

939,919.

F. X. MALOCSAY.
CAR DOOR.
APPLICATION FILED DEC. 9, 1908.

Patented Nov. 9, 1909.
2 SHEETS—SHEET 1.

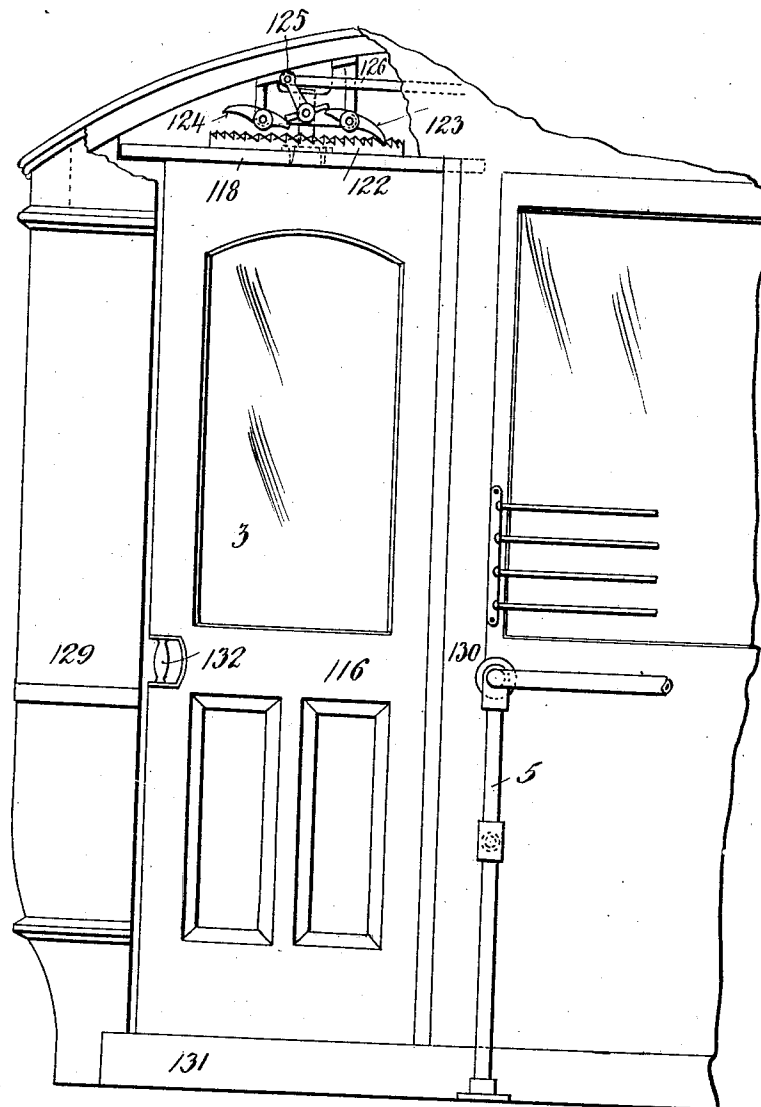


Fig. 1

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2 SHEETS—SHEET 2.

Fig. 2.

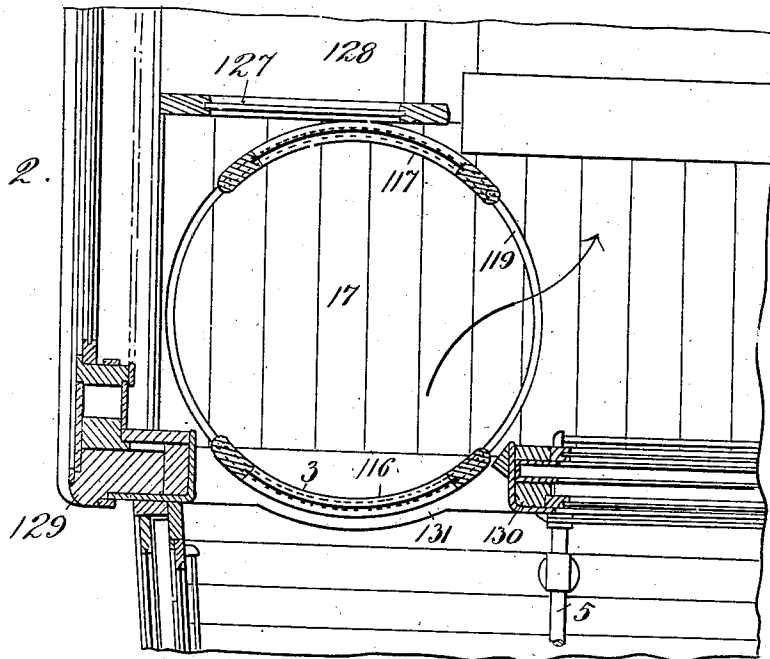
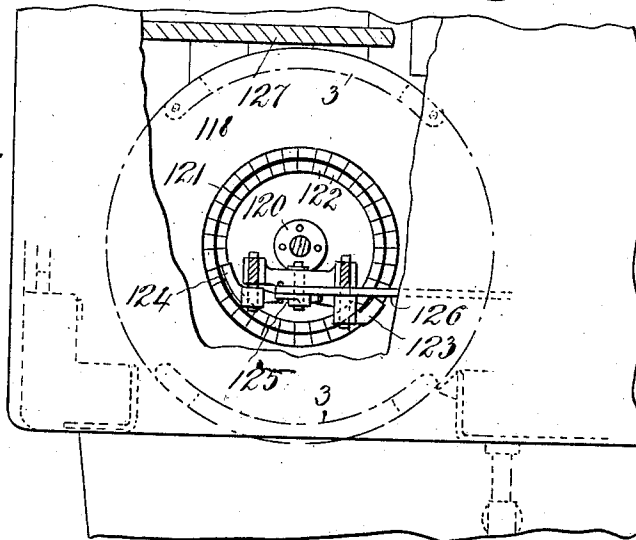


Fig. 3.



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UNITED STATES PATENT OFFICE.

FRANCIS X. MALOCSAY, OF JERSEY CITY, NEW JERSEY, ASSIGNOR TO WILLIAM H. HEULINGS, OF PHILADELPHIA, PENNSYLVANIA.

CAR-DOOR.

939,919.

Specification of Letters Patent.

Patented Nov. 9, 1909.

Original application filed September 1, 1908, Serial No. 451,161. Divided and this application filed December 9, 1908. Serial No. 466,620.

To all whom it may concern:

Be it known that I, FRANCIS X. MALOCSAY, a citizen of the United States, and a resident of Jersey City, county of Hudson, and State of New Jersey, have invented certain new and useful Improvements in Car-Doors, of which the following is a specification.

This application is a division of my former application filed September 1st, 1908, Ser. No. 451,161.

The object of my invention is to provide a car of this class in which the doors are so arranged that at the rear end of the car, the regular entrance door will operate so as to permit passengers to enter the car, but not to leave the car, and the doors at the other end will permit the passengers to leave the car, and when the car is run in the opposite direction, the doors can be made to operate in the reverse manner, that is, the rear door which was the front door, will operate so as to admit passengers and the other door will operate so as to permit the egress of passengers.

For a more particular description of my invention, reference is to be had to the accompanying drawings forming a part hereof, in which:—

Figure 1 is an end elevation of a portion of a car provided with my improvements. Fig. 2 is a sectional view of the same. Fig. 3 is a plan view of a portion of my improved car with parts broken away to show the construction.

Throughout the various views of the drawings, similar reference characters designate similar parts.

One embodiment of my invention is shown in the accompanying drawings. In this structure the door 3 is comprised of two curved sections 116 and 117 respectively, each of which covers about 90° and these sections are separated by open space of about 90° and at their tops they are connected by a disk 118 which holds them in rigid relation. At their bottom end they are provided with pintles either with or without rollers which move in the circular pintle groove 119 cut in the floor of the car. This disk 118 is provided with a pivot 120 so that it will revolve true and concentric. With this pivot 120 are two ratchets 121 and 122 respectively, having teeth facing in op-

posite directions, which teeth are engaged by suitable pawls 123 and 124 either of which may be rendered inoperative by means of a rocker 125 so that the door may be rotated in either direction as desired, according to which pawl is made operative. The rocker 125 may be shifted by any suitable means as a bar 126.

A cash register may be suitably mounted adjacent to the door and connected therewith so that it will register one fare for each 180° that the door turns. The car in which this door is placed is provided with a partition 127 which separates the seat 128 from the sections 116 and 117 and this revolving door protrudes through the doorway of the car between the stanchions 129 and upright 130, the step 131 being slightly curved outwardly to permit of this construction. Handles 132 are provided by means of which the door may be turned. It is operated as follows: Assuming the parts to be as shown in the drawings, the handle 132 is grasped and shoved to the right thereby bringing an open space opposite the doorway. Through this the passenger enters and continues shoving the door to the right until the open space is in front of him when he enters the car. In entering he has turned the door 180°, first 90° to get between the panels and then 90° to get out from between them. When the door is used for exit purposes the operation is substantially the same as above described, except that it is preferably turned in the opposite direction and then the door would normally have a panel between the partition 127 and the upright 130.

While I have shown and described one embodiment of my invention, it is evident that it is not restricted thereto but is broad enough to cover all structures that come within the scope of the annexed claims.

What I claim is:

1. In a car of the class described, a door comprising two panels held in fixed relation with a space between them sufficient for a passenger, means for mounting said panels so that they rotate about a common axis, a partition adjacent to said panels and two posts parallel to said partition and adjacent to one of said panels when the door is in its closed position.

2. In a car of the class described, a parti-

tion and posts parallel thereto, a floor, a ceiling, a pair of parallel panels fixed to a disk revolving in said ceiling and separated sufficiently to let a passenger pass between them and means for mounting said disk so that it can revolve above the axis of said panels.

3. In a car of the class described, a floor with a circular groove therein, a ceiling, a partition and posts extending between said floor and ceiling, a disk and means for mounting the same so that it will revolve in said ceiling, curved panels suspended from said disk and means for guiding the lower ends of the panels in said circular groove.

4. In a device of the class described, a partition and posts, a floor and a ceiling secured to said posts and partition, a disk and means for mounting the same so that it will

revolve in said ceiling, a door composed of two curved panels suspended from said disk and means in said floor for guiding the lower ends of said panels.

5. In a car of the class described, a partition and posts parallel thereto, a floor and a ceiling uniting said posts, an annular groove in said floor and a disk mounted in said partition, a door suspended from said disk having its lower ends guided by said groove, means for pivotally mounting said disk so that it is free to revolve and means for permitting said disk to revolve in one direction only.

Signed at the city, county and State of New York, this 26th day of November, 1908.

FRANCIS X. MALOCSAY.

Witnesses:

GUS I. ARMAN,

HARRY RADZINSKY.