

W. S. TWINING.
PASSENGER CAR.
APPLICATION FILED MAY 25, 1908.

904,576.

Patented Nov. 24, 1908.

Fig. 1.

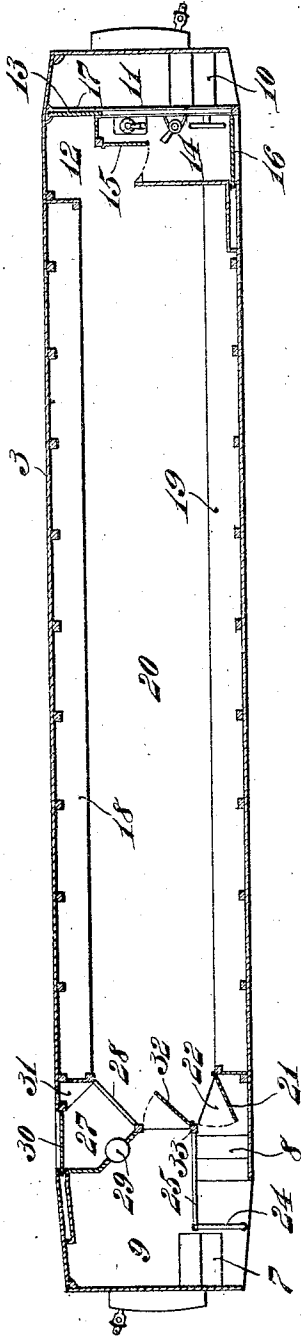
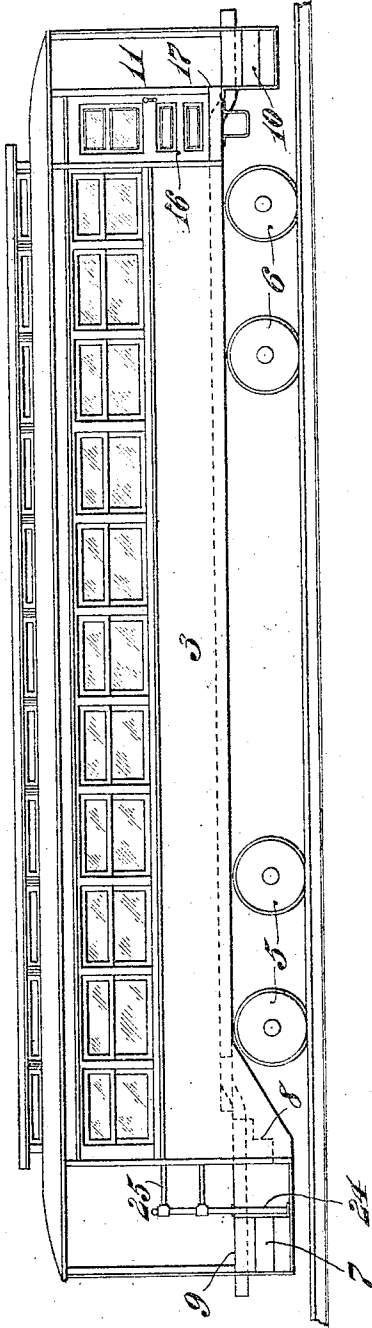


Fig. 2.



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PASSENGER-CAR.

No. 904,576.

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To all whom it may concern:

Be it known that I, WILLIAM S. TWINING, a citizen of the United States, residing at the city of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Passenger-Cars, of which the following is a specification.

My invention has relation to the provision of a passenger car of the type which has become known as "pay-as-you-enter-cars" arranged so as to provide for the rapid or convenient entrance and exit of passengers to and from the car, that is, a clear entrance upon entering and a ready exit upon leaving; and in such connection my said invention has relation to the constructive arrangement of the car for the defined purposes, having the following particular features, over cars of such type in the prior art, as represented by the Letters Patent No. 604,295, of May 17th, 1898 and No. 800,172 of September 26th, 1905, of first, the providing of means, whereby the conductor can face the entrance and exit steps of the rear platform instead of occupying a position at the back of such steps; second the providing of means, whereby the position of the conductor is elevated somewhat above the platform so as to occupy at all times an overlook of the platform and passengers entering and leaving the car to control upon signaling the moment of starting up of the car and thereby to reduce the possibility of accident due to sudden starting of the car during entering or alighting from the car; third, to provide an arrangement of steps in front and in rear of the car so as to permit of employing larger traction or driving wheels; and fourth, to provide means, whereby the position of the motorman is elevated above the topmost step of the front platform and in rear of the exit vestibule having steps leading therefrom and affording thereby a motorman an unobstructed view at all times of departing passengers from the front of the car.

My invention stated in general terms, consists of a passenger car of the type defined, and as hereinafter described and claimed.

The nature, characteristic features and scope of my present invention will be more

fully understood from the following description taken in connection with the accompanying drawings forming part hereof, 55 in which

Figure 1, is a longitudinal central sectional view through a passenger car embodying in its constructive arrangement the essential features of my said invention; and 60 Fig. 2 is a side elevational view of a car embracing the points of novelty over the prior art of the type of passenger cars as hereinbefore defined.

Referring to the drawings 3, represents a car, of undue length provided with enlarged traction wheels 5 and 6, located in their grouped relation in connection with front and rear trucks, not shown, farther apart than usual, due to the fact that the car in position is perched higher, which is permitted by the manner of arranging the entrance and exit steps 7 and 8, of the rear platform 9, as well as the exit steps 10, of the front vestibule platform 11, of the car. 75 The front vestibuled platform 11, of the car is closed from the front main portion 12, by a sliding door 13, which is adapted to be operated by the motorman from the cab 14, located within the main front portion of the car 3, as well as the inner swinging door 15, into the interior of the car and a sliding door 16, from outer side of the cab 14, to the outside. The motorman's cab 14, is so arranged as that the motorman has in front, 85 rearwardly and sidewise unobstructed views, of the car, and of the passengers as well as objects from in front of the car due to the elevation of the motorman's cab above the vestibule exit platform and leading directly 90 to the exit steps 10, and while handling the controller, brakes, and other appliances of the cab. The slidable door 13, being under the control of the motorman enables departure of passengers from the front of the car being regulated to thereby avoid rushing, crowding and quick exit and hence in a great measure accidents.

17, represents a step leading from the main body of the front portion of the car 3, adjacent to the sliding door 13, to the front platform vestibule 11. 100

The interior of the car may be provided with long seats 18 and 19, arranged against

the sides of the car with a central aisle 20, as illustrated in Fig. 1, or the interior of the car may be differently arranged, if preferred.

In the rear portion of the car 3, to the left beyond the seats looking towards the front of the car 3, is provided a swinging door 21, opening outward into an aisle 22, from which leads downward a staircase or series of steps 8, to the bottom rail 24, of the rear platform 9, surrounded by a right angular supporting railing 25. Beyond the railing 25, is the entrance stairway composed of a series of steps 7, leading upward to the main body of the rear platform 9, whereon to one side in a corner elevated above the platform 9, is located the conductor's compartment or cab 27, surrounded by railings 28, and a table or desk 29, with an outside sliding door 30, and in the extreme corner of the cab or compartment 27, is provided a closet 31, for sundry articles used by a conductor for storage. The main entrance-way from the rear platform 9, into the car is closed by a swinging door 32, hinged to the jamb 33, supporting one end of the railing 25, which separates the rear platform entrance-way from the exit-way to the interior of the passenger car, each with respect to the other, at different planes, as illustrated in Fig. 2.

The location as well as position of the conductor's cab 27, elevated above the rear platform 9, enables such person to always have an unobstructed view of entering and departing passengers and thus to prevent persons in alighting or stepping onto the car being hurt by sudden signaling, to start up the car before all persons are on or off. Moreover, as the conductor's cab is located the entrance of persons into the car are under control to collect fares before the persons reach the interior of the car for the reason that the conductor faces all passengers whether entering or departing from the rear platform of the car.

Having thus described the nature and objects of my invention what I claim as new and desire to secure by Letters Patent is:

1. A passenger car having the motorman's cab located in the main body of the car, an exit vestibule arranged transversely in front of said cab and provided with a staircase leading therefrom, an aisle connecting said cab with said vestibule and a closure for said aisle operated by the motorman.

2. A passenger car having the motorman's cab located in the main body of the car in front thereof, a side aisle arranged adjacent thereto and closed by a slidable door controlled from the motorman's cab and an exit vestibule located in front of said cab and having a staircase leading therefrom.

3. A passenger car having the motorman's cab located in the main body of the car in

front, a side aisle arranged adjacent thereto and closed by a slidable door, and an exit vestibule located in front of said cab and having a staircase leading therefrom and said exit vestibule located at a lower plane than the motorman's cab.

4. A passenger car having the motorman's cab located in the main body of the car in front, a side aisle located adjacent thereto and closed by a movable door leading to a step, an exit vestibule extending crosswise of said cab and at a lower plane than said cab and provided with a series of steps leading therefrom.

5. A passenger car provided with a motorman's cab located in the main body of the car in front and having sliding and swinging doors as an entrance and an exit thereto from the interior and outside of the car, a side aisle located to the side of said cab and closed by a sliding door, a step located adjacent thereto and leading to a transversely arranged exit vestibule provided with steps leading therefrom.

6. A passenger car provided with an enlarged rear platform separated by a railing to form an entrance-way and an exit-way, but arranged at different planes to each other, one of said ways provided with a staircase and each of said ways provided with doors adapted to swing in opposite directions.

7. A passenger car provided with an enlarged rear platform separated by a railing to form an entrance-way and an exit but at different planes to each other, and each having staircases leading to and from the same and a conductor's cab elevated above the platform and so as to face said entrance and exit-ways.

8. A passenger car provided with a rear platform divided into an entranceway to the car in front of an elevated conductor's cab and an exitway from the car located at a lower plane by the provision of a stairway leading from the interior of the car.

9. A passenger car provided with a rear platform divided into an entranceway to the car in front of an elevated conductor's cab and an exit-way from the car located at a lower plane by the providing of a stairway from the interior of the car and closed by a movable door.

10. A passenger car having a rear platform divided into an entrance-way to the car closed by a movable door substantially in front of the conductor's cab elevated above said platform and an exit-way from the car at a lower plane than the platform and closed by a movable door.

11. A passenger car having a rear platform with a wide entranceway closed by a movable door opening inward and with a

conductor's cab elevated above said platform and an exitway from the car interior consisting of a stairway closed by a movable door opening outward.

5 12. A passenger car provided with a divided wide platform for separately entering and departing from the interior of the car, the exit from the car being at a lower plane than said platform and comprising a
10 stairway and the direct entrance and exits to

the interior of the car being provided with swinging doors operating in opposite directions.

In witness whereof, I have hereunto set my hand in the presence of two subscribing
witnesses. 15

WILLIAM S. TWINING.

Witnesses:

THOMAS M. SMITH,
J. WALTER DOUGLASS.