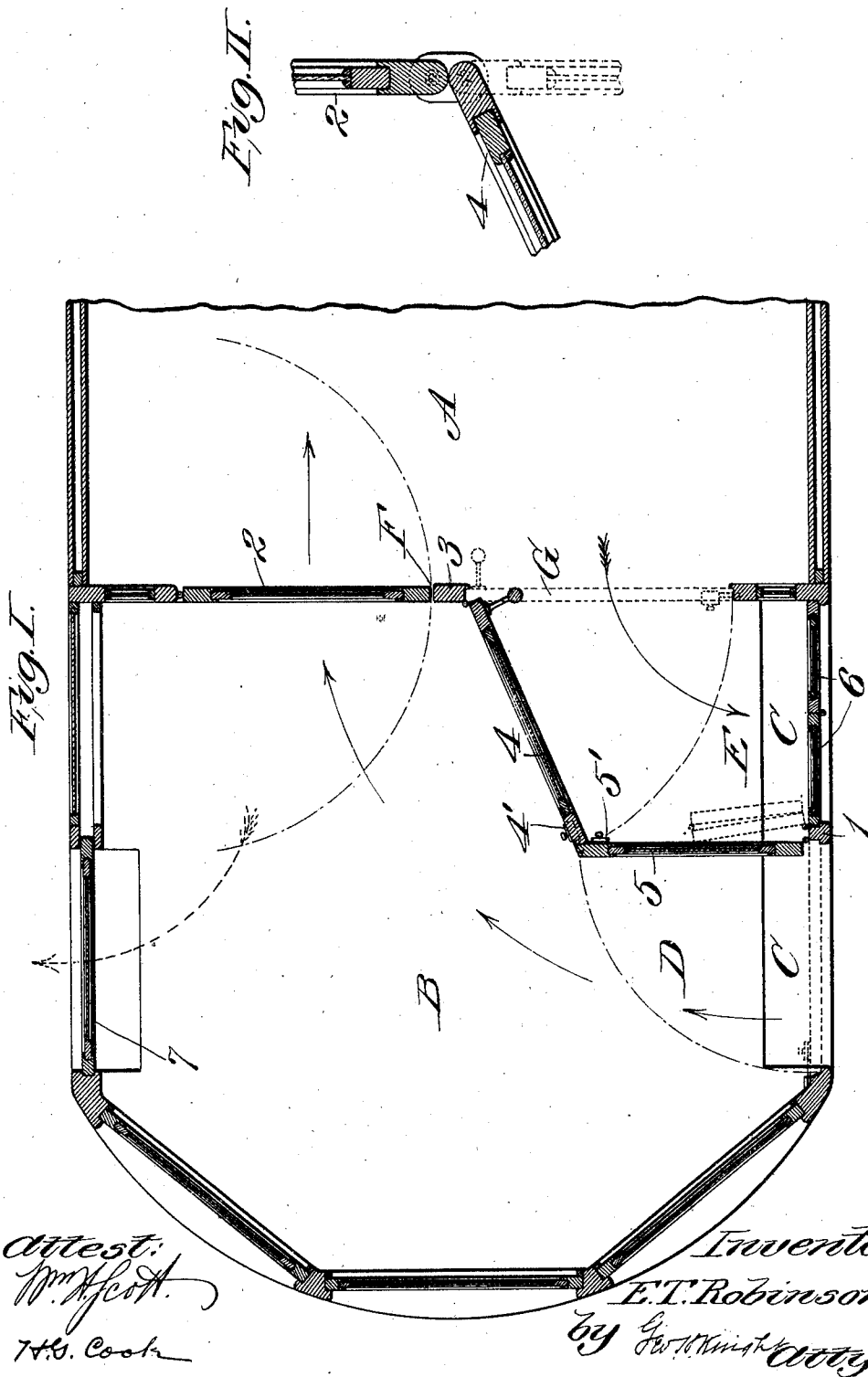


E. T. ROBINSON.
PASSENGER CAR.
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976,601.

Patented Nov. 22, 1910.



UNITED STATES PATENT OFFICE.

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PASSENGER-CAR.

976,601.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, EDWARD T. ROBINSON, a citizen of the United States of America, residing in the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Passenger-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawing, forming part of this specification.

My invention relates to that character of passenger cars more particularly designed for use upon city railways and which are known as "pay-as-you-enter" cars, provision being made for the separation of the passengers as they enter and depart from the cars, in order that the fares may be readily collected from the incoming passengers.

The present invention has for its object, the construction of a car of the kind named in which provision is made in the extension or vestibule of the car, for a large space into which the incoming passengers may enter and remain until their fares are collected, before passing into the body portion of the car, and while the outgoing passengers are departing from the car through another passage-way in the extension separated from that through which the incoming passengers enter.

A further object of my present invention is to provide doors or similar means that are adapted to serve in conjunction with each other to provide the separate passage-ways for the incoming and outgoing passengers and which are also of service to partially close communication between the body portion of the car and its extension and a side opening of the extension for the ingress of passengers, in order that the extension may be closed to prevent ingress of passengers thereinto when provision is made for the passengers entering the car at its opposite end, thereby rendering the extension having its ingress side opening closed, a compartment that may be utilized by passengers and from which they may depart in leaving the car.

Figure I is a longitudinal horizontal section taken through one end of my car. Fig. II is a horizontal section illustrating a modified plan of the mounting of the doors that control communication between the body and extension portions of the car.

In the accompanying drawings: A designates the body portion of the car, and B its extension. The extension B is provided with a side opening C that is sub-divided by a side post 1 to provide in conjunction with other parts to be mentioned for the existence of two passage-ways D and E in the extension B, through one of which the passengers may enter, and through the other of which the outgoing passengers may depart from the car. The incoming passengers, after entering the extension B through the passage-way D, gain access to the body portion A of the car through an opening F that is controlled by a door 2, while the outgoing passengers pass from the body portion A through an opening G separate from the opening F and into the passage E.

3 designates a post interposed between the openings F and G, and 4 is a door hinged to said post and adapted to serve either as a closure for the opening G, as seen in dotted lines, Fig. I, or adapted to extend into the compartment B, as seen in full lines to partially provide the passage-way E.

5 is a door hinged to the side post 1 and adapted to mate with the door 4, as seen in full lines to complete the passage-way E or to be moved into the position seen in dotted lines to provide a closure for the portion of the side opening C that communicates with the passage-way D.

The doors 4 and 5 are equipped with catches 4' and 5' that are of service to hold the doors assembled when they serve as walls of the passage-way E, and also serve as means for holding the doors, when they are in the closed positions illustrated in dotted lines.

6 is a door by which the portion of the side opening C that has communication with the passage-way E may be closed.

7 designates a side door that controls an exit opening at the side of the extension B opposite to that at which the side opening C is located.

In Fig. II I have shown a construction in which the post 3 between the openings F and G are dispensed with and the doors 2 and 4 are provided with hinged supports located adjacent to each other.

In the practical use of my car, the doors 2, 4, 5, and 7 occupy the positions shown in full lines, Fig. I, and the door 6 occupies the position shown in dotted lines, when the

car is in condition for use for the ingress and egress of passengers into and from the extension B, and the passengers in entering the car pass through the passage-way D toward the door 2, there being ample space at the exterior of the doors 4 and 5 for the passengers to remain in the extension until all of the outgoing passengers have found egress from the car through the passage-way E. The conductor may then collect the fares from the new passengers and after doing so, permit them to enter the body portion A of the car. When either extension is not in use as an ingress and egress portion of the car, it is converted into a passenger compartment that may be occupied by passengers and from which they may find egress through the side opening controlled by the door 7, but into which passengers may not enter. To provide for the utility of the extension in the manner just mentioned, the doors 4 and 5 are moved to the positions seen in dotted lines, and the door 6 to the position seen in full lines, with the result of closing the opening G and the side opening C in order that the passengers may not move therethrough. The space within the entire extension may then be utilized for passengers who have entered the car at its opposite end, without liability of additional passengers entering into said extension without the payment of fares.

I claim:

1. A car having a body portion and an extension arranged for communication with each other, a door whereby communication between said body portion and extension may be partially closed, and a door in said extension adapted to serve with the first named door to provide two passages in said extension, substantially as set forth.

2. A car having a body portion and an extension arranged for communication with each other, the extension being provided with a side opening, a door whereby communication between said body portion and extension may be partially closed, a door in said extension adapted to serve with the first named door to provide two passages in said extension, and a door adapted to partially close the side opening of said extension, substantially as set forth.

3. A car having a body portion and an extension arranged for communication with each other, the extension being provided with a side opening, a door whereby communication between said body portion and extension may be partially closed, and a door in said extension adapted to serve with the first named door to provide two passages in said extension and also adapted to serve to partially close said side opening, substantially as set forth.

4. A car having a body portion and an extension arranged for communication with

each other, the extension being provided with a side opening, a door whereby communication between said body portion and extension may be partially closed, a door in said extension adapted to serve with the first named door to provide two passages in said extension and also adapted to serve to partially close said side opening, and catches carried by said doors whereby they may be held assembled or in their closed positions, substantially as set forth.

5. A car having a body portion and an extension arranged for communication with each other, the extension being provided with a side opening, a door whereby communication between said body portion and extension may be partially closed, a door in said extension adapted to serve with the first named door to provide two passages in said extension in communication with said side opening, and a second door for partially closing communication between said body portion and extension, substantially as set forth.

6. A car having a body portion and an extension arranged for communication with each other, the extension being provided with a side opening, a door hinged to the body portion intermediate of the ends of the point of communication between the body portion and extension, and a door hinged to the side of the extension intermediate of the ends of its side opening; the first named door being movable to partially control communication between the body portion and extension and the last named door being movable to partially control said side opening and said doors being adapted to serve in conjunction with each other to provide two passages in said extension in communication with said side opening, substantially as set forth.

7. The combination with the car body and platform communicating therewith and having side entrance and exit openings, of independently movable passenger barriers for closing said openings, one of said barriers being movable independently of the other into a position transversely of the platform and in substantially transverse alignment with the division between the platform entrance and exit openings to form an exit passageway at the inner end of the platform.

8. The combination with the car body and platform communicating therewith and having side entrance and exit openings, of independently movable passenger barriers for closing said openings, hinged at their proximate edges on vertical axis between the entrance and exit openings, one of said barriers when turned transversely of the platform and locked forming a division of the platform into passenger entrance and exit passageways, and the other of said barriers be-

ing independently movable to control the exit passageway.

9. The combination with the communicating car body and platform having side openings, of barriers mounted on permanent axes intermediate the ends of said side openings, and adapted to swing into position transversely of the platform to divide said platform into entrance and exit passageways, and hinged barriers movable independently of said first mentioned barriers for closing the exit passageway, substantially as described.

10. The combination with the body of a car, provided with two adjacent openings 15 in one plane, of an independently operable door for each opening, one of said doors so mounted as to move into an open position transverse to said plane and between said openings to control passage from one opening to the other which in the closed position 20 of the door is unobstructed.

EDWARD T. ROBINSON.

In presence of—

CHARLES PICKLES,
EDWARD H. GORSE.