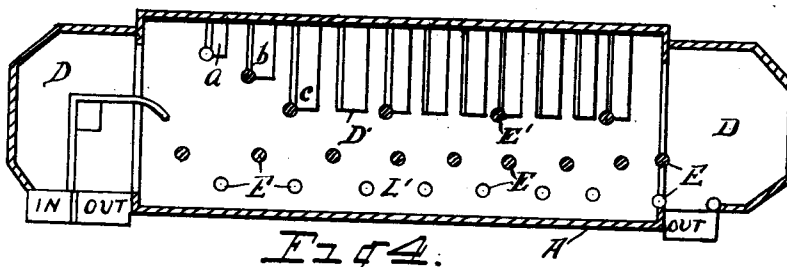
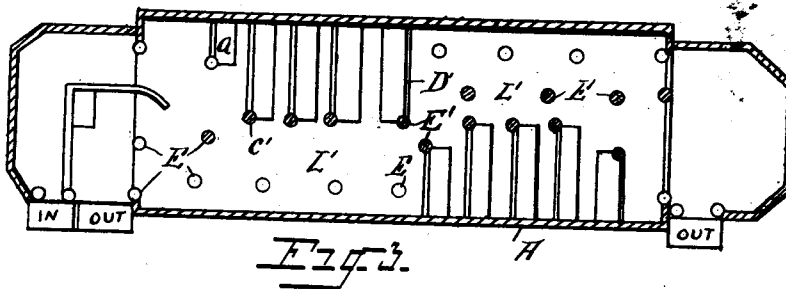
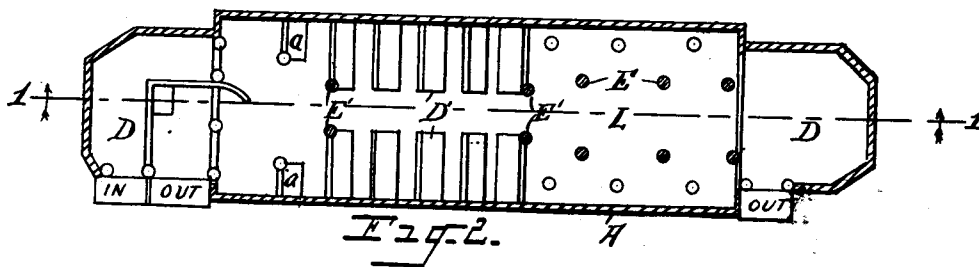
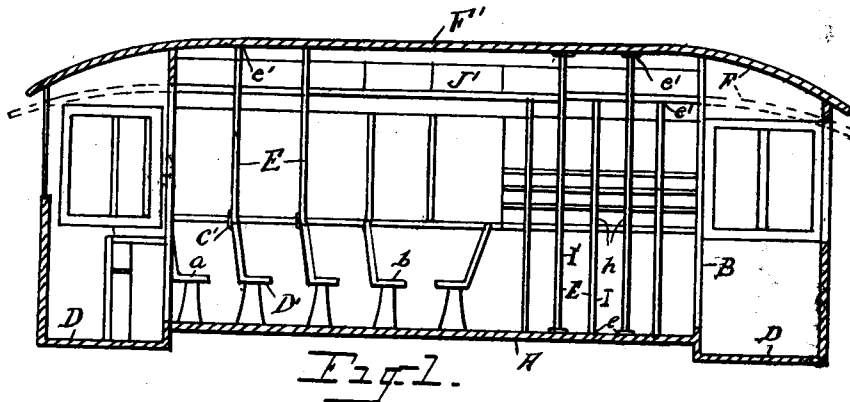


LE VERT CLARK.
COLONNADE CAR.
APPLICATION FILED MAR. 8, 1912.

1,033,540.

Patented July 23, 1912.



Witnesses

John Bunjiga
J. H. Perrault



Inventor

Le Vert Clark

UNITED STATES PATENT OFFICE.

LE VERT CLARK, OF DETROIT, MICHIGAN.

COLONNADE-CAR.

1,033,540.

Specification of Letters Patent.

Patented July 23, 1912.

Application filed March 8, 1912. Serial No. 682,473.

To all whom it may concern:

Be it known that I, LE VERT CLARK, a citizen of the United States, residing at Detroit, in the county of Wayne, State of Michigan, have invented a new and useful Colonnade-Car; 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 characters of reference marked thereon, which form a part of this specification.

This invention relates to street cars and the like.

It has for its object the better protection of standing passengers, than is now afforded by the short straps usually hung, from the ceiling or from a horizontal bar, below the transoms; and to save passengers from the jars of contact with the sides or corners of transverse handrails or seats. Instead of the straps, or the other dubious supports, that cause passengers to stand in unnatural, awkward and discomfiting postures, I propose to put a plurality of preferably slightly flexible poles, vertically placed, from the ceiling to the floor, where they are permanently secured within an open area, reserved as a lobby, loggia, or foyer, preferably at the forward end, or middle, of the car; except the portion used by the motorman, heating fixtures, exits or other purposes; and then put all the usual or desired number of permanent seats, crosswise; from the entrance, on each side of the aisle up to the lobby. So that passengers entering, say pay-enter cars, unless taking a seat, will not find inducement to loiter near the entrance or stop in the aisle; but be compelled perforce, to go forward where they may easily stand, with considerable comfort, aided by the poles in the lobby. When it comes to leaving the car these "steering poles" will enable them to make a quicker exit, without discommoding themselves or others; with the result of not detaining the car so long as now. Several seconds over-stop each time, makes many minutes derangement of schedules; particularly if the number of cars is increased during the rush

hours of large cities. There should preferably be no seats where people stand; which is suitably arranged for in the lobby portion both in the preferred and in its modified form and consequently no sprawling feet of seated passengers, to stumble over or avoid; when other passengers are entering, standing, or leaving, the car. Thus, the same number of seats, and a relatively greater area, of more conveniently arranged standing room, may be provided; than is now possible in cars of conventional make. Whereby the entrance and passageways will ordinarily remain clear, for the quicker movements of passengers entering and leaving the car. In its modified form the lobby may embrace all or as much as desirable, of the floor space; on either or both sides of the entrance, exits and the aisle, with seats opposite and preferably placed with their backs or their ends toward the lobby; on which seats may be placed auxiliary poles E'. The poles may also serve to strengthen the roof, when attached to the ceiling, by preventing its vibration, up and down.

Among its advantages, the steering pole is not liable to cause discomfort to passengers, who might otherwise be thrown against the corners of rails, or seats, or against passengers sitting in the badly located lengthwise seats now used, by the lurching of the car; sometimes resulting in embarrassment or serious injury. It is obvious that holding on to the poles in standing or steering from one to the other, gives a passenger a better footing and a dignified feeling of confidence; that relieves the situation of the ridicule, attached to the threadbare name of "strap hanger". Which ubiquitous person, in superior numbers, wrongfully or not, has never failed to inflict punishment, in one way or another, on every railroad company that produces the hypercritical species. The poles act better than straps or rails, as fenders, to prevent standing passengers, or those moving in any direction, from losing their heads, feet or their temper; because straps are practically out of reach, to the majority of travelers; and transverse or horizontal handrails, and corners, are too rigid and

they hurt and are anyhow too much in people's way, unless they are protected by poles attached thereto and overhead. Among further advantages claimed: it is a part of
 5 "good railroading" and wise municipal supervision, to suitably provide, for a car to carry as many passengers each trip standing, as well as seated, as it can comfortably hold; and have as small a number of cars
 10 in operation, as possible, to handle the traffic. Because the fewer the cars, the fewer are the stops, with better service generally, and less interruption of time schedules and street traffic. Which matters are for the serious
 15 consideration of the "powers-that-be" in large cities; particularly for the busy or rush hours, morning, noon and evening; likewise for church and theater hours, fairs, baseball, and other special occasions;
 20 especially at cross-overs or intersecting streets, where strings of cars and street vehicles are already too much delayed by similar opposing lines slowly passing through; likewise there are numerous me-
 25 andering pedestrians and vehicles in the way. To "double the number of cars so as to give everybody seats",—which people would be compelled to occupy many minutes longer, because of the extra time re-
 30 quired to despatch so many unnecessary cars, crossing each other to destination, to again return,—would be augmenting the difficulty and delay, instead of improving car service and the congested conditions of
 35 street traffic. Only political folly would urge it. Most streets are already overcrowded with people, horses, wagons, automobiles, cars and vehicles generally. With the colonnade cars, fewer in number, for a
 40 larger number of people; the time that would be occupied by passengers, actually standing comfortably,—“think on it”;—would be relatively so much shorter than now, that people would naturally prefer to
 45 remain standing, if aided by the poles, for a shorter time; than even to be seated, for a much longer time; on trips up to two miles and over; when the cars are usually sufficiently emptied to give, the remaining pas-
 50 sengers, seats, to the quicker termination of their respective journeys.

In the drawings: Figure 1 is a vertical central section on line 1—1 of Fig. 2 through center of aisle, of a car embodying
 55 this invention; Figs. 2, 3, and 4 are horizontal sections above the seats; Figs. 3 and 4 showing modifications; Fig. 5 is a longitudinal central section and Fig. 6 is a cross-section, of a preferred detail.

60 The term "lobby" as used herein means colonnade, in its preferred sense, a particular arrangement of a reserved portion of the inside of a street car and the like; by removing the seats and placing, there instead,

clear, vertical poles at convenient intervals 65 apart; and securing them overhead and to the floor below; so that passengers may hold on to said poles while standing or walking around them unobstructed, at least by seats, transverse hand rests or horizontal rails and 70 the like or by the feet of seated passengers. And in its modified use the lobby, as herein defined, may have adjacent and auxiliary poles secured overhead and also below, at- 75 tached to seats, or to the backs of seats adjacent to the lobby so that the feet of seated passengers will not be in the portion reserved for standing passengers.

D is the platform or floor of the vestibule, preferably lower than the floor of the car 80 body A.

B is the end wall.

Provision is made for a lobby L at one end, the full width of the car and extending back toward the entrance as far as desirable. 85 As modified, L' is a lobby on one side of the aisle. The seats D', preferably are for two or three passengers, each, and non-collapsible; and placed immovable and facing forward in the usual way; but the seats, 90 next to or adjacent to the lobby portion will have their backs or ends toward the lobby, to segregate the seated from the standing passengers. The seats *a*, *b*, and *c* may be for one, two and three passengers each. 95 Preferably when the seats are across the aisle from the lobby, poles E' may be placed from the corners of the seats and secured overhead or similarly secured on any seat, as at *c'* to operate as auxiliary poles to the 100 preferred form of lobby. To properly balance the car there should preferably be as much of the lobby on one side of the aisle as on the other; and the same arrangement of seats, in high speed cars, Figs. 2 and 3. 105 But this caution is not necessary in slower street service where the lobby may be all on one side and seats on the other, Fig. 4.

E, E, are slightly flexible poles placed vertically in the lobby at convenient inter- 110 vals apart, on each side of the exit passageway and attached to the floor at *e*, to the ceiling at *e'*, and below on seats at *c'*; the place of attachment, always overhead and below may be either underneath the transom 115 J' or in the highest roof portion F', above the transoms or in any place overhead, for example vestibule roof F or by other suitable arrangements. The space below around the poles, preferably should be free of all ob- 120 structions that would usually prevent walking around them except near the entrance or exits.

In its modified form, Fig. 6: I is the core of the pole; made, for example, of steel rod 125 or pipe in a wooden pole or of any suitable form or material; but preferably of elastic pipe of approximately two inches in diam-

eter including a covering I' of any suitable material; such for example as rubber, leather, paper, or a textile for the like purpose. This covering serves to prevent the 5 chill of metal to the hand when grasping it for a length of time in extremely cold weather and may be limited only to the portion in easy reach of the hand. But in its simpler form the pole may be a smaller solid 10 rod or a pipe without the covering I'; or a cable, used, in this particular way, in the same sense, as a pole. Midway of the pole is a place h, of considerable lateral resiliency in all directions, when the pole is, in any 15 manner, firmly secured at each end. Which feature softens the impact of a body colliding with it. The poles sparsely placed however, will preferably be not too yielding or overmuch elastic, or placed in direct line of 20 the exits; or have horizontal bars or handrails connected thereto or any permanent obstructing means, around about below. Whereby a sort of place, may be formed to "rally around the poles", where conversa- 25 tion may be enjoyed, as in a foyer.

What I claim is:

1. In a street car and the like, the combination of a reserved portion thereof, inside the car, wherein standing passengers may be 30 segregated from passengers outside the reservation; and the particular arrangement of a plurality of poles, placed vertically in the reservation at convenient intervals apart and secured overhead, and, at their bases, to the 35 floor with attachments, thereto, only overhead and at their bases; the said reservation and the poles therein being free and clear of obstructing elements that would prevent full contact by passengers with the surface of the 40 poles in reach of the hand; and likewise free and clear of seats that would place the feet of passengers, seated therein, in a position of possible and mutual interference with any other passenger who may be standing anywhere near and holding on to a pole in the 45 reservation.

2. In a street car and the like, the combination of a reserved portion thereof, inside the car, wherein standing passengers may 50 be segregated from passengers outside the reservation; the particular arrangement of a plurality of poles, placed vertically in the reservation at convenient intervals apart and secured overhead and, at their bases, to the 55 floor; and a plurality of auxiliary poles placed vertically upon portions of seats in proximity to but outside the area covered by the aforementioned poles, to form a modified reservation having seats; which auxiliary poles are likewise secured overhead and, 60 at their bases, to the seats; whereby the feet of seated passengers may not be placed in a position of usual and mutual interference with the standing passengers who may be

holding on to any of the said poles in the 65 modified reservation, having seats situated as described.

3. In a street car and the like, the combination of a reserved portion thereof, inside the car, wherein standing passengers may be 70 segregated from passengers outside the reservation; and the particular arrangement of a plurality of poles elastically and vertically placed in the reservation, at convenient intervals apart and secured only overhead, 75 and, at their bases; the poles may be composed of a central core partially covered by a different material of less conductivity of heat than the core itself.

4. In a street car and the like, the combination of a reserved portion thereof, inside the car, wherein standing passengers may be segregated from passengers outside the reservation; and the particular arrangement 80 of a plurality of cables, named and used in the same sense and way as poles, placed vertically in the reservation, at convenient intervals apart and secured overhead and below; so that the cables, acting as poles, may serve as holding means for passengers standing 85 in the reservation and in the adjacent aisles.

5. In a street car and the like, the combination of portions devoted to seated passengers; and lobby portions, which may be 90 devoid of seats; in which seated portions the seats are of conventional make and faced away from the lobby; and, which lobby portions have a plurality of poles placed vertically therein, at convenient intervals apart, 95 and secured overhead and below; which poles are clear and free of obstructing attachments roundabout; so that the seated portions may accommodate passengers in the usual way; and the poles, of the lobby portions, may serve as safe and convenient holding 100 means, for persons standing as in a foyer; and steering means, when leaving the car.

6. The combination, with a street car and 110 the like of a lobby inside the car and a plurality of poles placed vertically therein and secured, overhead and below; which poles are clear and free of obstructing attachments roundabout; and usable by passengers, substantially as described. 115

7. The combination with a street car and the like, of a lobby, which lobby is composed of a plurality of portions of the car separated from each other by other portions of 120 the car; in which lobby, poles are vertically placed and secured therein overhead and below; which poles are clear and free of obstructing adjuncts transverse handrails, seats and attachments roundabout; so that 125 the poles may serve as holding means for standing passengers and steering means for passengers leaving the car.

8. The combination with a street car and
the like, of a plurality of conventional seats
placed therein, and auxiliary lobby poles
vertically placed therein and secured, to the
5 seats and overhead, to form a modified res-
ervation comprising a part of the segregated
standing reservation of the character de-
scribed; so that the seats may serve to ac-
commodate passengers in the usual way and

the poles may furnish holding means for 10
standing passengers and steering means for
passengers leaving the car.

In testimony whereof, I sign this specifi-
cation in the presence of two witnesses.

LE VERT CLARK.

Witnesses:

W. W. BUTLER,
H. R. MARTIN.

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