

(No Model.)

C. BERNSTEIN.

FARE REGISTER OPERATING MECHANISM FOR CARS.

No. 604,295.

Patented May 17, 1898.

Fig 1

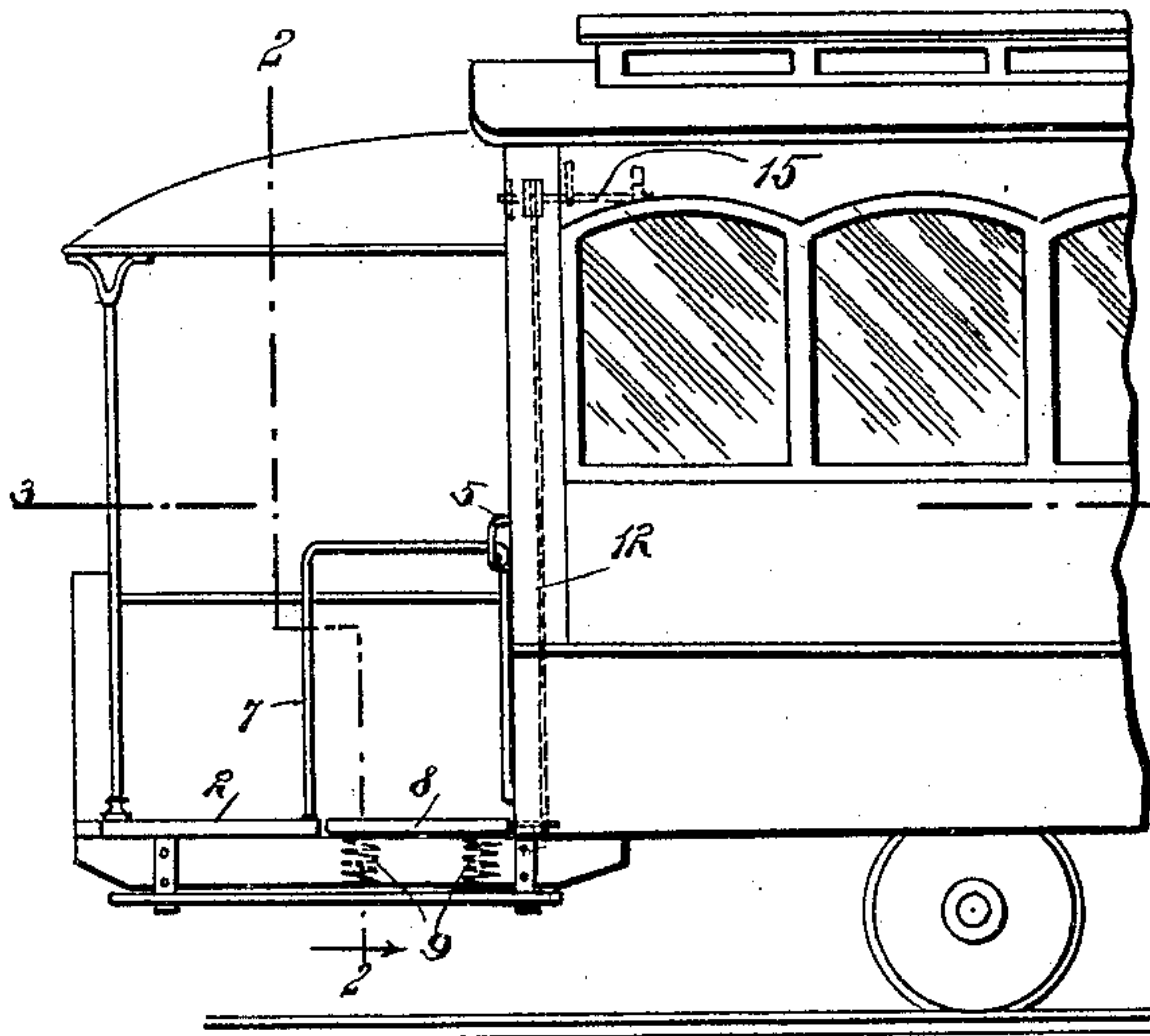


Fig 2

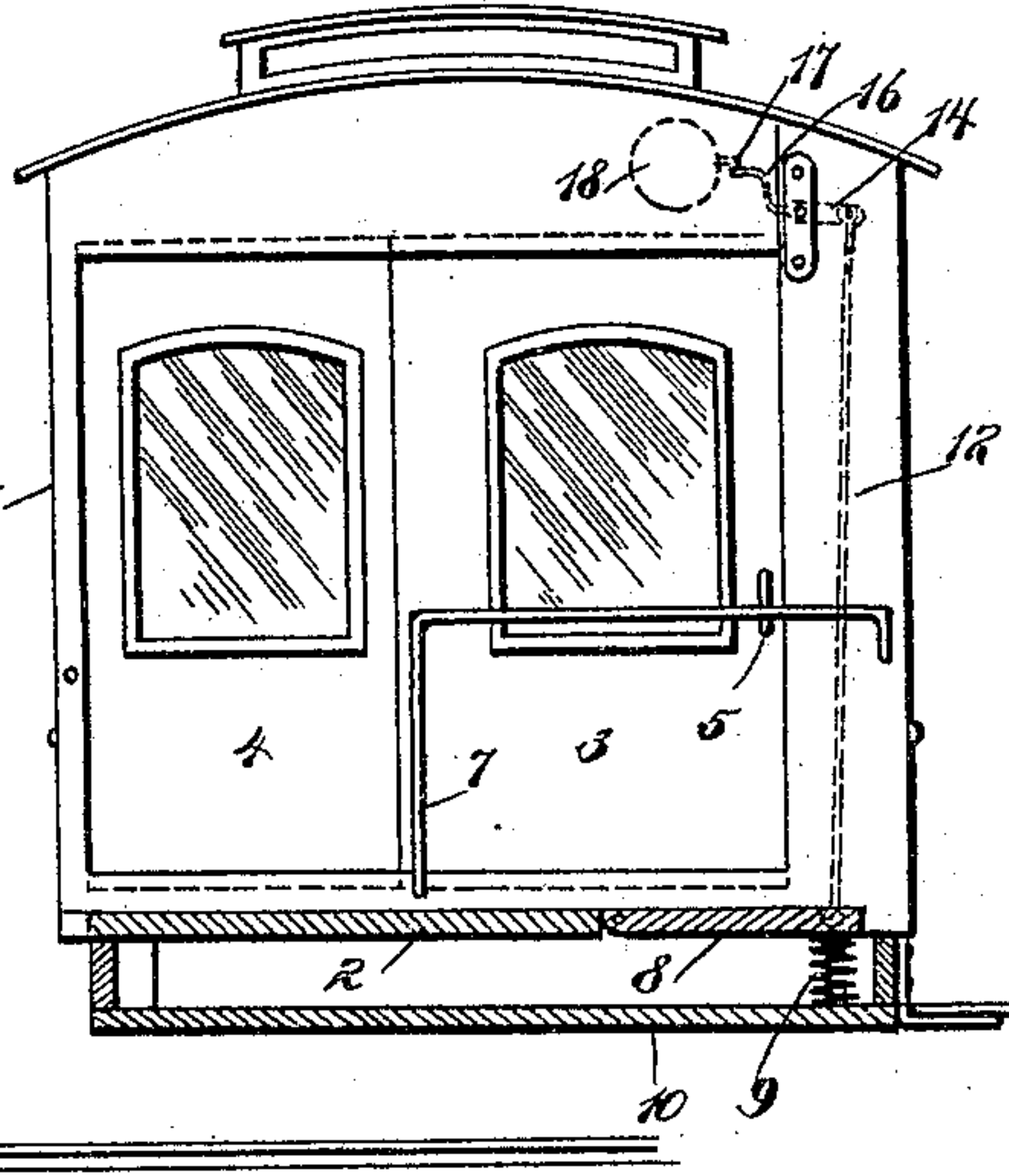


Fig 3

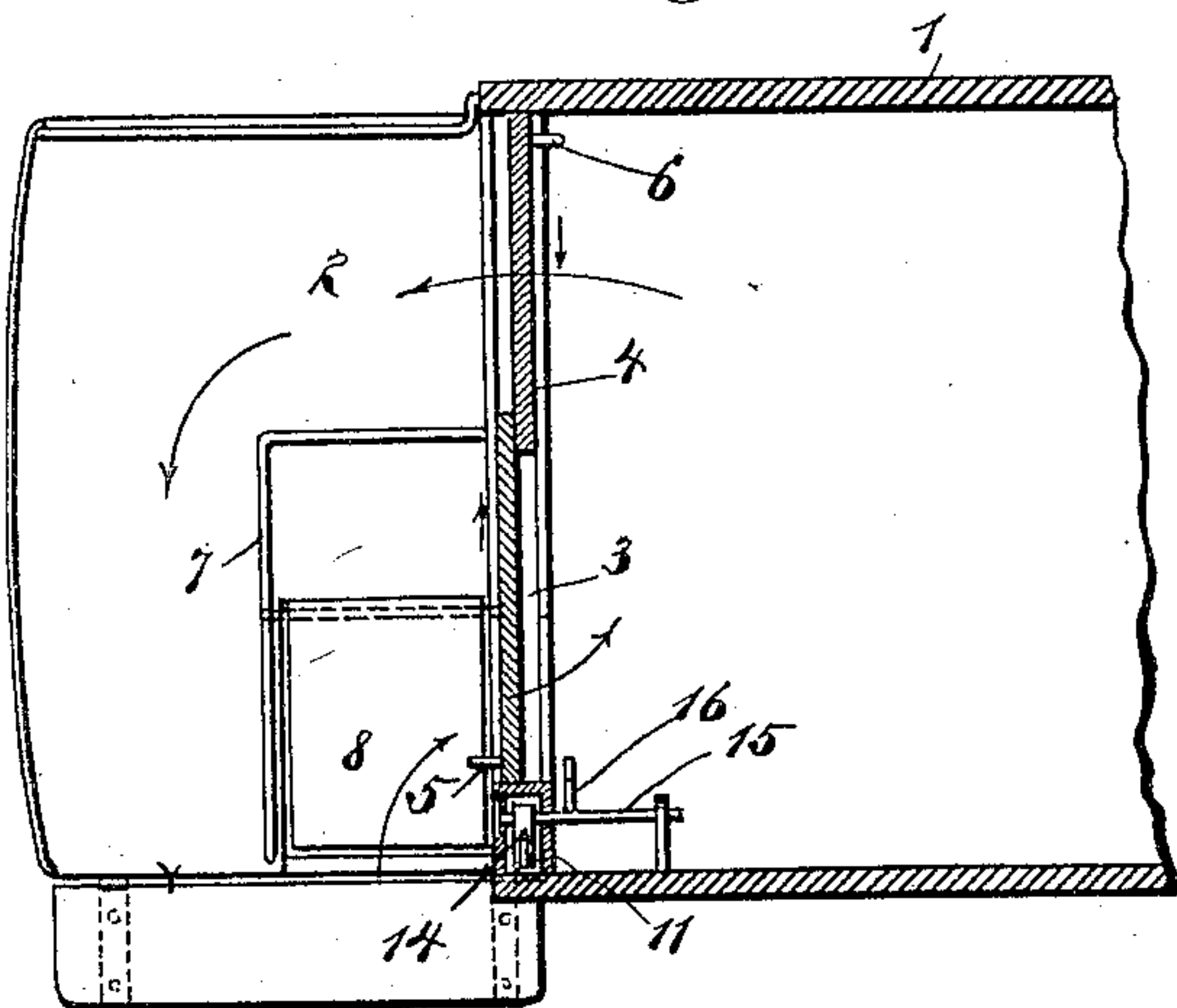
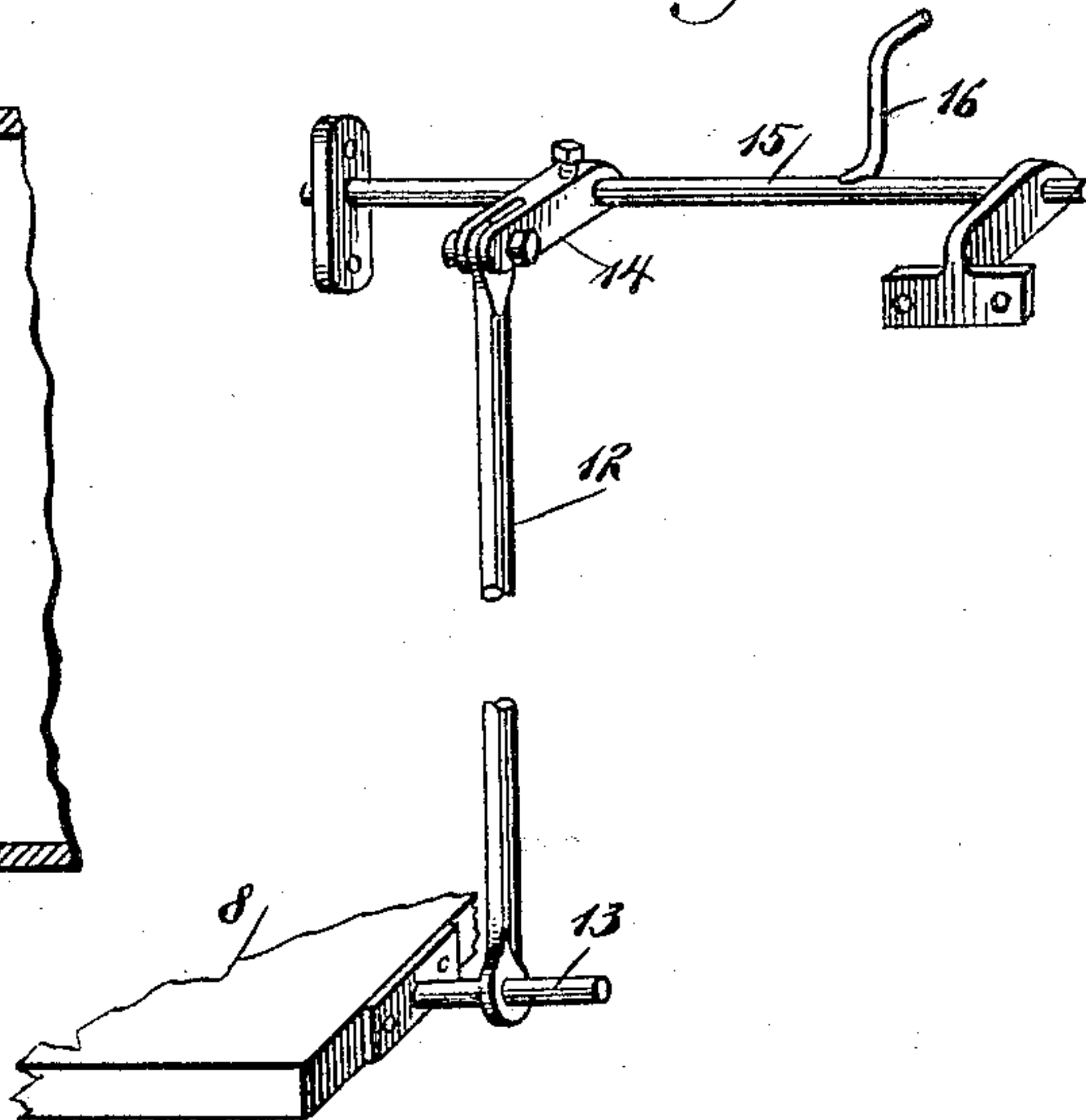


Fig 4



WITNESSES:
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UNITED STATES PATENT OFFICE.

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FARE-REGISTER-OPERATING MECHANISM FOR CARS.

SPECIFICATION forming part of Letters Patent No. 604,295, dated May 17, 1898.

Application filed January 6, 1898. Serial No. 665,813. (No model.)

To all whom it may concern:

Be it known that I, CHARLES BERNSTEIN, of New York city, in the county and State of New York, have invented a new and Improved Fare-Register-Operating Mechanism for Cars, of which the following is a full, clear, and exact description.

This invention relates to means for operating a fare-register in a street-car; and the object is to provide a simple device whereby a passenger when boarding the car will actuate the mechanism to ring up and register a fare to be collected after the passenger shall have entered the car, thus taking the control of the fare-register away from the conductor, and consequently guarding against theft of fares by the conductor.

I will describe my invention and then point out the novel features in the appended claims. Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of a portion of a car, showing my invention as applied thereto. Fig. 2 is a partial end elevation and partial section on the line 2 2 of Fig. 1. Fig. 3 is a section on the line 3 3 of Fig. 1, and Fig. 4 is a perspective view of the register-operating mechanism.

Referring to the drawings, 1 designates a car-body, 2 the platform, and 3 4 the sliding doors. The door 3 is the entrance-door and the door 4 is the exit-door, and to insure a passenger entering and leaving through the proper doorways I provide the entrance-door 3 with a handle 5 on the outside only and the door 4 with a handle 6 on the inside only.

To enable the conductor to open the door 4 from the outside, so that he may enter the car without operating the register, a key may be provided and inserted through a keyhole to lift the door-latch.

A portion of the platform 2 is partitioned off by a railing 7, which extends from the entrance side of the platform to a point intermediate of the width of the car, so as to embrace the entrance to the car. A portion of the platform within the space embraced by the railing 7 consists of a vertically-swinging section 8. This section 8 at its inner end is hinged to the platform, and it is held yield-

ingly on an even plane with the platform by means of springs 9, which engage with the under side of the swinging section near its outer end and rest upon a cross-piece 10, suspended from the under side of the platform.

Extended through a boxing 11 in a corner of the car-body is a draw-rod 12, the lower end of which is engaged with an arm 13, extended from the swinging section 8, and the upper end has pivotal connection with an arm 14, extended from a rock-shaft 15, arranged within the car. Projected from the rock-shaft 15 is a curved finger 16, adapted to engage with the operating-lever 17 of a fare-register 18, arranged in the car and of the usual construction.

In operation a passenger is to enter the space inclosed by the railing 7 and in so doing will tread upon the swinging section 8 of the platform, which will be depressed or swung downward, and by this movement the rod 12 will be drawn down and rock the shaft 15, so that the finger 16 will move the lever 17 to register a fare. Then the conductor is to enter the car and collect the fare. Passengers upon leaving the car are to pass through the doorway 4 and over the solid portion of the platform.

While I have shown but one end of a car, it is to be understood that my invention is to be applied to both ends, and therefore the shaft 15 must extend the full length of the car and have connection with the swinging platform-section at both ends.

The springs 9 are to be of sufficient resistance to prevent the operation of the device by the weight of a child for whom fare is not to be collected.

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

1. In a car, a platform, a railing on the platform embracing one of a pair of doors for the car, a swinging section for the platform and within the space embraced by said railing and connections between said swinging section and a fare-register in the car whereby the register will be operated by a downward pressure of the swinging section, substantially as specified.

2. In a car, a platform, a railing on the platform embracing one of a pair of doors for the

car, a swinging section for the platform within
the space embraced by said railing, a draw-
rod having connection with the swinging sec-
tion, a rock-shaft operated by the draw-rod,
5 and a finger extended from the rock-shaft and
adapted to operate the lever of a fare-regis-
ter, substantially as specified.

3. A car having two sliding doors at its end,
one of said doors having a handle on its outer
10 side and the other having a handle on its in-
ner side, a railing on the car-platform for di-

recting a passenger to one of the doors, a
swinging platform-section within the space
embraced by the railing, means operated by
said swinging section to operate a fare-regis- 15
ter, and a spring supporting the swinging
section, substantially as specified.

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Witnesses:

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