W. S. ADAMS.

PASSENGER CAR.

APPLICATION FILED JULY 28, 1910.

1,011,704.

Patented Dec. 12, 1911.

2 SHEETS—SHEET 1.

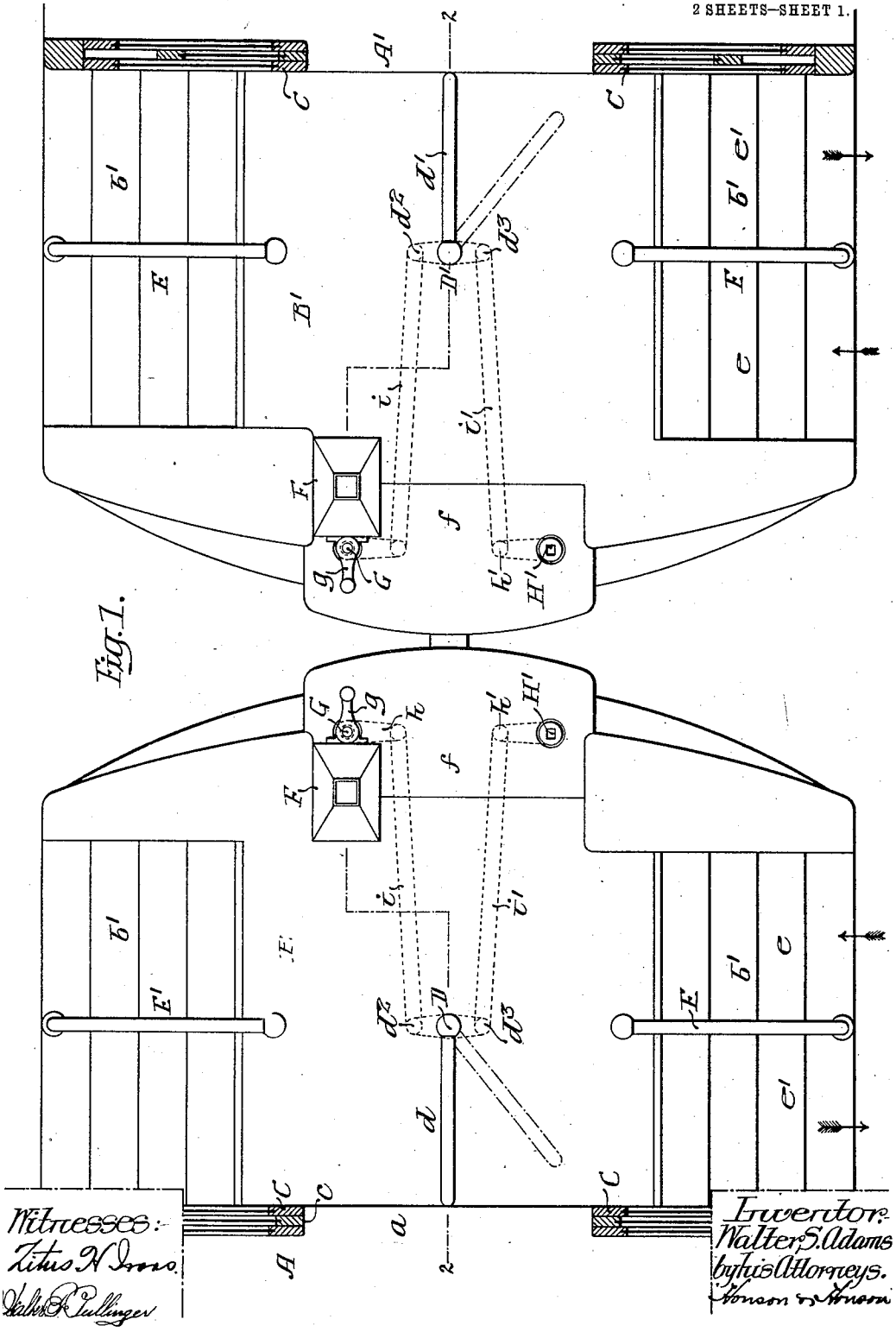

Fig. 1.

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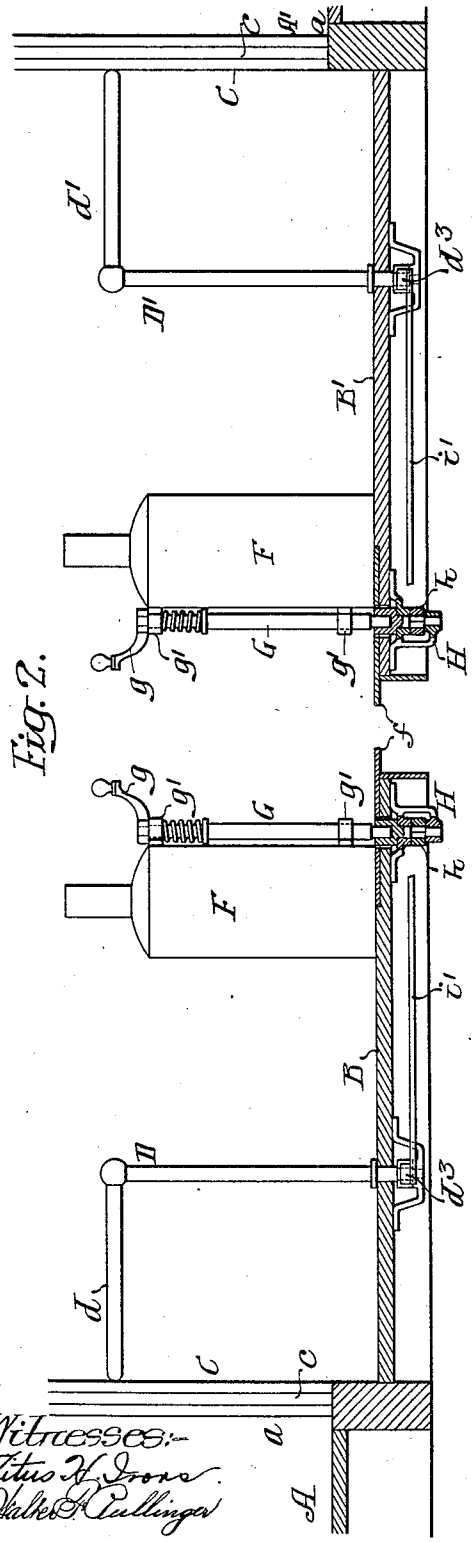

Fig. 2.

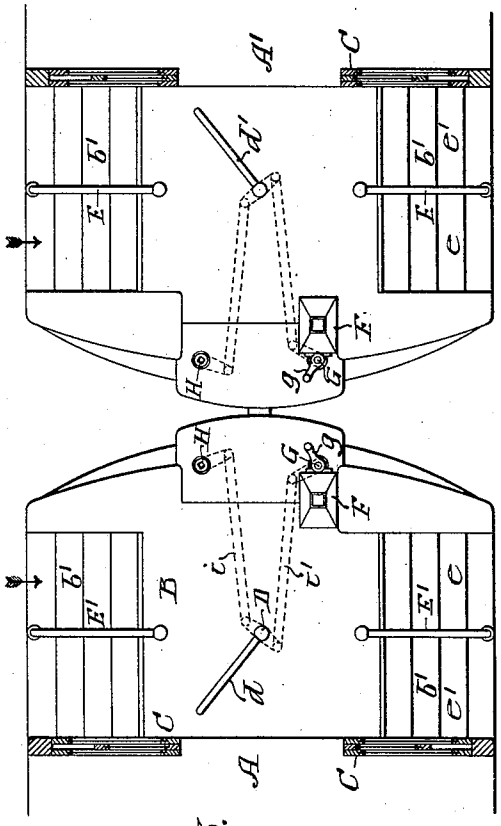

Fig. 3.

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UNITED STATES PATENT OFFICE.

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PASSENGER-CAR.

1,011,704. Specification of Letters Patent. Patented Dec. 12, 1911.

Application filed July 28, 1910. Serial No. 574,304.

To all whom it may concern:

Be it known that I, WALTER S. ADAMS, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain Improvements in Passenger-Cars, of which the following is a specification.

My invention relates to certain improvements in passenger cars in which the passenger pays a fare on entering the car.

The present invention relates to certain improvements in the cars when used in train service where two or more cars are coupled together, and the object of the invention is to so construct the cars that a single conductor can control entrance and exit of passengers to and from the two coupled cars, a fare box and operating lever being arranged on each car.

In the accompanying drawings,—Figure 1, is a sectional plan view illustrating the platform ends of two cars coupled together and showing my invention; Fig. 2, is a longitudinal sectional view on the line 2—2 Fig. 1; Fig. 3, is a view of a modification.

A is the body of one car and A′ the body of another car.

B is the platform of one car and B′ is the platform of the other car. These two cars are coupled together.

The body portion of each car is separated from the platform by a partition C, which in the present instance has two sliding doors *c* to close the passageways *a*—*a*. At the side of each platform are steps *b*—*b*′ and E—E′ are rails extending transversely so as to form two passageways *e*—*e*′.

e is the ingress passageway and *e*′ is the egress passageway.

D is a post on the platform B, preferably on a line with the rails E′, and also in line with the center of the car, and D′ is another post on the platform B′ similarly situated to the post D. On the post D is an arm *d* extending toward the passageway *a* in the partition C, and on the post D′ is an arm *d*′ which extends toward the openings *a* in the partition *c* of the other car. At the end of each car is a passageway *f* and when the cars are coupled, as in Fig. 1, a person can pass from one platform to the other through the passageway.

F is a fare box located at one side of the passageway *f* in each car, and this fare box is so located that passengers on entering the car must pass the fare box and deposit the fare therein. This fare box can be shifted from one side of the passageways *f* to the other, according to which side of the car is used for the entrance and exit of passengers. At one side of the fare box and preferably attached thereto is a vertical shaft G having an arm *g*. This shaft is adapted to a socket in the short shaft H adapted to bearings in the platform of the car. The bearings *g*′ for the shaft G are carried by the fare box so that when the fare box is shifted from one side to the other of the car the shaft G is moved with it and when the fare box is in place the shaft G is coupled with the shaft H in such a manner that the shaft H will be turned when the handle *g* is operated. On the lower end of the shaft H is an arm *h* and on the lower end of the posts D—D′ is an arm d^2. Connecting the arms *h* with the arms d^2 are rods *i*, so that when the handle *g* of the shaft G is turned the dividing arm *d* will be turned either to allow passengers to pass through the exit passageway from the car or will block said passageway. A duplicate set of mechanism is located on the opposite side of the car. H′ is the shaft of this mechanism, *h*′ is an arm connected to the shaft, d^3 is an arm connected to the posts D—D′, and *i* is the connecting rod. When these parts are in the position indicated in Fig. 3, the arms *d*—*d*′ block the exit passageway leading to the opposite side of the car. If the parts are in the position illustrated in Fig. 1, then *e*—*e* are the ingress passageways at one side of the car and *e*′—*e*′ are the exit passageways, the arms *d*—*d*′ being in the central position illustrated by full lines in Fig. 1.

Persons entering the car will pass around the posts D—D′ and deposit the fare in the fare box and enter the car body through the passageway farthest from the side of the platform at which they boarded. The persons leaving the car will pass from the body portion through the passageway *a* and down the exit step *e*′. When all the passengers have left the car and there are a number of passengers to enter the car, then the conductor can shift the arms *d*—*d*′ to the position indicated by dotted lines, Fig. 1, then persons can enter the car by the steps of each passageway *e*—*e*′ on each side of the rail E and pass around the posts D—D′ and deposit their fares in the box. The passage into the car will be increased so that the full width of the passageway *a* is available

for passengers entering the car. When the opposite side of the car is used for entrance and exit, then the fare boxes F and shafts G are moved to the opposite side of the platform, as illustrated in Fig. 3, and the entrance and exit of passengers to and from the car can be controlled in the same manner as described above in reference to Fig. 1.

The passengers are free to pass from one car to the other, depositing their fare into either one of the fare boxes.

I claim:—

1. The combination in a passenger car, of a vertical shaft forming a post and located on the platform some distance from the entrance to the car body, an arm on the shaft projecting toward said entrance and arranged to control the exit of passengers from the car body, an arm on the shaft under the platform, a vertical shaft at the end of the platform, an arm on said shaft, a rod connecting the said arm with the arm of the shaft forming the post, so that when the shaft at the end of the platform is turned the shaft forming the post will also be turned.

2. The combination of two passenger cars coupled together, each passenger car having a vertical shaft forming a post and located on the platform, and each shaft provided with an arm projecting toward the passageway leading into the body of the car, a fare box on each platform, a shaft having a handle located adjacent the fare box, and means connecting the said shaft with the shaft forming the post, with a rail on each platform forming ingress and egress passageways.

3. The combination of two cars, each having platforms, the cars being coupled together, steps at each side of each platform, rails dividing the steps into ingress and egress passageways, a vertical shaft on each platform forming a post, an arm extending from each shaft toward the interior of the car, a passageway leading into the interior of the car, means at the end of each car for moving the arms so as to open or close the passageways leading from the interior of the car to the exit passageway at the side of the platform.

4. The combination of two passenger cars coupled together, a passageway at the end of each car so that passengers can pass from one car to another, fare boxes at one side of each passageway, steps at each side of the platform, rails on the steps forming ingress and egress passageways, a transverse partition dividing the body of each car from the platform, a passageway in each partition, a vertical shaft forming a post on each platform in front of the passageway and midway between the two sides of the car, an arm on the post for controlling the exit of passengers through the passageway in the transverse partition to the egress passage at the side of the car, a shaft on each car at the end of the platform for moving said arm, connections between the shaft and the shaft forming a post, so that a single conductor can operate the arms on the two cars.

5. The combination in a passenger car having a platform, a passageway leading from the platform to the body of the car, a vertical shaft forming a post at the center of the platform having an arm extending toward the passageway leading into the body of the car, a passageway at the end of the platform, a detachable fare box adapted to be located on either side of the said passageway, a detachable shaft at one side of the fare box and having an operating arm, and means for connecting said detachable shaft with the shaft forming the post, so that on turning the operating arm the arm of the shaft forming the post will be moved from one position to another.

6. The combination of two passenger cars coupled together, each passenger car having a platform, steps on each side of the platform, rails dividing the steps into ingress and egress passageways, a vertical shaft forming a post and located at the center of the platform midway between the two rails, an arm on each shaft projecting toward the body of the car, a passage at the end of each platform so that passengers can pass from one car to the other, a detachable fare box on each platform adapted to be located at either side of the passageway at the end of the platform, an operating shaft at the side of each fare box, and means for connecting the operating shaft with the shaft forming the post, whereby the arm carried by the post can be shifted on operating the shaft at the fare box.

7. The combination in a passenger car of a body portion, a platform, a partition separating the body portion from the platform and having a passageway therein, a shaft forming a post located on the platform in front of the passageway, a vertical shaft under the platform having an arm, and an arm on the shaft forming the post, a rod connecting the two arms, a detachable shaft, an operating arm thereon and means for coupling the shaft with the short shaft under the platform.

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

WALTER S. ADAMS.

Witnesses:
ALFRED N. HARGROVE,
ALBERT R. BRYANT.