars, of which the following is a specification.

My invention relates to certain improvements in passenger cars in which the passenger pays his fare on entering the car.

10 One object of my invention is to so construct a passenger car that the vestibule will be in the center of the car; and a further object is to so arrange the parts that passengers can board the car or alight therefrom at either side of the car, according to
15 the direction in which the car is moving.

In the accompanying drawings:—Figure 1, is a plan view of a passenger car illustrating my invention, showing the railings in one position; Fig. 2, is an enlarged view of part of Fig. 1; Fig. 3, is a view similar to Fig. 2, with the railings shifted to the opposite position; Fig. 4, is a transverse sectional view of the car on the line 4—4,
20 Fig. 2; Fig. 5, is a detached perspective view of the rail; Fig. 6, is a view illustrating a modification of the method of hinging the rail; and Fig. 7, is a view showing a car with my improved vestibule at one end.

30 A is the body of the car.

B is the vestibule, preferably situated at the center of the car and separated from the interior of the car by the transverse partitions D, D', as shown in Fig. 1. In each of
35 these partitions are two doorways d, d' closed by sliding doors e, e' , respectively.

I, I are two railings, in the present instance at the center of the partitions D, D' and supported on standards i, i .

40 F, F' are upright posts dividing the step sections b, b' into three sections and pivoted to the rails I are sections I', which can be locked to the posts F or F', according to the position in which they are shifted. These
45 sections I' and the rails I, I separate the central ingress passage from the two side egress passages, and I have shown the doors e, e' as sliding doors, but they may be pivoted so as to swing, if desired, and means
50 may be provided for allowing them to swing in either direction, according to the position of the railings.

The interior of the car is provided with seats a of the ordinary construction and at
55 each end there is room for the motorman, but the arrangement of the seats and the

position of the motorman may be varied without departing from the essential features of the invention.

In operation my improved car, if it is
60 moving in the direction indicated by the arrow, Fig. 1, then the sections I' of the railing are shifted to the position shown in Fig. 1, and the opposite side of the vestibule is closed by doors, gates or railings G, as de-
65 sired, so as to prevent the passengers entering the vestibule from the wrong side of the car. If doors or gates are used they may be so hinged as to fold back out of the way, or they may be arranged to be removed and
70 transferred from one side of the car to the other.

The conductor can stand in either one of two positions B' in the vestibule B and the passenger enters the car through the central
75 passageway and pays his fare to the conductor as he passes around the rail, entering either of the doorways d, d' and any passenger wishing to alight from the car passes out either of the doorways d' onto the por-
80 tion B' of the vestibule and alights from the car at that side. If the car is moving in the opposite direction then the sections I' of the rails are turned on their pivots so as to en-
85 gage the posts F' and the doors G, or other obstructions, are either folded back or removed from that side of the vestibule and doors or other obstructions are placed on the other side of the vestibule, as shown in
90 Fig. 3, and when the parts are in this position the doorways d' are the ingress doorways and the doorways d are the egress doorways. The several doors may be controlled by the conductor so that it would be
95 impossible to open the doors, especially the ingress doors unless the conductor releases them. By this means the conductor can prevent a passenger entering the interior of the car until the fare has been paid.

N is the compartment at each end of the
100 car for the motorman. This compartment is divided from the interior of the car by fixed partitions n and movable partitions or doors n' so that when the motorman is in the compartment N the doors n' are closed, while
105 in the compartments at the other end the doors are folded back against the partitions n , but this construction of motorman's compartment may be modified without departing from the essential features of the inven-
110 tion.

In Fig. 7, I have shown a car in which the

vestibule is at one end and the rail is shifted so that passengers can board or alight from the car at either side, one side being closed when the other is open.

5 While I have shown an extension I' in the form of a single rail, it will be understood that the rail, which, in fact, is a guard or partition, may be of any form and height desired, but I find that the railing illustrated
10 in the drawings answers the purpose of separating the ingress and egress passages, and while I have shown in Fig. 1 the rails mounted so as to turn in a vertical plane, they may be made as shown in Fig. 6, so
15 as to turn in a horizontal plane, or may be made detachable and shifted from one position to the other.

I claim:—

1. The combination in a passenger car, of
20 a vestibule open at both sides of the car, transverse partitions at each side of the vestibule, two doorways in each partition communicating with the interior of the car, and two railings having movable sections capable
25 of shifting from one side of the car to the other so as to separate the ingress and egress sections of the vestibule.

2. The combination in a passenger car, of
30 a vestibule extending from one side of the car to the other and two transverse partitions, each having two doorways therein, two posts at each side of the vestibule, two rails projecting from the transverse partitions into the vestibule, and pivoted sections
35 hinged to said rails so that they can be shifted to engage the posts on one side of the vestibule or the posts on the other side and

separating the central ingress passage from the two egress passages.

3. The combination in a passenger car, of
40 a vestibule, two transverse partitions separating the vestibule from the body of the car, each partition having two doorways therein, two posts at each side of the vestibule, rails projecting from the partitions be-
45 tween the doorways and into the vestibule, and a movable section pivoted to each rail so as to swing in a vertical plane and engage the posts on either side of the vestibule.

4. The combination in a passenger car
50 having a central vestibule, of two transverse partitions separating the vestibule from the body of the car, each partition having two doorways therein, the spaces between the doors being equal to the width of the door-
55 way, sliding doors mounted in the partition and arranged to close the doorways and when open to slide past each other, two railings projecting from the central portion of each partition into the vestibule, each rail
60 having a transverse movable section capable of being shifted from one side of the vestibule to the other so as to divide the vestibule into ingress and egress passages on one side
65 of the car, and means for closing the opposite side of the vestibule.

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

HARRY H. ADAMS.

Witnesses:

FELIX R. SULLIVAN,
F. HERBERT PREM.