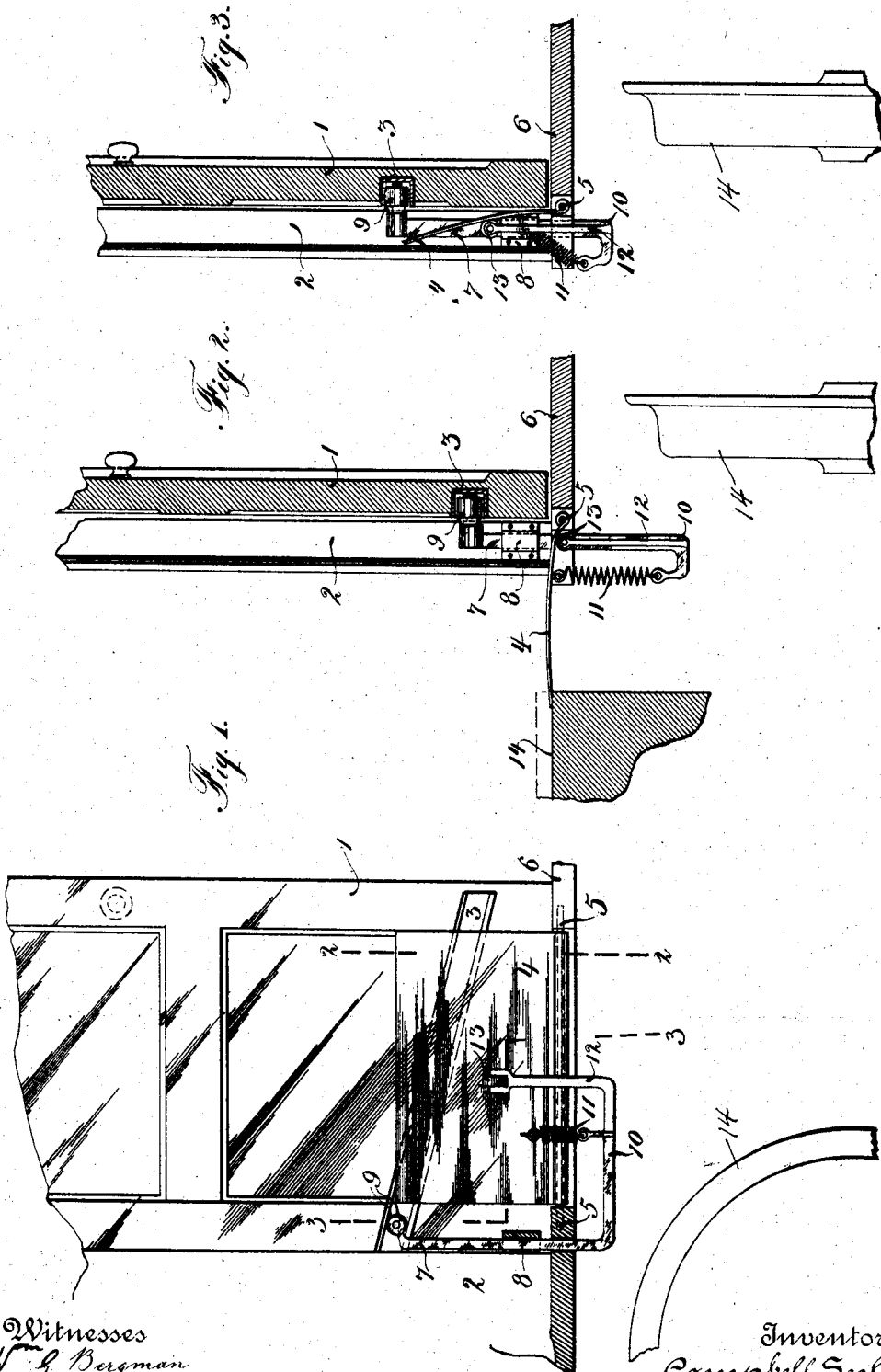


No. 784,233.

PATENTED MAR. 7, 1905.

C. SCOTT.
EXTENSIBLE CAR PLATFORM.
APPLICATION FILED DEC. 30, 1904.



Witnesses
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CAMPBELL SCOTT, OF EAST ORANGE, NEW JERSEY.

EXTENSIBLE CAR-PLATFORM.

SPECIFICATION forming part of Letters Patent No. 784,233, dated March 7, 1905.

Application filed December 30, 1904. Serial No. 238,909.

To all whom it may concern:

Be it known that I, CAMPBELL SCOTT, a citizen of the United States, residing at East Orange, New Jersey, have invented certain new and useful Improvements in Extensible Car-Platforms, of which the following is a clear, full, and exact description.

This invention relates to that style of extensible platform which will automatically be caused to bridge a space between a car and a station-platform by the opening of the car door or gate.

The object of this invention is to provide an improved construction of mechanism for automatically operating said platform, preferably so that said extensible platform will be resiliently held against the station-platform, though the heights of the car and station-platforms may vary.

A further object is to provide a mechanism for operating such platform from a door sliding within a casing.

To carry out this invention, I provide a platform, preferably pivoted to the outer edge of the car-platform, while to the door, preferably a sliding door, I connect a mechanism adapted upon the closure of the door into its casing to lower the extensible platform into a position with its outer end upon the station-platform. Such mechanism is also adapted to positively raise said platform, preferably against the car-door within the outer line of the car-body, when the car-door is closed.

I am aware that variations in construction may be made without departing from the scope of my invention as claimed, a specific embodiment of which is illustrated and described in the accompanying drawings and in the following description.

In the drawings, Figure 1 is a side elevation of so much of a car-door and its casing as is necessary to a complete understanding of my invention. Fig. 2 is a sectional view on the line 2 2 of Fig. 1 when the car-door is open, and Fig. 3 is a sectional view on the line 3 3 of Fig. 1 when the door is closed.

A door 1 is mounted so as to slide within a casing 2 in any well-known manner. Upon the outer surface at an angle to the horizontal I provide a slide-groove 3. The pivoted

platform 4 is mounted in bearings 5 adjacent to the outer edge of the car-platform 6 and far enough back or inwardly of the outside line of the casing 2 to permit it in its upright position to entirely come within the recess in front of the door, which is set inward from the outside line of the car-casing. In the casing 2, to one side of door 1, I locate a vertical rod 7, sliding on a guide 8 and provided with a roller 9 at right angles to it and at its upper end engaging the groove 3. The rod 7 is provided at its lower end with a horizontal member 10, attached to the pivoted platform 4 by a spring 11. A second vertical member 12 may be also provided with a roller 13 at its end.

In operation when the door 1 is thrown to the left the slide-groove 3 forces the roller 9 and rod 7 down into the position of Fig. 2. The spring 11 is thus tensioned, drawing the platform 4 over until it rests against the edge of the station-platform 14. This is possible because the detaining member 12 has also moved down with the rod 7, so as to allow said platform 4 to be swung outwardly.

When the car-door 1 is closed the roller 9 occupies the position of Fig. 3, having been drawn up into that position by the slide-groove 3, thus lifting the member 12 vertically, which in turn abuts against, lifts, and imprisons the platform 4 in the recess in front of the door and out of harm's way so long as the door 1 remains closed.

What I claim is—

1. A car-door, a platform and mechanism connecting them, consisting of means for operating the platform upon closing the door and resilient means for operating the platform when opening the same.

2. A car-door, a pivoted platform and mechanism connecting them, consisting of positive means for raising the platform simultaneously with the closing of the door, and resilient means for lowering the platform simultaneously with the opening of the door.

3. A sliding car-door and its casing in combination with a platform, mechanism connecting the door and platform consisting of positive means for lifting the platform upon closing the door, and means for lowering the

platform and operated by the opening of the door.

4. A sliding car-door and its casing, a slide-groove in said door, in combination with a
5 pivoted platform, a rod having a roller upon which the slide-groove bears, and a spring connecting the platform and rod.

5. In combination, a car-door sliding with-
in a casing, said door being located inwardly
10 of the outer surface of said casing whereby a recess is formed, a platform adapted to fold

up into said recess when said door is closed, and means operated by the closing and opening of said door for raising and lowering said platform.

Signed at New York, N. Y., this 29th day
of December, 1904. 15

CAMPBELL SCOTT.

Witnesses:

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