

J. RHOADS.  
Car Register.

No. 105,980.

Patented Aug. 2, 1870.

Fig. 1.

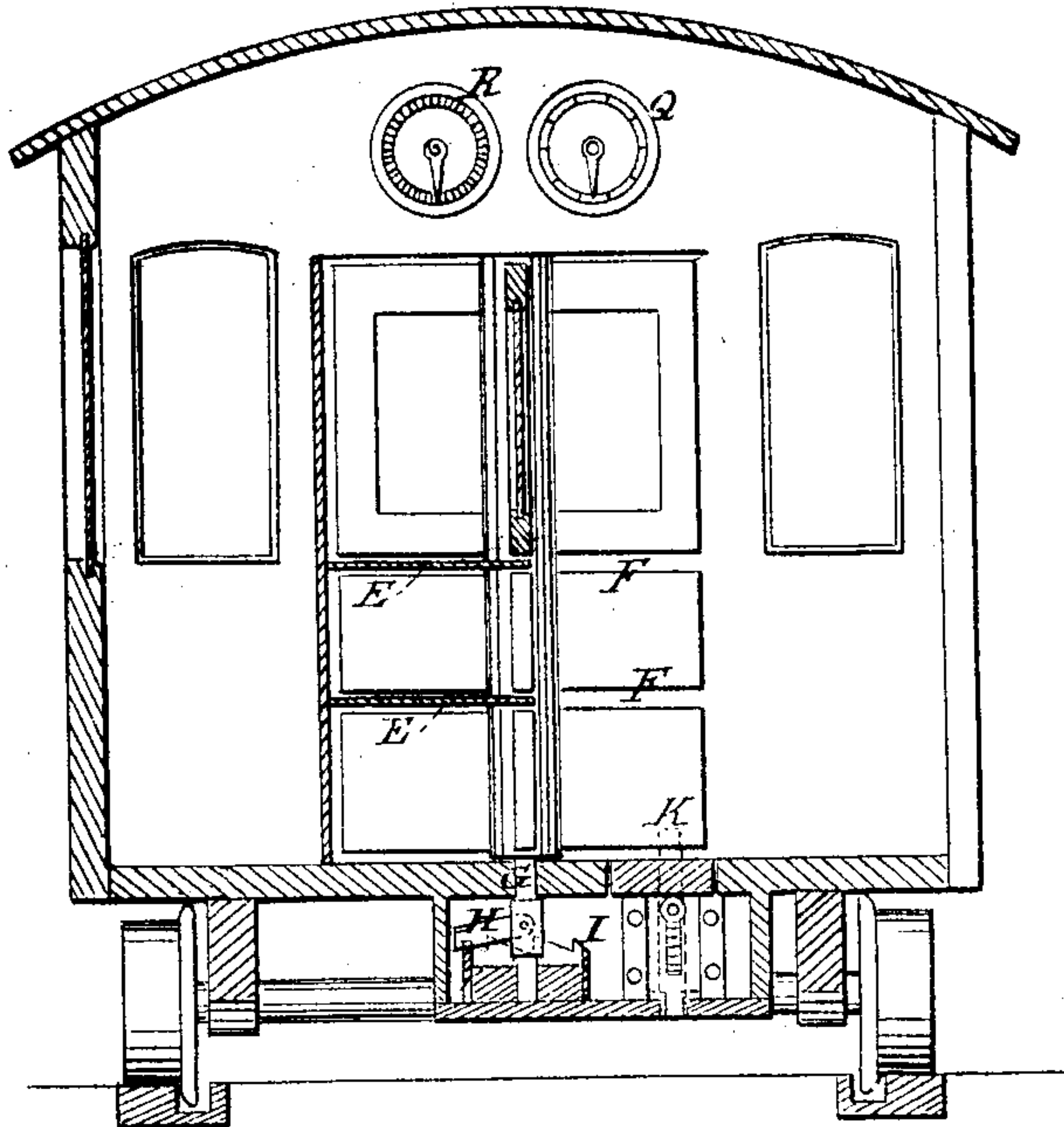
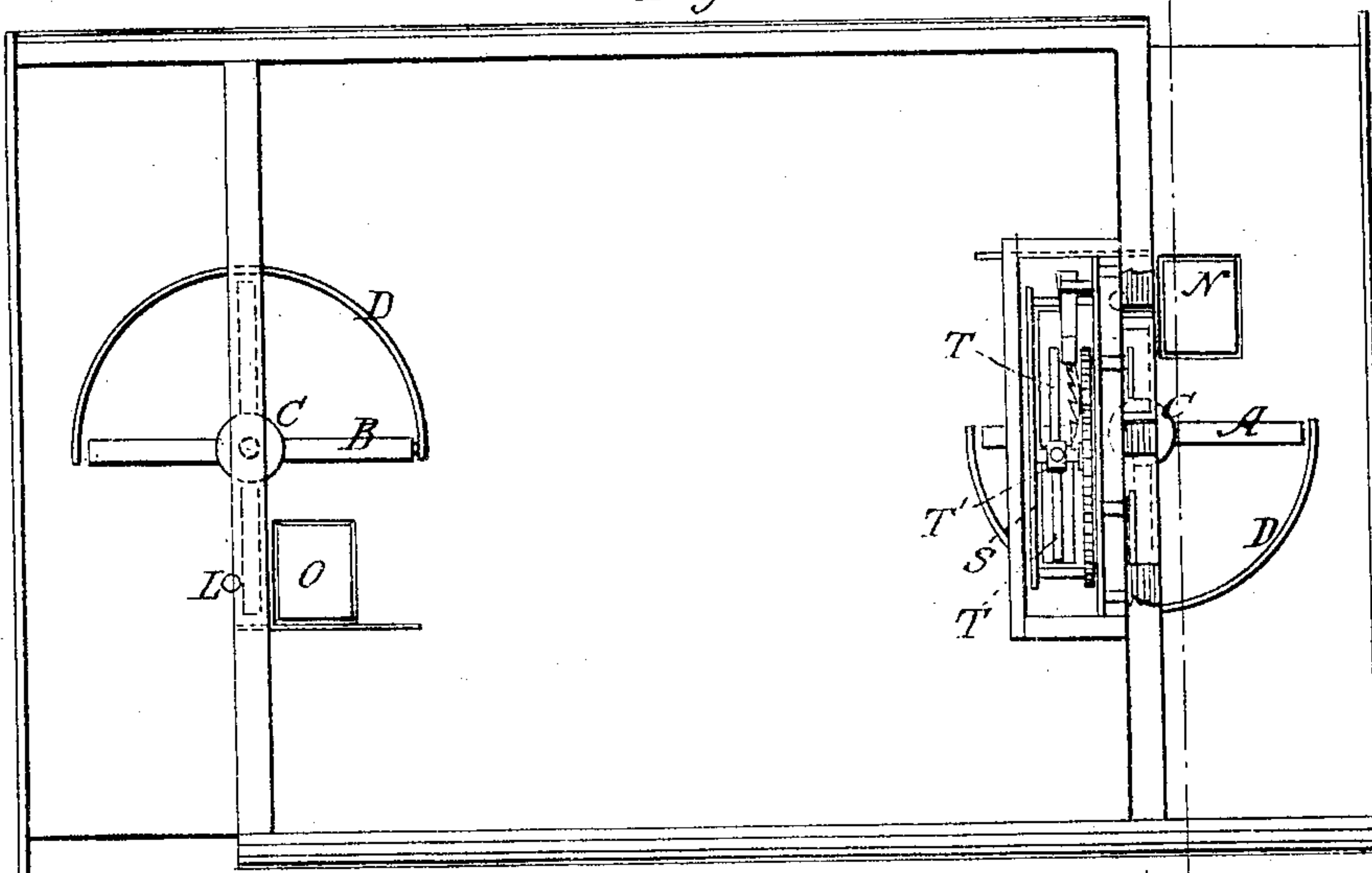


Fig. 2.



Witnesses  
L. S. Mabey  
Alex. F. Roberts.

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# UNITED STATES PATENT OFFICE.

JOHN RHOADS, OF HARRISBURG, PENNSYLVANIA, ASSIGNOR TO HIMSELF  
AND WILLIAM H. HARRISON, OF SAME PLACE.

## IMPROVEMENT IN PASSENGER-REGISTER FOR VEHICLES.

Specification forming part of Letters Patent No. **105,980**, dated August 2, 1870.

*To all whom it may concern:*

Be it known that I, JOHN RHOADS, of Harrisburg, in the county of Dauphin and State of Pennsylvania, have invented a new and Improved Passenger-Car Register; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing, forming part of this specification.

This invention relates to improvements in apparatus for registering the number of passengers entering street-cars or other vehicles; and consists in an arrangement of the doors on vertical pivots, to be revolved a part of a revolution by each person entering and move a register, the said doors being provided with means to prevent moving too far and prevent turning backward, the door at one end being arranged for the entrance, and the one at the other end for the exit, of passengers.

Figure 1 is a transverse sectional elevation of a car provided with my improvements. Fig. 2 is a horizontal section of the same.

Similar letters of reference indicate corresponding parts.

A is the door for the entrance, and B the exit-door. They are arranged on vertical pivots C, and have, preferably, four wings, and move a quarter of a revolution for the entrance or exit of a passenger. They are provided on one side with semicircular vertical guards D, with one or more horizontal guards, E, to prevent the passengers from going through on the wrong side. The doors are provided with slots F for the guards E.

As a further means of preventing ingress or egress at the wrong side, spindles G are provided at the bottom of the shafts, carrying pawls H, working over ratchets I, arranged to prevent the backward movement of the doors.

In order to prevent the doors turning too far forward and registering more than once, I provide spring-bolts K L, to rise up in front of each wing to stop the movement of the door at the end of each quarter of a revolution, and to press them down to let the doors turn. They are connected to platforms N O, which will be forced down by the passengers stepping on them when approaching the doors to pass through. The said platforms have springs, which throw them and the bolts up again when the weight is removed.

Q R represent the registers, which are placed in the end of the car above the entrance-door. The pointers of the spindle gear with a pinion, S, the axis of which carries four arms, T, which are moved by the wings of the door, one movement being imparted to the said pinion by each movement of the door.

The arrangement of the gears is such that the register C indicates hundreds, while the register R indicates thousands; but they may be arranged as preferred.

This apparatus is also applicable to buildings or inclosures of any kind.

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

1. The centrally-revolving doors A B, slotted at F, vertical and horizontal guards D E, ratchet, pawl, and spindle G H I, and spring-bolts K L, all constructed and relatively arranged as set forth.

2. Doors A A B B, swinging on a central pivot, C, and corresponding revolving arms T, combined with pinion S and registers Q R, all constructed and relatively arranged as and for the purpose specified.

JOHN RHOADS.

Witnesses:

H. E. SMITH,  
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