

UNITED STATES PATENT OFFICE.

EDGAR F. MANN, OF DETROIT, MICHIGAN, ASSIGNOR OF ONE-HALF TO
FORD STARRING, OF SAME PLACE.

CAR-STORAGE ARRANGEMENT.

SPECIFICATION forming part of Letters Patent No. 567,487, dated September 8, 1896.

Application filed November 20, 1895. Serial No. 569,578. (No model.)

To all whom it may concern:

Be it known that I, EDGAR F. MANN, of Detroit, in the county of Wayne and State of Michigan, have invented a new and useful
5 Improvement in Car-Storage Arrangements, of which the following is a specification.

My invention consists in an improvement in car-storage arrangements intended to facilitate the removal of cars from a building
10 in case of fire.

The drawing is a diagrammatic elevation of my invention.

In operating electric railways it is customary to store the cars, when not in use, in a
15 building provided with one or more tracks, and to leave the trolley out of contact with the trolley-wire above the tracks when the cars are stored to prevent accidental moving thereof.

It sometimes happens that the building in which cars are stored takes fire and it is impossible for attendants to gain access to the building in order to get the cars out, and as cars are ordinarily stored it is impossible to
20 get them out of the building unless some attendant can get access to them. I entirely avoid this difficulty and render the cars readily and easily removable from a burning building so long as the trolley-wires and tracks
25 remain in condition for service by the hereinbelow-described arrangement.

D represents a building or car-barn, shown for purposes of illustration as containing three tracks, A, B, and C, connected with and
35 branching from a main track M. Of course there may be any number of tracks, and these tracks may be connected with switches, as shown at L.

E, F, and G represent three trolley-wires, extending over the respective tracks A, B, and C into the building D, and each connected with the main trolley-wire M, or with a feeder, so as to receive current therefrom. At a point preferably outside of the building
40 D, but which may be within the building if desired, so long as it is outside of the point of contact of the trolley of the outside car on the track A, B, and C with the trolley-wire, I break the trolley-wire, as shown in the
45 drawing, and connect the two ends, as shown, by the conductor *e e* with a switch J, there

being preferably a switch K for the trolley-wire E, another switch I for the trolley-wire F, another switch H for the trolley-wire G, the conductors *f f* and *g g* connecting said
55 trolley-wire with said switches, and so on; or, if preferred, there may be a single switch provided with a number of points for the different trolley-wires, or all the switch-handles may be operated upon one lever, though
60 I prefer independent switches for each trolley-wire.

The operation of my invention is as follows: Switch J, which is shown as opened in the drawing, is closed and a line of cars run into
65 the barn D on track A. When this track is full, the switch J is opened, thus cutting off the current from that part of trolley-wire E which is within building D. An attendant then places the trolley of each car on
70 track A in contact with the trolley-wire E and sets the controller of each car in proper position to move the car at a low rate of speed along track A toward the main track M, and the cars can be safely left in this condition,
75 as no current will pass to their motors. The other tracks B and C when used are filled up in the same way and the same adjustments used. If, now, it becomes necessary for any reason to get the cars out of the building,
80 and it is difficult or dangerous for an attendant to get access thereto, simply closing the switch J will cause all the cars on track A to move slowly toward the door, and if any car except the last happens to be disabled it will
85 be pushed out by the car or cars behind it, and thus all the cars can be removed safely and rapidly from the building. If side tracks are used in said building in connection with the single entrance-tracks, as is sometimes
90 used, the switch L may be connected by a rod K with a switch-lever outside of the building, in which case the trolley-wire leading to said side track across said switch may be provided with a separate switch, such as
95 is herein shown for the main tracks. Of course it will be understood that the breaks in the trolley-wires E, F, and G, although represented in the drawing as of considerable dimensions, will be so small that the trolley-wheel will not make too large a spark in passing
100 said break, and I prefer to so make this

break that the trolley-wheel will make contact with one part of the wire before it breaks contact with the other part.

What I claim as my invention, and desire
5 to secure by Letters Patent, is—

1. In combination with a building for storing trolley-cars having therein a track and trolley-wire extending above said track, a break in said trolley-wire near the entrance
10 to said building, and a switch located outside of said building adapted to throw said trolley-wire in and out of circuit, substantially as and for the purposes set forth.

2. The combination with a track and a side track contained within a building, of trolley- 15 cars and trolley-wires extending above said tracks, means for throwing said trolley-wires in and out of circuit from a point without the building, and means for operating the switches connecting said tracks from a point 20 also without the building, substantially as and for the purposes set forth.

EDGAR F. MANN.

Witnesses:

DENTON GUINNESS,
AMELIA J. WILLIAMS.