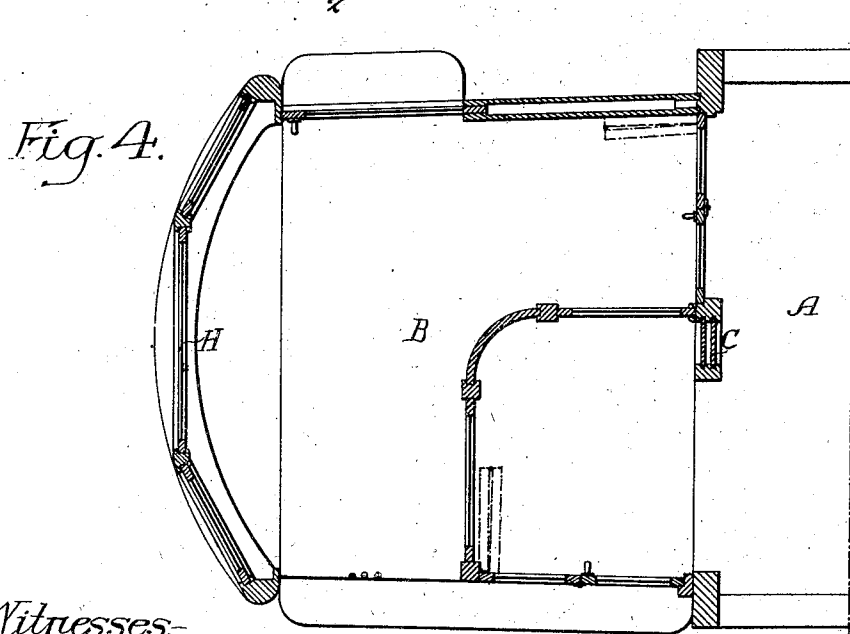
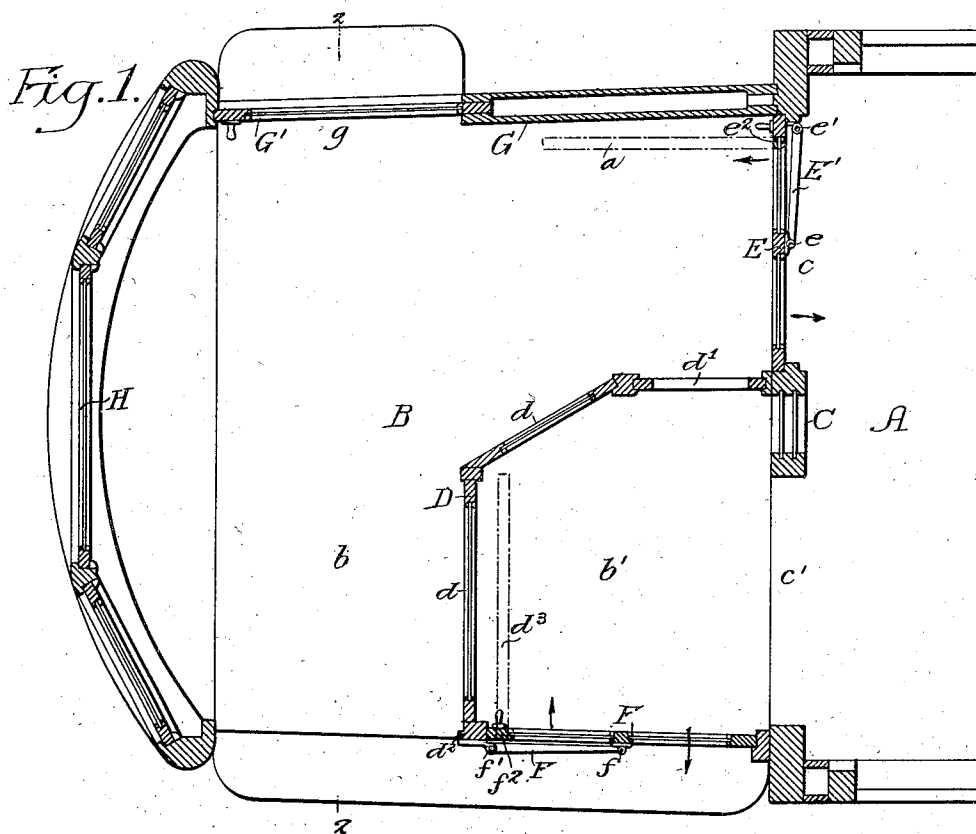


PASSENGER CAR.

Patented Sept. 14, 1909.

2 SHEETS—SHEET 1.

934,350.



Witnesses:-
Wills A. Burrows
Walker G. Pullinger

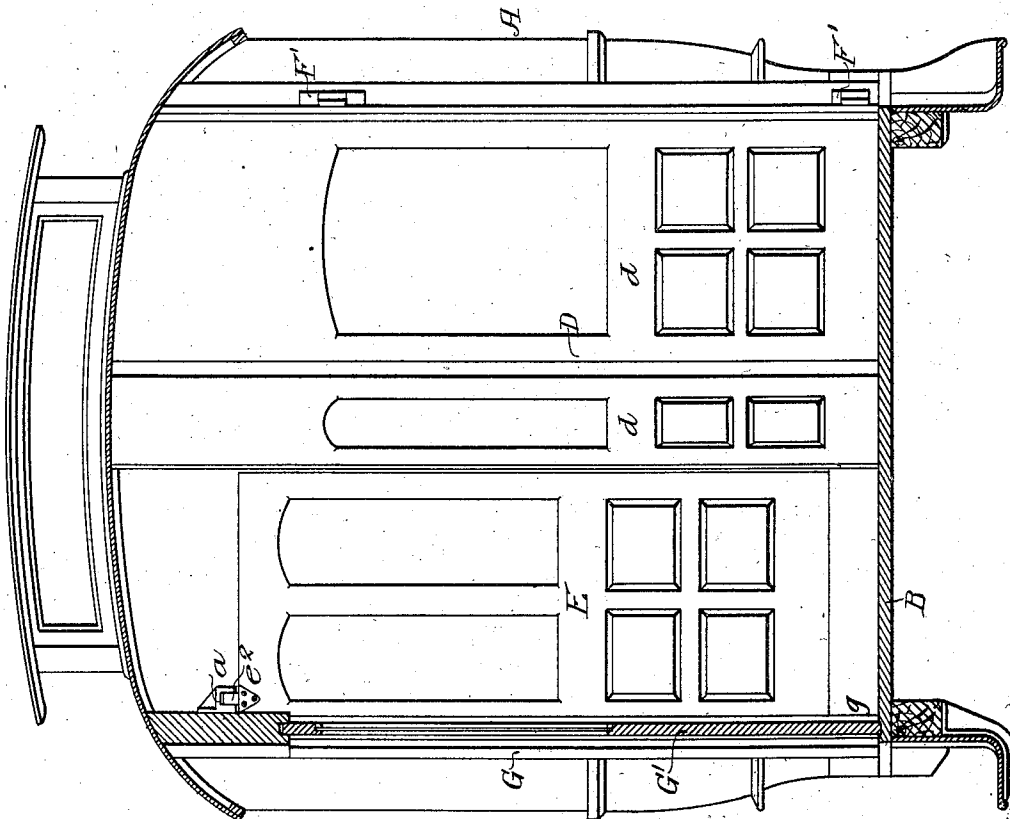
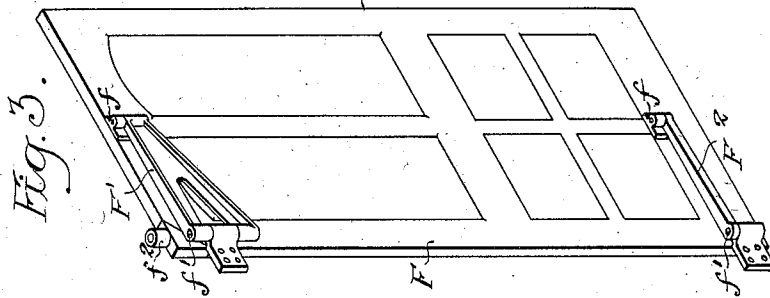
Inventor:
Charles K. Pickles
by his Attorneys:
Horn & Horn

934,350.

C. K. PICKLES.
PASSENGER CAR.
APPLICATION FILED MAY 18, 1908.

Patented Sept. 14, 1909.

2 SHEETS—SHEET 2.



Witnesses:-
Vila A. Burrows
Valter P. Gullinger

Fig. 2.

Inventor-
Charles K. Pickles.
by his Attorney:-
Harmon & Harmon

UNITED STATES PATENT OFFICE.

CHARLES K. PICKLES, OF ST. LOUIS, MISSOURI, ASSIGNOR TO THE J. G. BRILL COMPANY, OF PHILADELPHIA, PENNSYLVANIA, A CORPORATION OF PENNSYLVANIA.

PASSENGER-CAR.

934,350.

Specification of Letters Patent. Patented Sept. 14, 1909.

Application filed May 18, 1908. Serial No. 433,349.

To all whom it may concern:

Be it known that I, CHARLES K. PICKLES, a citizen of the United States, residing in St. Louis, Missouri, have invented certain Improvements in Passenger-Cars, of which the following is a specification.

My invention relates to the construction of a passenger car of the type in which the passenger pays his fare on entering the car.

One object of my invention is to construct the car in such a manner that the platform is divided into ingress and egress sections by a permanent partition which incloses the egress section.

A further object of the invention is to dispense with the doors in the passageway leading from the interior of the car to the egress portion, and also to provide doors in the partition for the ingress doorway so that the egress section of the platform is practically a part of the interior of the car.

A still further object of the invention is to so mount the doors that the passengers will not interfere with the free opening and closing of the doors.

In the accompanying drawings:—Figure 1, is a plan view of one of the platforms of a passenger car illustrating my invention; Fig. 2, is a transverse sectional view on the line 2—2, Fig. 1; Fig. 3, is a perspective view of one of the doors illustrated in Fig. 1; and Fig. 4, is a view of a modification of my invention.

A is the body of the car.

B is the platform and C is the transverse partition forming the end of the car and separating the interior of the car from the platform. In this partition are two passageways *c* and *c'*; the passageway *c* is for the entrance of passengers into the body of the car and the passageway *c'* is for the exit of passengers.

E is a door for closing the entrance passageway *c*. The passageway *c'* is open at all times and is not provided with a door.

The platform B is divided into ingress and egress sections *b*, *b'* by a permanent partition D extending preferably to the full height of the car from the platform to the hood, and is provided, in the present instance, with a glazed sash *d* and a portion *d'* which may be a glazed sash or a conductor's wicket and, when desired, there may be an opening in the upper half of this portion of the partition. The partition D extends to

one edge of the platform as indicated in Fig. 1, and hung to a post *d*² is a door F which incloses the egress passageway. Thus the portion *d'* of the platform is practically an extension of the interior of the car. The egress section of the platform may be closed by a door, if desired, or by a movable gate. The opposite side of the platform B is closed by the section G of the vestibule and has a doorway *g* adapted to be closed, in the present instance, by a sliding door G' and the front of the platform is closed by the ordinary glazed vestibule section H. The doors E and F, as illustrated in Figs. 1, 2 and 3, are single doors and are hung in a manner which I will now proceed to describe.

The door F is pivoted to arms F' and F² at *f*, *f* and these arms are pivoted at *f'* to the post *d*² at the edge of the doorway, and at the upper end of the door is a roller *f*² adapted to a guide rail *a* secured to the partition D, so that when the door is opened it will swing in the direction of the arrow and the roller *f*² will travel on the rail *a*. In the present instance the door is arranged to move into the car along the partition D. The door E is mounted in substantially the same manner as the door F, being pivoted to brackets E'. The pivot *e* is at the center of the door and the brackets are pivoted at *e'* at the edge of the doorway and the roller *e*² is adapted to a rail *a*, so that the door will move in the direction of the arrow but the hinged sections may be arranged so as to allow the door to swing in the opposite direction, if desired.

The egress door F is under the control of the conductor who stands on the egress section of the platform; and the door E can also be controlled by the conductor through the medium of levers or other devices, or by the passengers entering the car.

In Fig. 4, I have shown a modification of the doors. In this instance the doors are made in two parts hinged together, as shown. One part of each door is pivoted to the side of the doorway so that the parts will swing and fold upon themselves, as illustrated in dotted lines in said figure.

It will be seen by the above construction that I am enabled to provide an inclosed egress passageway from the car; the said passageway being, in fact, part of the interior of the car. The passageway and the interior of the car are entirely cut off from

the ingress section of the platform by the partition D and the door E; the other parts of the platform may be modified without departing from the essential features of the invention.

I claim:—

1. The combination in a passenger car, of a body portion, a platform, a transverse partition separating the platform from the body of the car, said partition having two passageways, one for the entrance and one for the exit of passengers, a partition separating the platform into ingress and egress sections, a hinged door in the entrance passageway between the platform and the body of the car, brackets on which the door is hinged, said brackets being pivoted to one side of the door, a projection on the door, and a guide for the said projection so that the door and the brackets can swing, the door being directed by the guide.

2. The combination in a passenger car, of

a body portion, a platform, a transverse partition separating the platform from the body of the car, an entrance and exit passageway in the partition, a door closing the entrance passageway, a partition extending from the transverse partition and separating the platform into ingress and egress sections, said partition extending to one edge of the platform, a door closing the ingress passageway, and a door closing the egress passageway, both doors mounted on brackets hinged so as to swing, with means for guiding each door so that the egress section of the platform is inclosed with the body of the car.

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

CHARLES K. PICKLES.

Witnesses:

H. L. SELLECK,
J. V. PICKLES.