M. L. BANTA.

PAY-AS-YOU-ENTER CAR.

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1,012,588. Patented Dec. 26, 1911.

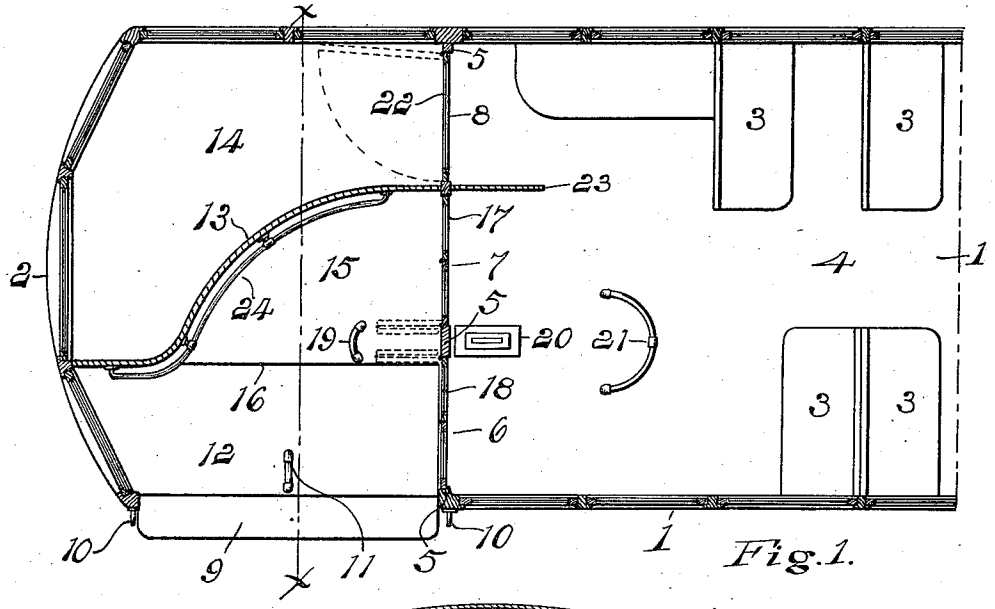

Fig. 1.

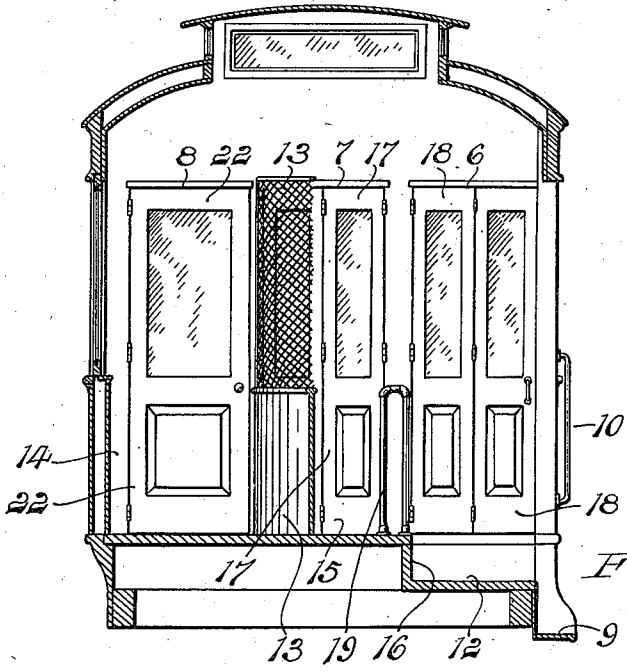

Fig. 2.

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PAY-AS-YOU-ENTER CAR.

1,012,588. Specification of Letters Patent. Patented Dec. 26, 1911.

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To all whom it may concern:

Be it known that I, MILTON L. BANTA, a citizen of the United States of America, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Pay-as-You-Enter Cars, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to improvements in passenger cars and more particularly to street railway cars of the type in which the passengers pay their fare as they enter the car.

The object of the invention is to so construct the car that an exit and an entrance door are placed side by side in such a position relative to the conductor's stand and fare box that either or both doors may be used as an exit or entrance with equal facility, and one of the doors is so located that the passengers will enter the car directly opposite the end of the longitudinal center aisle thereof and the blocking of the passage way is thus prevented.

A further object of the invention is to utilize a large portion of the platform of the car as a smoking compartment and further to so arrange outwardly swinging doors for closing the entrance and exit that these doors when open will form a wall partially dividing the platform into two passageways.

It is also an object of the invention to provide certain other new and useful features in the construction and arrangement of parts, the invention consisting in the matters hereinafter set forth and more particularly pointed out in the claims reference being had to the accompanying drawing in which—

Figure 1 is a sectional plan view of the rear platform and end of a car embodying the invention; and Fig. 2 a transverse vertical section of the same on the line x—x of Fig. 1.

As shown in the drawings 1 represents the body of the car and 2 the rear platform thereof. The car is provided with the usual arrangement of side cross seats 3 and a center longitudinally extending aisle 4. The usual partition 5 divides the platform from the car, closing the rear end of the car and this partition or wall is provided with an exit door-way 6 adjacent to one side of the car, an entrance 7 at the center line of the car directly opposite the rear end of the center aisle 4, and a doorway 8 leading from the interior of the car on to the platform at the side of the car opposite that at which the door 6 is located. The platform is provided at the right hand side only, with a step 9 the length of the platform, and suitable hand holds or rails 10 and 11 are provided to assist passengers in entering the car and alighting therefrom. In order that the step 9 may be within easy stepping distance of the road bed, the floor or landing 12 of the platform is lowered below the plane of the car but preferably as shown, only that portion 12 of the platform floor which is adjacent to the step and opposite the doorway 6, is lowered, the remainder of the platform floor being raised to the level of the floor of the car.

A wall 13 divides the platform of the car from front to rear, extending from between the doorways 7 and 8 and curving rearwardly toward the landing portion 12 of the platform to the rear wall or rail of the car. This partition thus divides the raised portion of the platform into a smoking compartment 14 to which access is gained through the doorway 8 and the curved ingress passage 15 leading to the doorway 7, the raised portion of the platform forming a step 16 from the floor 12 up into the beginning of the passageway. Doors 17 and 18 are provided to close the doorways 7 and 6, respectively, and each of these doors is made in two hinge connected parts and hinged to the door casing so that each door may be folded upon itself and then swung outwardly over the car platform, as shown in dotted lines in Fig. 1, adjacent to a post or short hand rail 19 located at one side of the passage 15. When either door is so swung outwardly it forms a division wall or bar-

rier extending outwardly over the platform between the doorways and forming one side of the passage 15.

The fare box 20 is located within the body of the car adjacent to the partition 5 and between the doors 17 and 18, and a space is provided at the forward side of the fare box for the conductor to stand, a suitable railing or barrier 21 being provided, if desired, to partially divide the space from the passages and center aisle of the car. A swinging door 22 is provided to close the doorway 8 leading into the smoking compartment on the platform of the car and an extension 23 of the wall 13 forming a barrier is provided within the body of the car to form a short passageway leading inward from the entrance door past the fare box. The wall or partition 13 may be formed wholly or in part as shown, of wire screen and a hand rail 24 is provided upon the passage side of the partition.

In the normal operation of the car, the doorway 7 will be used as an entrance and the doorway 6 as an exit for the car, but during the rush hours when many people are boarding the car and few leaving it, both doors may be opened and the passengers admitted at each side of the fare box thus greatly facilitating the loading of the car. If at any time one of the doorways should be blocked any length of time by a passenger, other passengers may be admitted through the other door. With this arrangement the conductor is positioned within the car where he may call off the streets, attend to the proper distribution and seating of the passengers, and other matters pertaining to the running of the car while at the same time he has easy access to the doors for controlling the opening and the closing of the same and to the platform for assisting passengers to alight and to board the car.

In this construction a minimum amount of space is taken up by passageways and the passengers enter the car in the direct line of the center aisle thus avoiding a blockade at the entrance.

Having thus fully described my invention what I claim is:—

1. In a passenger car, the combination with a body portion and a platform, of a transverse partition separating the body from the platform and provided with a doorway near each end and an intermediate doorway, and a barrier extending from the transverse partition between the intermediate and one side doorway thereof across the platform, dividing said platform into a compartment at one side of the barrier, access to which compartment may be had through said end doorway, and a passageway at its opposite side leading to the other doorways.

2. In a passenger car, the combination of a body portion having a center aisle, a platform having an entrance at one side and closed at its opposite side and rear end, a transverse partition having a center doorway opposite the end of said center aisle and a door-way at the side of said center doorway adjacent to the entrance side of the platform, and a fare box located between said doorways.

3. In a passenger car, the combination with a body portion, of a platform having an open side and closed at its opposite side and rear end, a transverse partition between the body and platform having doorways adjacent to the open side of the platform, and a barrier dividing the platform into a compartment at the closed side of the platform and a passage-way at the open side thereof leading to the two door-ways.

4. In a passenger car, the combination with a body portion, of a platform having an entrance at one side, a transverse partition between the body portion and the platform having a doorway at the center of the partition and a doorway adjacent to the entrance side of the platform, a barrier extending rearwardly across the platform from the transverse partition and dividing the platform into a compartment at one side thereof and a passage into which said doorways open, and doors to close the doorways adapted to swing outwardly into the passage and form a dividing barrier therein when in open position.

5. In a passenger car, the combination with a body portion and a platform, of a transverse partition between the body portion and platform having end doorways and a center doorway, a partition extending from the transverse partition between the center and one end doorway thereof across said platform to the rear end of the platform, a barrier extending into the interior of the body portion from said transverse wall opposite said platform partition and forming a passageway leading to said end doorway, a barrier within the body portion opposite the space between the other end doorway and the center doorway, and swinging doors to close the doorways.

6. In a passenger car, the combination with a body portion, of a platform having an entrance at one side and closed at its opposite side and rear end, a transverse partition between the body portion and the platform having a center doorway opposite the end of the center aisle and a doorway at each side of the center doorway, a partition extending rearwardly across the platform from the transverse partition between the center doorway and one of the side doorways and dividing the platform into a com-

partment at the closed side of said platform and a passageway leading from the entrance side of the platform to the center doorway and the other side doorway, a fare box within the body portion between the center doorway and the side doorway at the entrance side of the platform, and a barrier extending into the body portion from the transverse partition between the center doorway and the side doorway at the closed side of the platform.

In testimony whereof I affix my signature in presence of two witnesses.

MILTON L. BANTA.

Witnesses:
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