

E. A. BARBER.
RAILWAY CAR.
APPLICATION FILED NOV. 30, 1908.

935,633.

Patented Oct. 5, 1909.

Fig. 1.

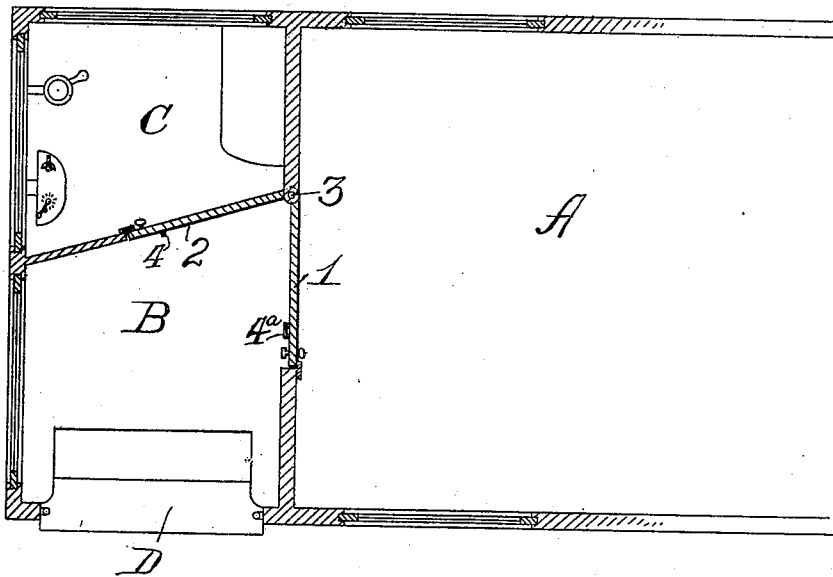


Fig. 2.

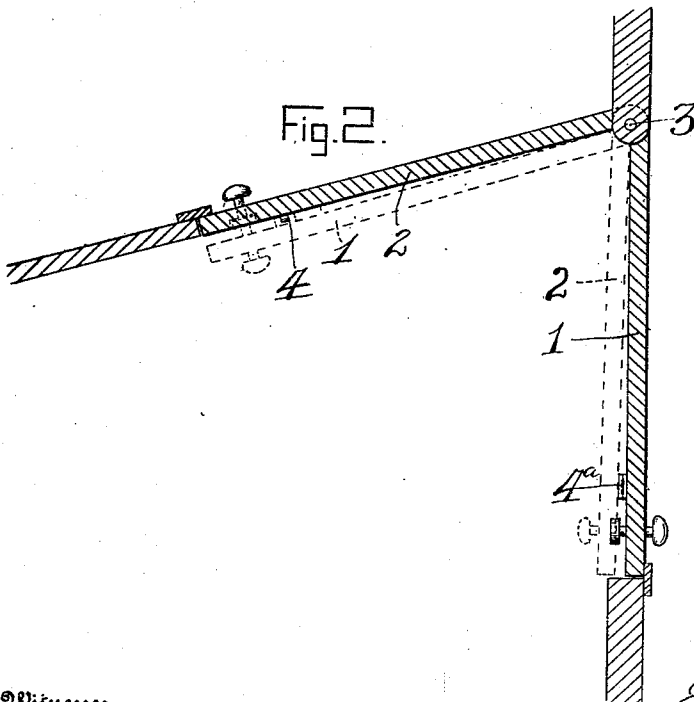
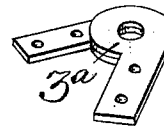


Fig. 3.



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UNITED STATES PATENT OFFICE.

EDWARD A. BARBER, OF YORK, PENNSYLVANIA.

RAILWAY-CAR.

935,633.

Specification of Letters Patent.

Patented Oct. 5, 1909.

Application filed November 30, 1908. Serial No. 465,187.

To all whom it may concern:

Be it known that I, EDWARD A. BARBER, a citizen of the United States, residing at York, in the county of York and State of Pennsylvania, have invented certain new and useful Improvements in Railway-Cars, of which the following is a specification.

My invention relates to railway cars having a motorman's compartment.

It is customary to provide the motorman's compartment with a door, by which it may be effectually closed against admission of passengers. Inasmuch as this door is necessarily in close proximity to the door closing the passageway into and out of the car, much complication arises when such doors are constructed and located as heretofore proposed; this complication involving interference which not only causes undue wear and tear upon the doors, but even blocks the motorman's passageway against a hasty exit, which sometimes becomes necessary in emergencies. Especially is this so, when swinging doors are used instead of sliding doors.

My present invention entirely does away with the above-mentioned complication and inconvenience, and at the same time simplifies and cheapens the construction by providing swinging or hinged doors for both the motorman's compartment and the passageway leading into the car, and mounting these two doors upon a common axis, so that when either door is closed and the other door is opened against it, no difficulty is experienced in opening the closed door, because the doors swing as a single structure. In practice, I prefer to provide means whereby the free sides of the doors may be releasably interlocked as by a common form of door stop.

My invention will be fully understood upon reference to the accompanying drawing, which shows one embodiment of my present invention, by way of illustration, and in which,

Figure 1 is a horizontal sectional view of one end of a vestibule car, while, Fig. 2 is a similar view on an enlarged scale of the

doors for closing the motorman's compartment and the passageway of the car; and Fig. 3 is a detail view of a suggested form of hinge that may be conveniently used for mounting the doors upon a common pivot.

A represents the body of a car, B the platform which may be inclosed in a known type of vestibule, C a motorman's compartment, and D the steps.

1 represents the door that closes the doorway of the car, and 2 is the door that closes the motorman's compartment. These doors open and close by a swinging movement, such type of door being preferred by me because of the ease with which it may be manipulated and the complaint that is frequently raised against heavy sliding doors. These swinging doors 1 and 2 are mounted to swing about a common axis 3, in such manner that either door may be opened independently of the other, or when either door is closed and the other stands open, the closed door may be readily opened by moving the doors as a single structure. These doors are preferably provided with releasably interlocking means, such as an ordinary door stop as suggested at 4-4^a. As will be seen from the enlarged view, Fig. 3, this common axis of movement may be conveniently provided by employing a hinge, such as 3^a.

I do not limit myself to any particular details of construction, as these will naturally be determined upon by the circumstances of the particular cases.

Having thus described my invention, what I claim as new therein, and desire to secure by Letters Patent is:—

1. In a railway car having a doorway, and having a motorman's compartment also provided with a doorway, swinging doors adapted to close the respective doorways; said doors being mounted to swing upon substantially the same axis, whereby they are adapted to be moved together.

2. A railway car constructed with a doorway, and with a motorman's compartment that is also provided with a doorway, said doorways being located in close proximity

to each other and being provided with independently movable, but co-axially mounted doors.

5 3. A railway car constructed with a doorway, and with a motorman's compartment that is also provided with a doorway, said doorways being located in close proximity to each other and being provided with independently movable, but co-axially mounted

doors, and said doors being provided with 10 means for interlocking them near their free sides.

The foregoing specification signed at York Penna. this 24 day of November, 1908.

EDWARD A. BARBER.

In presence of—

W. P. MOSTELLER,

C. B. LIPPHART.