

L. E. PADEN.
PASSENGER RAILWAY CAR.
APPLICATION FILED APR. 2, 1909.

941,807.

Patented Nov. 30, 1909.

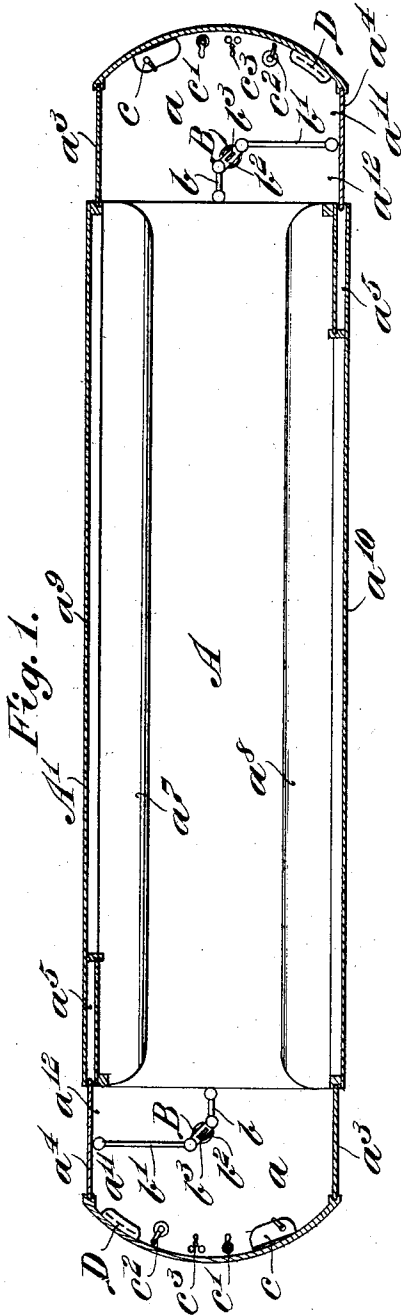
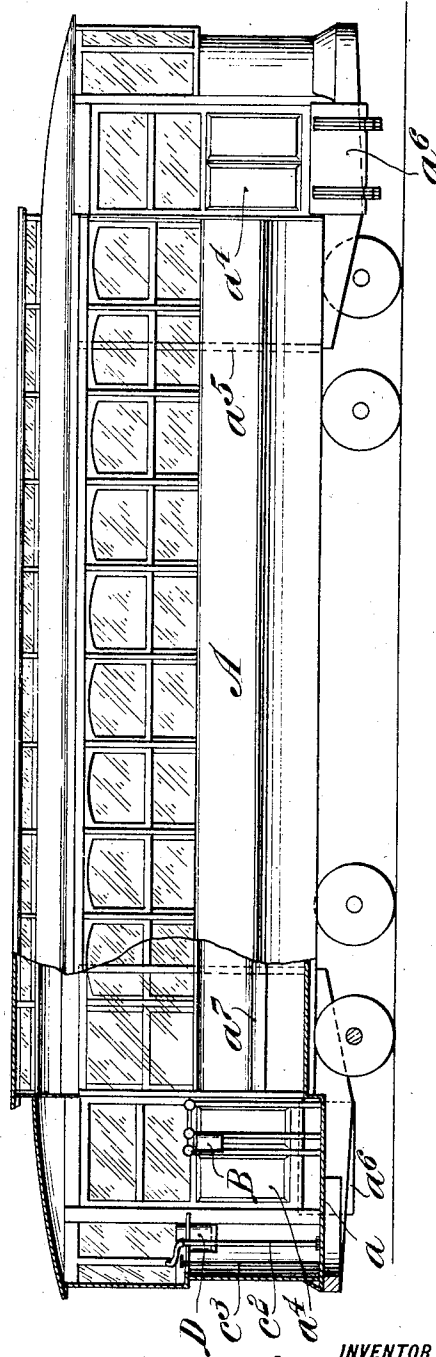


Fig. 2.



WITNESSES:

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LEWIS E. PADEN, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO PAY-WITHIN-CAR COMPANY, OF WILMINGTON, DELAWARE, A CORPORATION OF DELAWARE.

PASSENGER RAILWAY-CAR.

941,807.

Specification of Letters Patent.

Patented Nov. 30, 1909.

Application filed April 2, 1909. Serial No. 487,453.

To all whom it may concern:

Be it known that I, LEWIS E. PADEN, 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 Railway-Cars, of which the following is a specification.

My invention relates to a type of passenger car which has become well known as "Pay-within-cars" except by the present arrangement of such car the conductor is an automaton, that is, an automatic operating ticket and change appliance, each passenger procuring a ticket or making change at the automatic ticket and change appliance before depositing the fare then into a receiver provided and arranged so as to be located in full view of the motorman's station. The motorman not only controls the operation of the car with respect to starting and stopping but also the inspection of passengers entering and departing and fare paying by passenger. Such a car is especially intended for short runs or suburban points and the car of my invention has been designed particularly, to economize in the operation of such a car by having only a motorman, an automatic change and ticket appliance and a fare or ticket receiver for the defined purposes, but nevertheless the motorman is not required to either handle money or tickets of the riding public, but simply to inspect or oversee the passengers' acts, as well as safeguard as far as possible, the car traveling passengers.

My invention stated in general terms, consists of a passenger railway car constructively arranged for operation in substantially the manner hereinafter described and claimed.

The nature 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, in which—

Figure 1, is a longitudinal sectional plan view through a car embodying main features of my said invention; and Fig. 2, is a side elevational view, which at one end partly as shown, is in broken section, to disclose the particular arrangement of a passenger car thereat of my said invention:

Referring to the drawings A, is a double

end vestibule passenger car having one of the sides a^3 , of the respective vestibules a and a^1 , closed, and the opposite side provided with a movable or sliding door a^4 , which as shown is arranged to enter a pocket a^5 , by suitable door operating means not shown, but which may be of any of the well known types, familiar examples of which may be found in the U. S. Letters Patent No. 824,209, of June 26th, 1906, and No. 870,051, of November 5th, 1907. The movable door a^4 , on one side only of each vestibule a or a^1 , may be provided beneath with either a stationary or a folding step a^6 , as shown in Fig. 2. In the interior the seats a^7 , a^8 , may be arranged either lengthwise and extending from the respective sides of the car a^9 , a^{10} , as shown in Fig. 1, in order to provide a wide central aisle the whole length of the main car-body A^1 , or the seats may be arranged crosswise, in any well understood manner.

In each vestibule a or a^1 , located centrally as to the length on the side provided with an entrance-way a^{11} , and an exitway a^{12} , Fig. 1, is arranged a curved railing divided into two sections b and b^1 , in which is inserted a receiving box or can B, provided with handles b^2 , for readily inserting and removing from an operative position. Each can or box is provided with a slit b^3 , in the lid or cover, for permitting through the slit of the depositing of the fare, whether tickets, transfer-slips or cash.

In front, in each of the vestibules a and a^1 , are located a controller c , air and emergency brakes c^1 and c^2 , and a hand-lever c^3 , for operating the movable door a^4 , by mechanism, not shown, on one side of each vestibule only. By this arrangement of car the passenger enters and departs from but one side of the car, as clearly illustrated in Fig. 1.

To one side of the ordinary electrical devices or mechanical appliances for operating a motor car is located an automatically operating ticket and change appliance D, operated either by a push-button or a lever. This appliance may be of any of the known vending types, changed to such extent as to adapt the same to the particular defined use in a car and to be operated in each instance by the passenger upon entering the car, to procure a ticket or to make change thereat, so as to be able to deposit the required amount as a fare, for the ride, in the re-

ceiving can or box B, a part of the railing, dividing each vestibule a and a^1 , into an entrance-way and an exit-way to and from the main-body of the car.

5 Such a car as above described has several features of advantage in use, first, that of economy in operation; and second the assurance of getting each fare of the passengers, because a passenger once in the vestibule of the car cannot leave before the
10 motorman operates the door controlling the opening and closing of both entrance-way and exitway from the end vestibule of the car.

15 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 an end vestibule, means to divide the vestibule into an
20 entrance-way and an exitway, a door for normally closing both ways adapted to be operated by a motorman, a fare receiving device detachably connected with the means

dividing the vestibule into the said entrance-way and exitway and mechanical means located in the vestibule for supplying tickets
25 and making change, substantially as and for the purposes described.

2. A passenger car having an end vestibule, means to divide said vestibule into entrance and exitways, a door for normally closing both ways and adapted to be operated by a motorman, a fare receiving device forming part of the means dividing said
30 vestibule into the said entrance and exitways and mechanical operating ticket and change making means located adjacent to said entranceway in said vestibule, substantially as
35 and for the purposes described.

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

LEWIS E. PADEN.

Witnesses:

J. WALTER DOUGLASS,
THOMAS M. SMITH.