

1,011,705.

W. S. ADAMS.
PLATFORM RAIL FOR CARS.
APPLICATION FILED AUG. 26, 1910.

Patented Dec. 12, 1911.

3 SHEETS—SHEET 1.

Fig. 1.

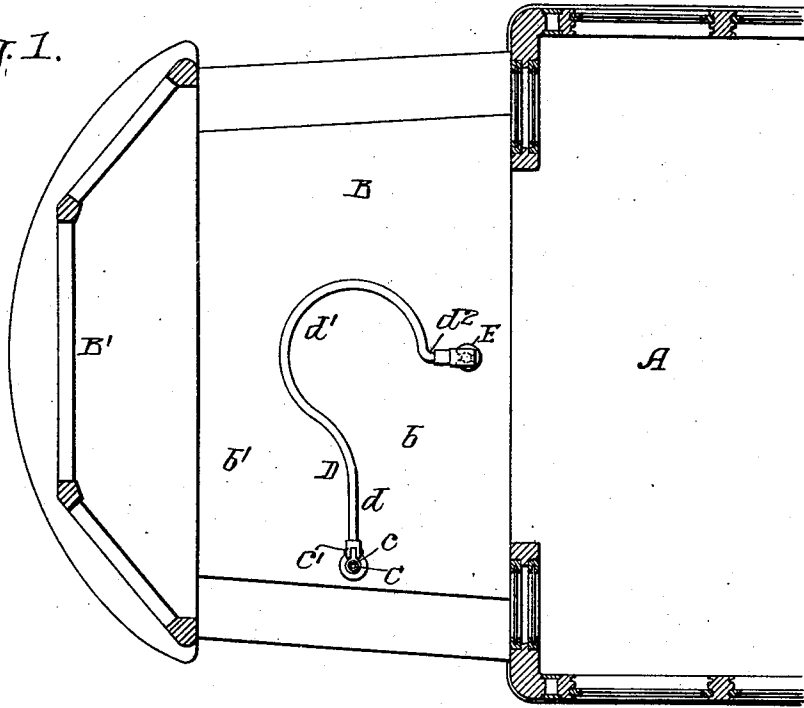
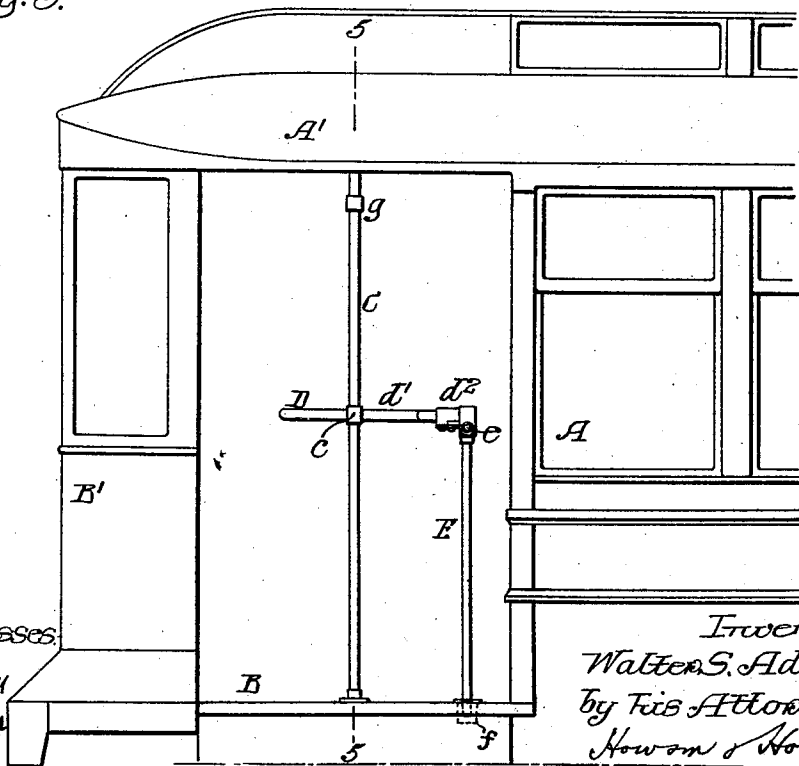


Fig. 5.



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3 SHEETS-SHEET 2.

Fig. 2

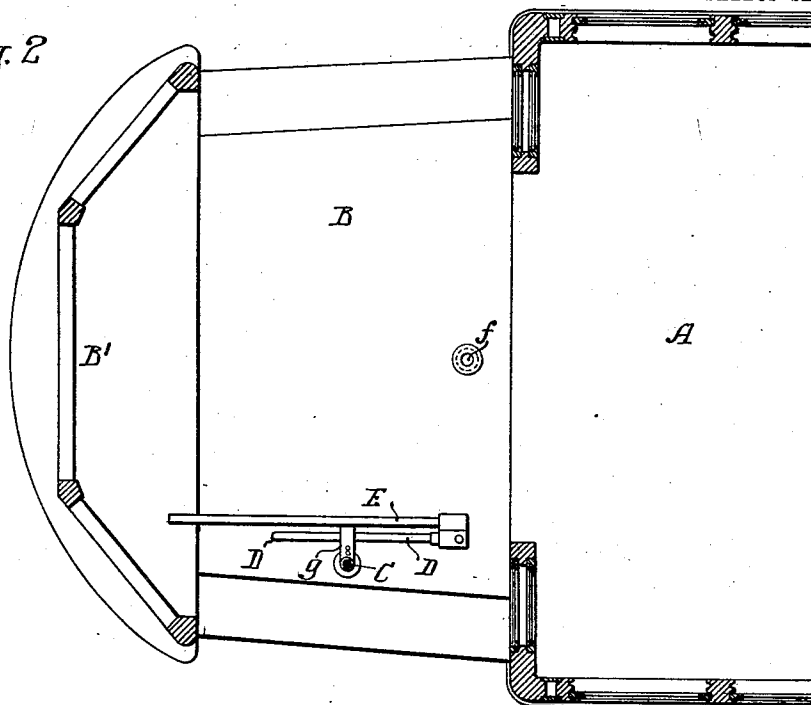
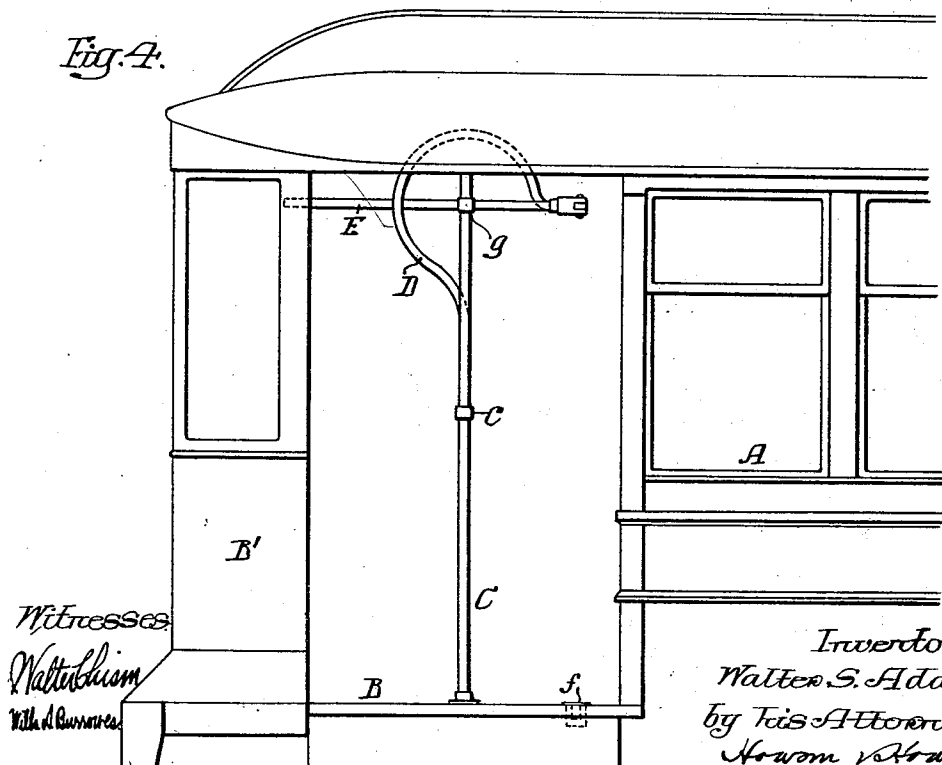


Fig. 4.



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3 SHEETS—SHEET 3.

Fig. 5.

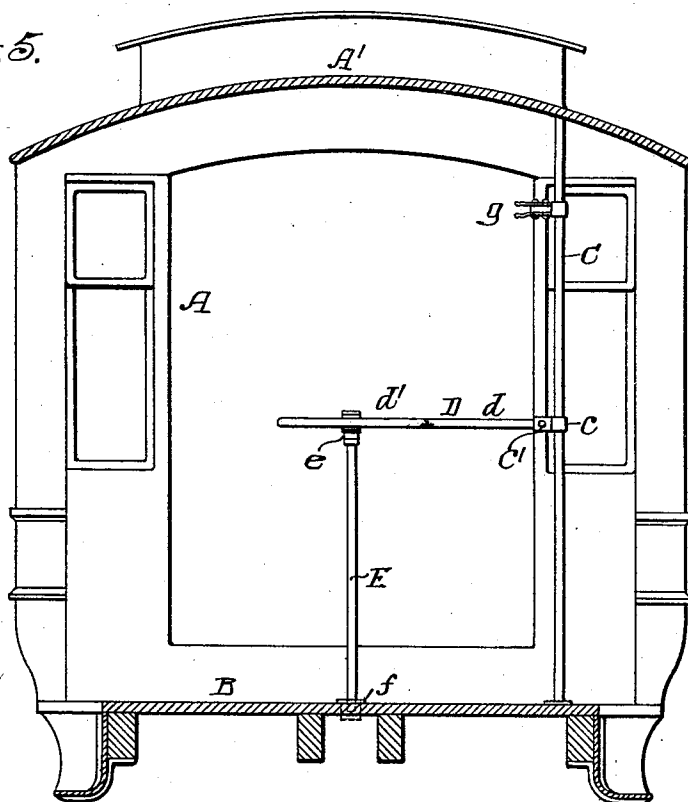


Fig. 6.

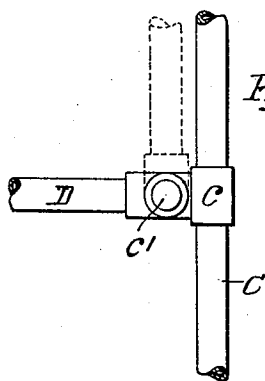


Fig. 7.

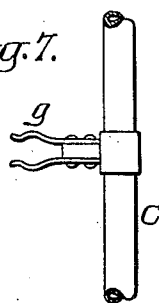
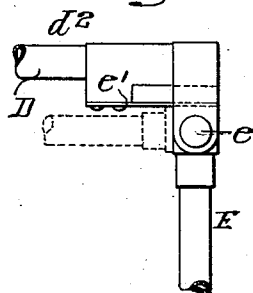


Fig. 8.



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UNITED STATES PATENT OFFICE.

WALTER S. ADAMS, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO THE J. G. BRILL COMPANY, OF PHILADELPHIA, PENNSYLVANIA, A CORPORATION OF PENNSYLVANIA.

PLATFORM-RAIL FOR CARS.

1,011,705.

Specification of Letters Patent.

Patented Dec. 12, 1911.

Application filed August 26, 1910. Serial No. 579,035.

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 Platform-Rails for Cars, of which the following is a specification.

The object of this invention is to construct the rail mounted on the platform of a passenger car so as to separate the ingress passageway from the egress passageway; the rail being shifted either into or out of position to form a barrier or an unobstructed platform.

The invention is especially adapted for use in passenger cars having the same arrangement at both ends of the car, so that either the platform at the rear or the front of the car can be used; the rail being in position when the platform is at the rear of the car and raised out of position when the platform is at the forward end of the car.

In the accompanying drawings:—Figure 1, is a plan view of one end of a passenger car, illustrating my invention; the rail being in position to divide the platform into ingress and egress passageways; Fig. 2, is a view, similar to Fig. 1, with the rail raised and the platform clear; Fig. 3, is a side view of the car; the rail being in the position shown in Fig. 1; Fig. 4, is a similar view to Fig. 3, with the rail in the position illustrated in Fig. 2; Fig. 5, is a transverse sectional view on the line 5—5, Fig. 3; and Figs. 6, 7, and 8, are views illustrating modifications of the mechanism.

A is the body of the car.

B is the platform of the ordinary type having the front vestibule section B'. The sides of the platform can be closed by movable gates or doors of any construction desired.

C is a vertical standard at one side of the platform extending from the floor of the platform to the overhanging roof A'. Secured to the vertical standard C is a collar *c* having hinge plates in which is mounted a pivot pin *c'* of the rail D. This rail D has a straight section *d*, a curved section *d'*, and a straight, short section *d''*; the curve in the rail in the present instance being sufficient to allow room for the conductor in the egress passageway *b* of the platform B so as not to interfere with the free egress of passengers.

The ingress passageway *b'* is of sufficient width to allow for the free entrance of passengers onto the platform and around the rail.

In order to support the end *d''* of the rail D, I pivot a post E to the rail at *e*; the end of the post being squared, as illustrated in Fig. 8, and a flat spring *e'* presses upon the squared end of the post so as to lock it in either of its two positions, as illustrated in Figs. 3 and 4.

When the post is in the position illustrated in Fig. 3, its lower end is mounted in a socket *f* in the floor of the platform, holding the rail D rigid.

When it is desired to lift the rail clear of the platform, as illustrated in Figs. 2 and 4, all that is necessary is to turn the rail D on its pivot, which will lift the post out of its socket and then swing the post on its pivot against the underside of the rail and by lifting the rail to its full extent it will bear against the side of the standard C. A spring clip *g* projecting from the upper end of the standard C will engage the post E and hold it and the rail securely against the standard C in an upright position and clear of the platform. When the parts are in this position, then the platform is at the forward end of the car, allowing sufficient room for the motorman and also allowing for the free egress of passengers from the forward end of the car. The rail and the post can be readily lowered when the direction of movement of the car is reversed.

The shape of the rail may be modified without departing from the essential features of the invention and the vertical post at the side of the platform, while shown in the shape of a small tube, may be part of a partition to which doors are hung when two sets of doors are used to close the platform.

I claim:

1. The combination in a passenger car, of a platform, a standard at one side of the platform, a rail pivoted to the standard, and a supporting post pivoted to the outer end of the rail so that the rail with the post can be raised and moved out of position.

2. The combination in a passenger car, of a platform, a standard at one side of the platform, a rail pivoted to the standard, said rail having a curved section, a post pivotally mounted at the free end of the rail,

and a socket in the floor of the platform for the reception of the post.

3. The combination in a passenger car, of a platform, a standard at one side of the platform, a rail pivoted to the standard, a post pivoted to the free end of the rail, a socket in the floor of the platform to receive the lower end of the post, a spring for retaining the post in either of its two positions, and means on the standard for engag-

ing the post when the rail is raised so as to hold the rail and post out of position.

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

WALTER S. ADAMS.

Witnesses:

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HARRY F. MCKILLIP.

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