

H. E. HADDOCK.

PASSENGER CAR.

APPLICATION FILED JULY 19, 1910.

1,054,539.

Patented Feb. 25, 1913.

2 SHEETS—SHEET 1.

Fig. 3.

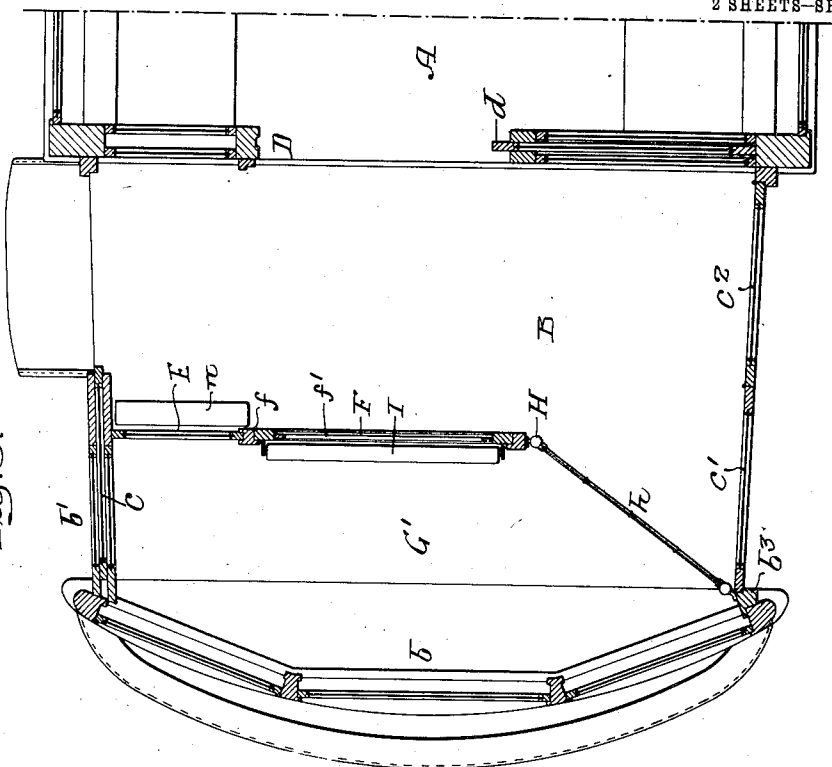
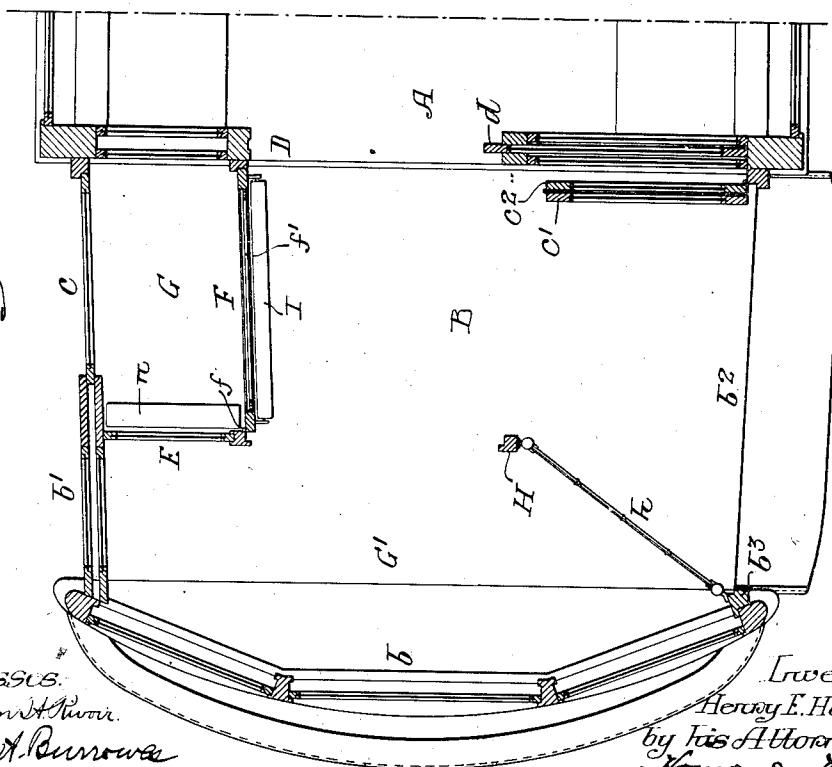


Fig. 1.



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2 SHEETS—SHEET 2.

Fig. 2.

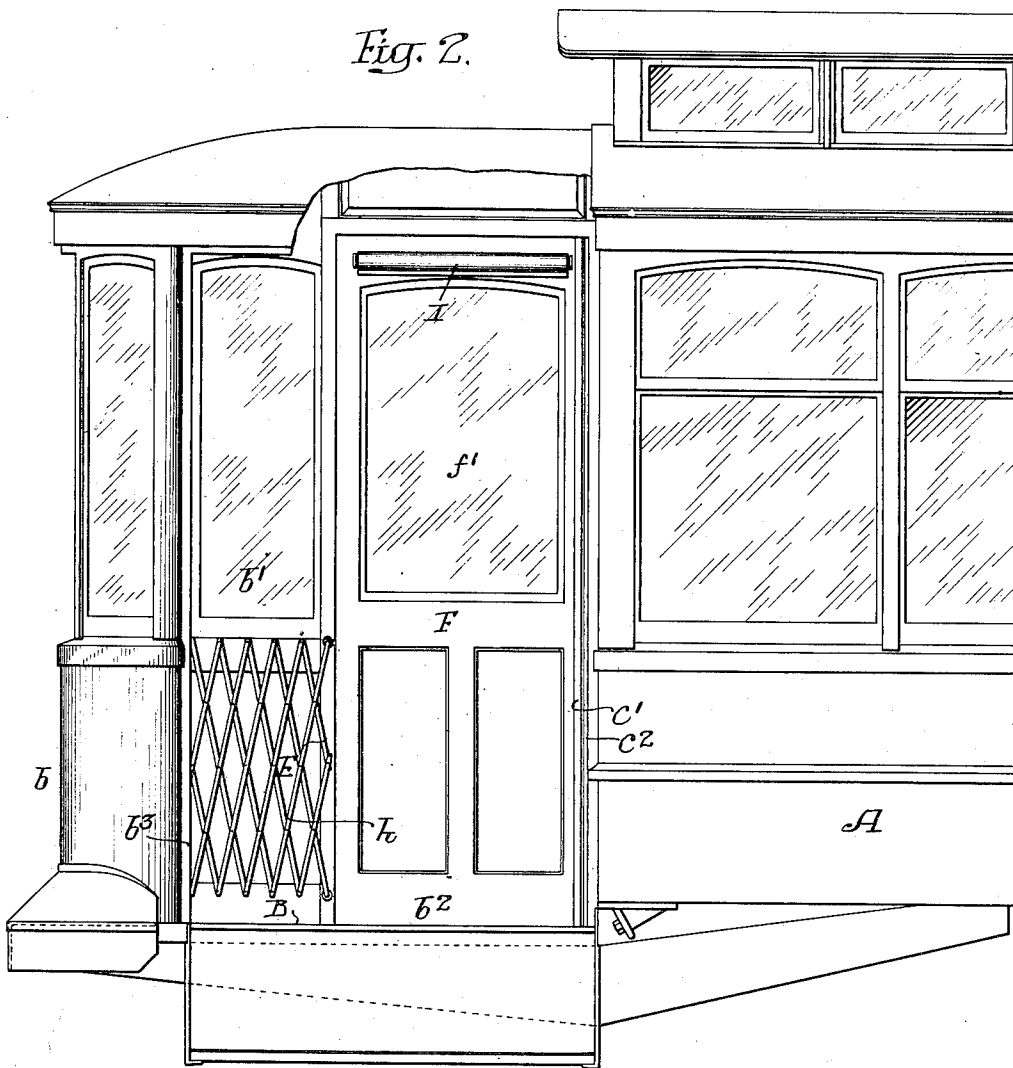
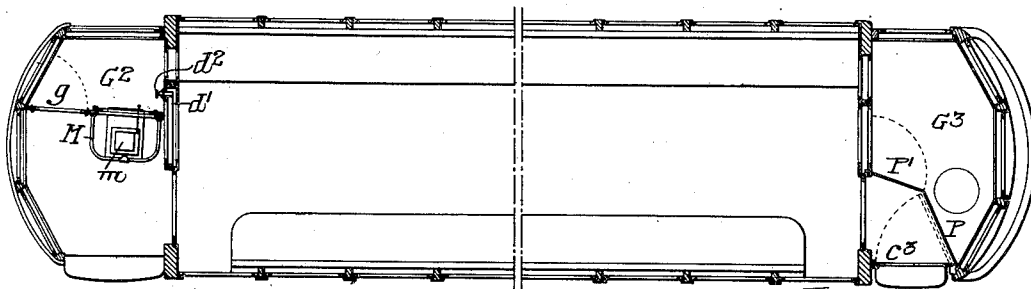


Fig. 4.



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UNITED STATES PATENT OFFICE.

HENRY E. HADDOCK, OF COLLINWOOD, OHIO, ASSIGNOR TO THE J. G. BRILL COMPANY, OF PHILADELPHIA, PENNSYLVANIA, A CORPORATION OF PENNSYLVANIA.

PASSENGER-CAR.

1,054,539.

Specification of Letters Patent.

Patented Feb. 25, 1913.

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To all whom it may concern:

Be it known that I, HENRY E. HADDOCK, a citizen of the United States, residing at Collinwood, county of Cuyahoga, State of Ohio, have invented certain Improvements in Passenger-Cars, of which the following is a specification.

My invention relates to improvements in passenger cars.

The object of my invention is to construct a passenger car so as to provide means for protecting both the motorman and the conductor from the weather by providing an inclosed compartment for the conductor at the rear of the car and a protected and screened compartment for the motorman at the front of the car. This object I attain in the following manner, reference being had to the accompanying drawings, in which:—

Figure 1, is a sectional plan view of the rear platform of the car; Fig. 2, is a side view of the rear platform of the car; Fig. 3, is a sectional plan view of the front platform of the car; and Fig. 4, is a view illustrating a modification of the car.

In the drawings illustrating Figs. 1, 2 and 3, the arrangement of the platforms is identical; the car being reversible. The mechanism can be shifted from one position to another, as desired.

A is the body of the car having the seats arranged in any manner desired.

B is the rear platform and B' is the front platform. These platforms are identical in construction so that the car can be reversed.

b is the end vestibule casing and b' is the side vestibule casing in which there is a sliding door c, which is used as an exit door at the forward end of the car. The opposite side of the platform from the casing b' is entirely open and can be closed, in the present instance, by a pair of hinged doors c', c'', but it will be understood that the doors can be arranged either to slide or to fold without departing from the essential features of the invention.

D is the transverse bulkhead dividing the car body A from the platform. There is only one of these bulkheads at each end of the car. In the bulkhead, in the present instance, is a sliding door d. It will be understood that the doorway is located nearer one side of the car than the other so as to

allow for a wide channel for a single sliding door on the ingress side of the car.

E is a transverse partition on the platform of the car extending substantially on a line with the edge of the doorway on the side of the car opposite the ingress passage and F is a door hinged at f to the partition E and when in the position illustrated in Fig. 1, forms one wall of the compartment G for the conductor; the other walls of the compartment being formed by the transverse bulkhead D and partition E, and the vestibule casing b'. The doorway in this casing opens into the compartment G and is closed by the sliding door c mentioned above.

In some instances the mechanism can be so arranged that the conductor can open the door c and alight from the car without passing across the platform, if found necessary, although he can pass into the car on to the platform or into the car by simply turning the door F on its pivot. The door F when swung to a position at right angles to that illustrated in Fig. 1 closes against a vertical post H, as illustrated in Fig. 3, and forms on the front platform a continuation of the partition E.

Extending from the post H to the side b³ of the front vestibule casing is a gate h, which may be of any suitable design, preferably of the collapsible form, and can be shifted so as to fit snugly either against the post H or the side b³ of the front platform casing. In some instances instead of the gate a half door, or full door, is provided, as desired. The partition E, door F, and gate h inclose the compartment G' at the forward end of the car for the motorman so that no matter how crowded the car is the motorman will have sufficient room to operate the car. Furthermore, the partitions will protect the motorman from the weather when the door at the forward end of the car is open for the exit of passengers.

In the door F is a sliding sash f', which can be lowered when it is necessary for the conductor to collect the fares, and a fare box of any suitable type can be provided either on the inside or the outside of the door if the railway company using the car desires to collect the fares by the fare box system.

Hung on one side of the door E is a cur-

tain I which can be pulled down when the door is in the position illustrated in Fig. 3 so as to protect the motorman from the rays of light projected from the interior of the car.

A heater *n* may be placed in the conductor's compartment G to heat said compartment as when the platform is located at the rear of the car the side doorway *b*² is entirely open so that passengers are free to enter the car the moment the car stops; although the doors may be so operated as to close the doorway from the conductor's compartment, if found desirable.

It will be seen by the above construction that both the conductor and the motorman are protected from the weather, at the same time the conductor has full control of the entrance of passengers from the platform to the interior of the car and the motorman can control the opening and closing of the sliding door *c* at the front of the car by the usual mechanism without leaving his compartment.

The post H is preferably a permanent post and will not interfere with the entrance of passengers at the rear end of the car. This post may be provided with hand holds, if found desirable, for the accommodation of passengers.

By making the doorway at one side of the center, as shown, a full single door may be used to close the doorway, and sufficient room is provided for the folding doors *c'*, *c*², which close the entrance passageways *b*². In this instance the steps at the side of the car are permanent, but may be movable if desired.

In Fig. 4, I have shown a plan view of a modification of the car in which the conductor's compartment G² extends entirely across one side of the rear platform and a railed projection M is arranged in which the fare box *m* is located. A door *g* in the partition can be opened and closed for the use of the conductor and the door *d'* can be operated by operating means *d*² extending into the conductor's compartment G². The doorway leading into the car, in this instance, from the platform, is close to the ingress side of the car platform. At the forward end of the car the platform is divided by an angular rail, walls and gate and the door *c*³ is a swinging door which can swing against the rail P. This construction makes a compartment G³ for the motorman and allows for the free egress of passengers from the car. The doorway from the body of the car on to the platform is located at the side of the car nearest the step.

I claim:

1. The combination in a passenger car, of a body portion, a platform, a transverse bulkhead separating the platform from the body portion and having a doorway therein, an

ingress opening on one side of the platform, a short transverse partition on the opposite side of the platform, a door hinged to said partition and arranged to be shifted either into a longitudinal position to form a conductor's compartment or into a transverse position to form a motorman's compartment.

2. The combination in a passenger car, of a body portion, a platform, a transverse bulkhead separating the body portion from the platform, a passageway in said partition, an ingress passageway at one side of the platform, a short transverse partition on the opposite side of the platform from the ingress opening, a door hinged to the outer edge of the said partition, a vertical post on the platform, a hinged door pivoted to the short transverse partition, and when in one position extending to the transverse partition separating the platform from the body of the car, and when in the other position extending to the post so as to make either the inclosure for the conductor or the motorman.

3. The combination in a passenger car, of a body portion, a platform, a transverse bulkhead separating the platform from the body of the car, one side of the platform being open for the ingress of passengers, said transverse bulkhead having a doorway therein located near the side of the platform opposite the ingress passageway, a single sliding door arranged to close the passageway, a short transverse partition on the platform extending from the side of the car opposite the ingress opening, a post located on a line with said partition and some distance from the partition, a door pivotally mounted on the partition and arranged to swing either against the transverse partition separating the platform from the body of the car so as to form a conductor's compartment, or to swing against the post to align with the transverse partition and form a motorman's compartment, with a gate extending diagonally from the outer corner of the platform to the post.

4. The combination in a passenger car, of a body portion, a platform, a transverse bulkhead separating the platform from the body portion and having a doorway therein, an end vestibule casing and a vestibule casing at one side of the platform, said vestibule casing having a doorway therein adjacent to the transverse bulkhead separating the body portion from the platform, a door closing the doorway, the opposite side of the platform being open for the ingress of passengers, a short transverse partition extending from the side vestibule casing, a door hinged to the edge of the said transverse partition arranged to swing either into a longitudinal position to form a compartment for the conductor or a transverse position to form part

of the wall inclosing the compartment for the motorman and to allow the egress of passengers through the doorway in the side vestibule casing.

- 5 5. The combination in a passenger car, of a body portion, a platform, a transverse bulkhead separating the body portion from the platform and having a doorway therein, a vestibule casing inclosing the front of the platform, a side casing inclosing one side of the platform and having a doorway therein, a sliding door arranged to close said doorway, a short transverse partition located some distance from the front vestibule casing and extending to a point substantially in line with the edge of the doorway leading into the body of the car, a post on the
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platform transversely in line with said short partition, and a door hinged to the outer edge of the short partition adapted to swing against the bulkhead, separating the body portion from the platform or against the post on the platform, a movable sash in said door arranged to be opened when the said door is arranged longitudinally in respect to the body of the car and forming one wall of the conductor's compartment. 20 25

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

HENRY E. HADDOCK.

Witnesses:

JULIUS E. BUSCHMAN,
GEO. L. RAU.