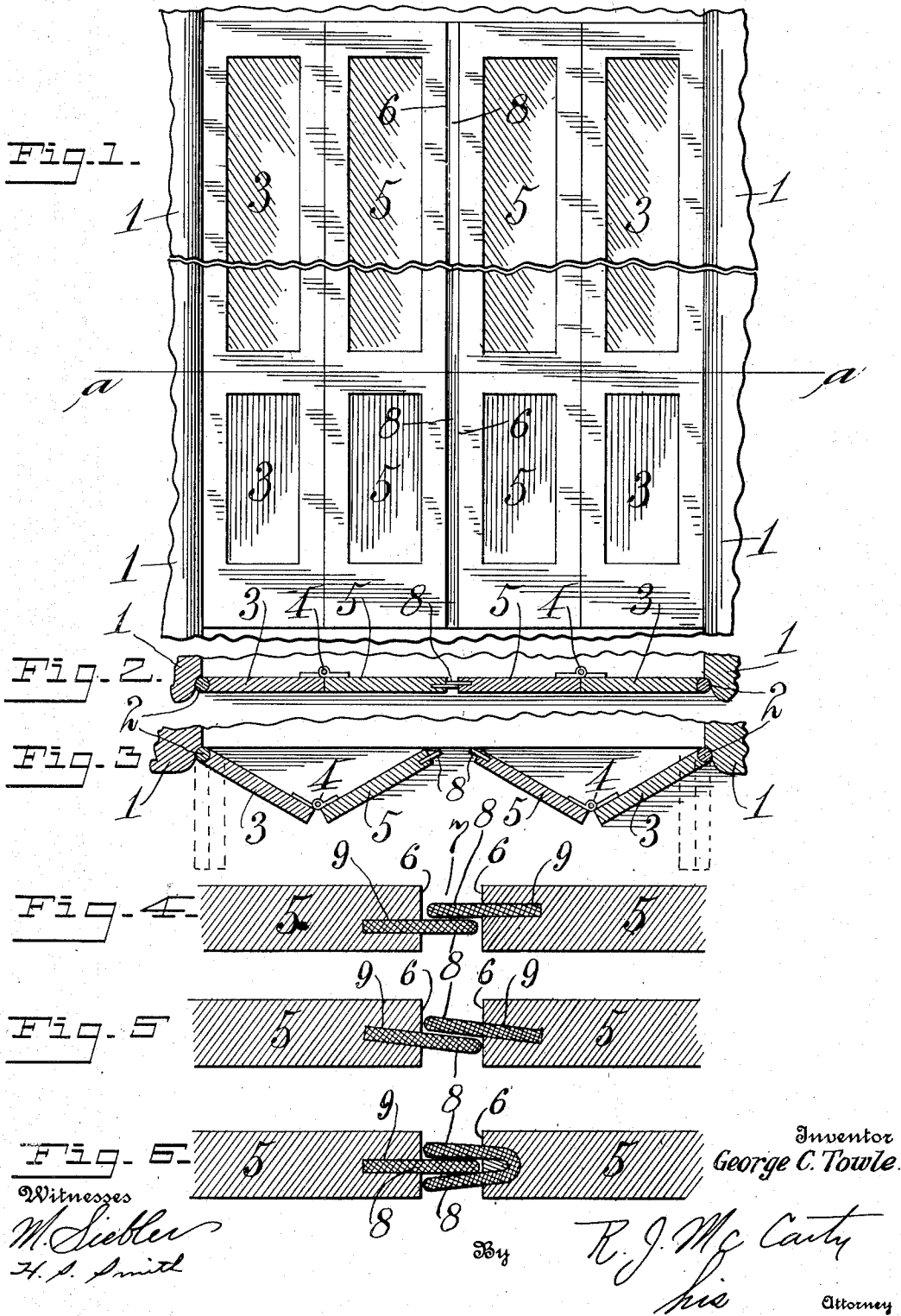


G. C. TOWLE.
PREPAYMENT STREET CAR DOOR.
APPLICATION FILED SEPT. 8, 1911.

1,015,252.

Patented Jan. 16, 1912



UNITED STATES PATENT OFFICE.

GEORGE C. TOWLE, OF DAYTON, OHIO, ASSIGNOR TO THE PAY-WITHIN CAR SALES COMPANY, OF PHILADELPHIA, PENNSYLVANIA, A CORPORATION OF WEST VIRGINIA.

PREPAYMENT-STREET-CAR DOOR.

1,015,252.

Specification of Letters Patent.

Patented Jan. 16, 1912.

Application filed September 8, 1911. Serial No. 648,362.

To all whom it may concern:

Be it known that I, GEORGE C. TOWLE, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Prepayment-Street-Car Doors; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in weather strips for doors. The wear and tear to which the doors of street cars of this type are subjected, is such as to cause them to become inefficient in a comparatively short space of time. This is due in the main to the car continually passing over uneven joints in the rails and crossing the tracks of railroads, and such constant jolting tends greatly to throw the doors out of alinement, after which the adjacent edge of the door panels cannot properly close the space between them.

It is therefore the object of my invention to provide means in the form of flexible strips, which are so arranged in the adjacent edges of the door panels that the space between said edges will be effectually closed regardless of whether or not the door panels are in alinement when closed. The flexible strips are arranged in the adjacent edges of the door panels in a manner to reduce the amount of friction or resistance in opening and closing the doors, to a minimum, as will hereinafter appear in the more complete description to follow.

Referring to the annexed drawings, Figure 1 is a front elevation of a series of folding doors of a prepayment street car; Fig. 2 is a section on the line *a-a* of Fig. 1; Fig. 3 is a similar view with the doors partially closed; and Figs. 4, 5 and 6 are detail views of various modified forms of the flexible strips arranged in the adjacent edges of the door panels.

Referring more particularly to the drawings, 1 represents the door jambs or frame work of the car. Journaled in the frame 1 are shafts 2 to which outer door sections are attached. The shafts 2 may be connected to

any suitable form of actuating mechanism adapted to open and close the doors. Attached to the door sections 3, by means of hinges 4, are inner door sections 5. The door sections 3 and 5 are folded, to open and close the same by rotating the shafts 2.

To effectually seal the joint at the inner edges of the inner door panels, flexible strips are provided as follows. The inner adjacent edges 6 of the door panels 5 are separated as at 7 to permit of the easy movement thereof in passing in and out. Attached to each edge 6 of the door panels 5 are flat strips 8 of flexible material such as leather or rubber, which project within the space when the panels are closed. The strips 8 may be attached to the edge 6 by any suitable means, such as inserting them in kerfs 9. Each of the door panels 5 is provided with a strip 8, and the strip 8 on one section is out of alinement with the strip 8 of the other section. This reduces the friction in opening and closing the doors. This manner of arranging said strips allows them to overlap and form a tight, or approximately tight, joint when the door panels are closed, as will be clearly seen from the drawings. The strips 8 may be inserted within the kerfs 9 in alinement with the door and parallel therewith, as is shown in detail in Fig. 4, but it is preferable to arrange them on an angle to the plane of the door panels as shown in Fig. 5.

In Fig. 6 I have shown a modified construction in which one of the door panels 5 is provided with two strips 8. In this arrangement the double strips 8 are spaced apart, and are adapted to receive the single strip 8 of the other section, which provides a more effective joint. It will be seen that in a strip as thus constructed, said strips 8 will maintain an approximately tight joint when the door panels become sagged or out of alinement. In this manner of arranging said flexible strips, the resistance offered to opening and closing the doors is materially lessened, as the abutting edges of the strips readily yield to slight force.

I claim:

1. In a street car, the combination of oppositely folding door panels the adjacent edges of which are spaced, and flexible strips arranged in the adjacent edges of said door panels to overlap each other when the said panels are in a closed position and

to thus close the space between the spaced edges of said panels, substantially as specified.

2. In a street car, the combination with
5 oppositely folding door panels the adjacent edges of which are spaced, and flexible strips arranged in the adjacent edges of said panels on angles to the planes of said panels and to overlap each other to close

the space between said panels when closed, 10 substantially as specified.

In testimony whereof I affix my signature, in presence of two witnesses.

GEORGE C. TOWLE.

Witnesses:

R. J. McCARTY,
MATTHEW SIEBLER.
