

REGISTRY DEVICE FOR TRAMWAY CARS.

APPLICATION FILED APR. 20, 1908.

Patented Dec. 29, 1908.

2 SHEETS—SHEET 1.



Fig. 1.

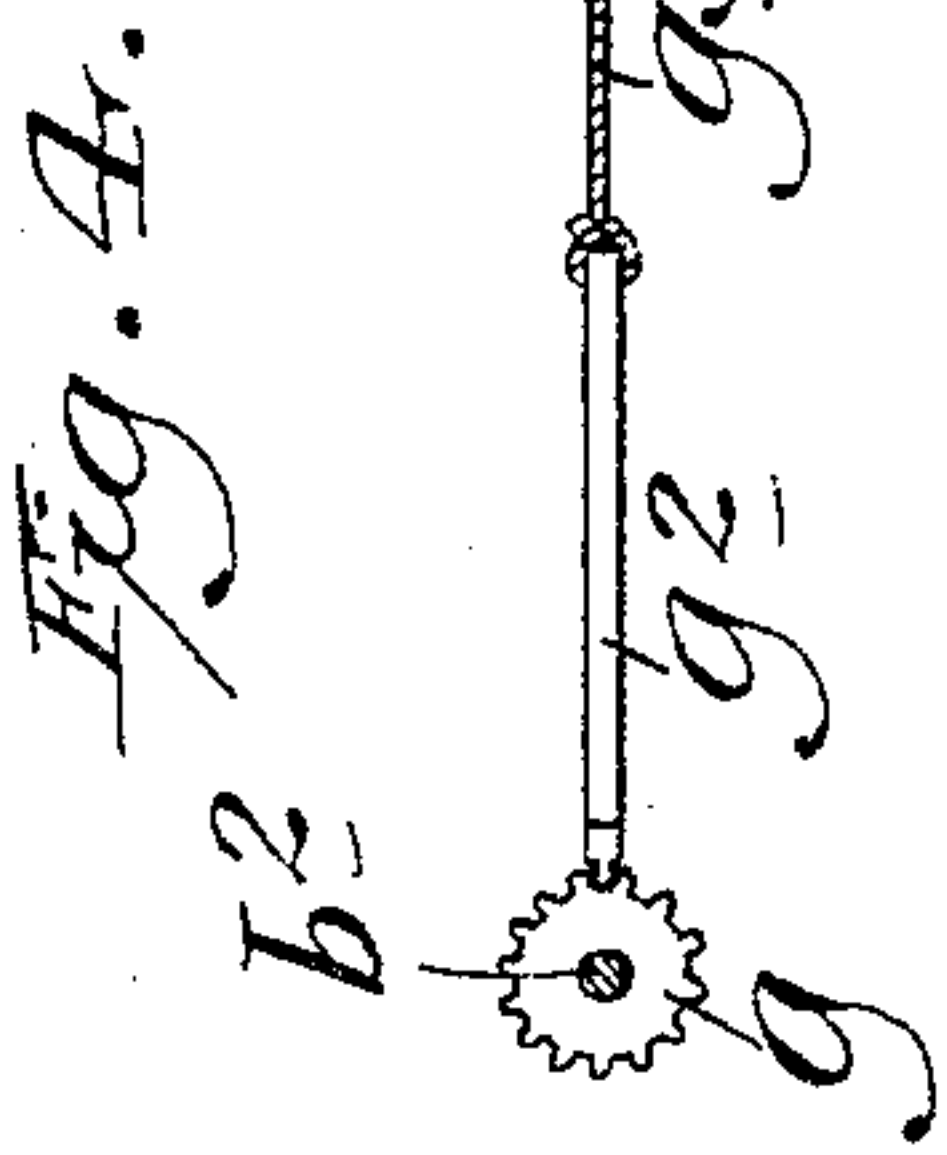
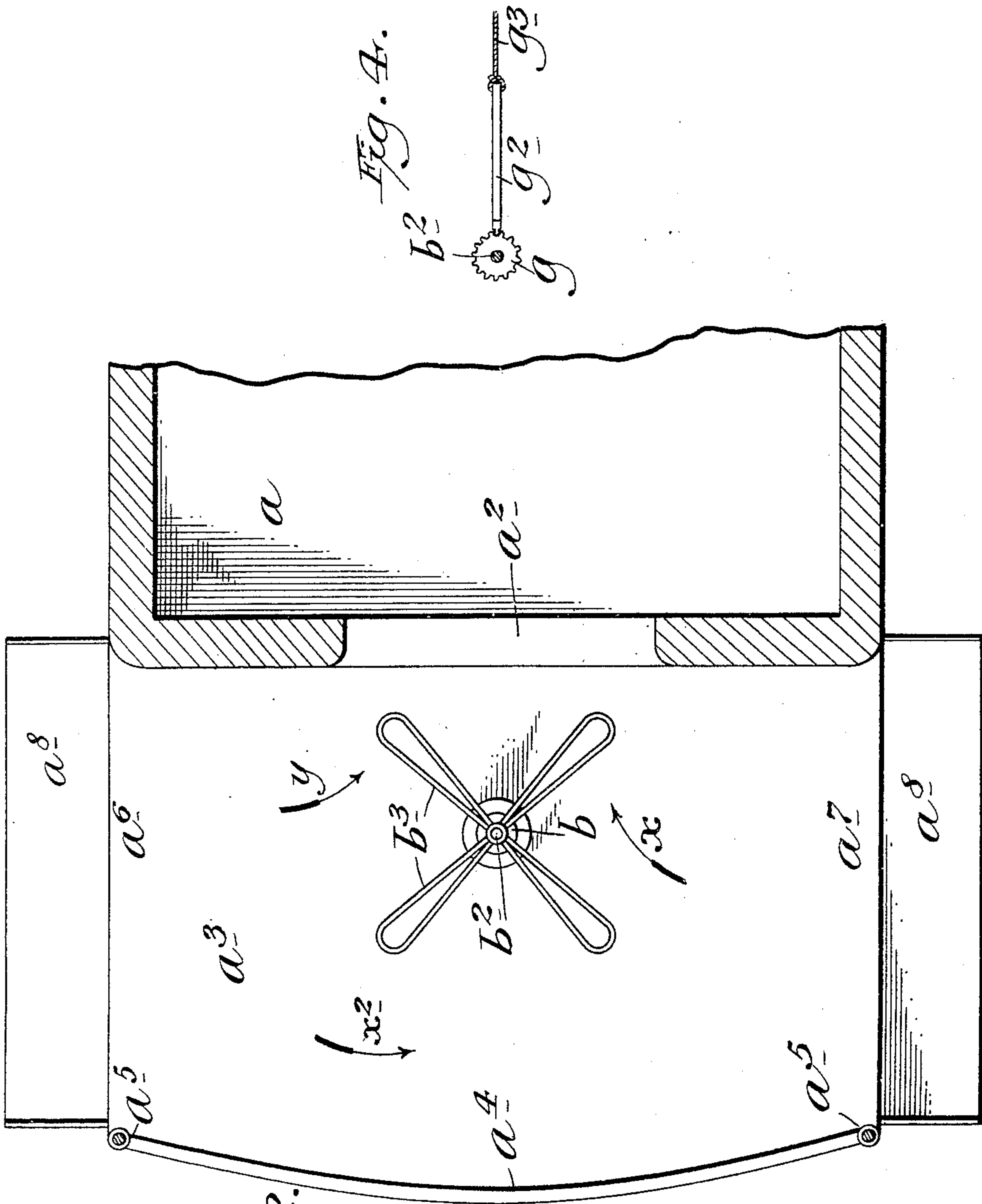
INVENTOR,

THE NORRIS PETERS CO., WASHINGTON, D. C.

907,874.

Patented Dec. 29, 1908.

2 SHEETS—SHEET 2.



WITNESSES
M. E. Duddy
L. E. Mulvaney

Fig. 2.

INVENTOR,
August M. Pries,
BY *Edgar Tate & Co.*
ATTORNEYS.

AUGUST M. PRIES, OF ELIZABETH, NEW JERSEY.

REGISTRY DEVICE FOR TRAMWAY-CARS.

No. 907,874.

Specification of Letters Patent.

Patented Dec. 29, 1908.

Application filed April 20, 1908. Serial No. 428,056.

To all whom it may concern:

Be it known that I, AUGUST M. PRIES, a citizen of the United States, and residing at Elizabeth, in the county of Union and State of New Jersey, have invented certain new and useful Improvements in Registry Devices for Tramway-Cars, of which the following is a specification, such as will enable those skilled in the art to which it appertains to make and use the same.

This invention relates to registry devices for use in connection with tramway or other cars, and the object thereof is to provide an improved device of this class which is simple in construction and operation and by means of which the number of passengers entering a car may be registered by a suitable register placed therein, or by means of which the number of fares paid by a person entering a car may be registered; and with this and other objects in view the invention consists in a device of the class specified constructed and operating in the manner described.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which the separate parts of my improvement are designated by suitable reference characters in each of the views, and in which;—

Figure 1 is a sectional side view of one end portion of a car provided with my improvement; Fig. 2 a sectional plan view thereof; Fig. 3 a sectional plan view of a part of the construction shown in Fig. 1, the section being on the line 3—3 of said figure, and;— Fig. 4 a plan view of another part of the construction shown in Fig. 1.

In the drawings forming part of this specification, I have shown at a one end portion of a car having a door a^2 and a platform a^3 provided with the usual dash-board a^4 and corner stanchions a^5 , and the platform of the car is provided at its opposite sides a^6 and a^7 with the usual steps a^8 .

In the practice of my invention, I provide a turnstile device comprising a standard b , a rod b^2 passing upwardly therethrough and rotatably therein and provided at its upper end with radial arms b^3 , and the lower end of which passes downwardly through the platform a^3 .

Within the car and secured to the end thereof above and adjacent to the door a^2 is a register device c of the usual form, construction and operation, and said register device is adapted to be operated by a cord c^2 which

passes downwardly therefrom and through the bottom of the car at c^3 and around a pulley c^4 mounted in a suitable hanger or bracket c^5 secured to the bottom of the car.

At a suitable point, and preferably midway between the lower end of the rod b^2 of the turnstile device and the pulley c^4 is secured a bracket d to which is pivoted at d^2 an arm e with the rear end of which the cord c^2 is connected. The front end of the arm e is composed of two parts pivotally connected at e^2 and the front end portion e^3 is provided with a beveled nose e^4 , and secured to the lower end of the rod b^2 of the turnstile device are radial arms b^4 which are adapted to operate in connection with the nose of the part e^3 of the arm, and the ends of the arms b^4 , in the form of construction shown, are beveled, as shown at b^5 .

The part e^3 of the arm e is provided with a member e^5 which overlaps a corresponding part e^6 of the main portion of said arm e , and secured to the part e^5 is a segmentally curved rod e^7 which passes through the part e^6 and on which is mounted a spring e^8 which normally holds the separate parts of the arm e in the position shown in Fig. 3.

Secured to the bottom of the car rearwardly of the pivotal support at d^2 of the arm e is a hanger f to which is secured a spring f^2 which normally holds the arm e in the position shown in Fig. 3, in which position said arms ranges forwardly and backwardly of the bottom of the car. The operation of this part of the construction as described will be readily understood from the foregoing description, when taken in connection with the accompanying drawings and the following statement thereof.

If a party enters the car from the side a^7 of the platform the turnstile device will be operated and the rod b^2 and the arms b^3 will be turned in the direction of the arrow x in Fig. 2, and the register device c will be operated. With the parts constructed as described all the parties entering the car must do so from the side a^7 of the platform, or if not, the parties entering the car from the side a^6 of the platform must pass around the turnstile as indicated by the arrow x^2 in Fig. 2, but my invention is not limited to any particular arrangement for, or method of positioning the turnstile, and two of said devices may be employed if desired, one at each side of the platform or a single turnstile may be employed at one side of the platform, in

which event all passengers entering the car will do so from said side of the platform, and my invention is not limited to any particular form or construction in the details of the mechanism thereof beneath the car.

5 It will be understood, of course, that the separate parts of the arm e are normally held as shown in Fig. 3, and when the rod b^2 of the turnstile is operated by a party entering the
10 car in the direction of the arrow x the arms b^4 at the bottom of said rod will be turned in the direction of the arrow y of Fig. 3 and the arm e will be moved in the direction of the arrow y^2 , and the cord c^2 will be pulled so as
15 to operate the register device c , and if by any reason a party should enter the car as indicated by the arrow x^3 in Fig. 2 the rod b^2 will be turned in the opposite direction, and the arms b^5 at the bottom thereof will strike the
20 nose of the part e^3 of the arm e , and said part of said arm will turn on its pivotal connection at e^2 against the operation of the spring e^8 and the main part of the arm e will not be operated.

25 Any suitable means, however, may be provided for preventing the rod b^2 from turning to the right or in a direction opposite to that of the arrow y . In the form of construction shown, I also connect with the rod b^2 of the
30 turnstile device below the platform a^3 a ratchet or gear g , and mount adjacent thereto a spring operated bolt g^2 adapted to engage said ratchet or gear and connected with the end of said bolt opposite said ratchet or
35 gear is a cord or similar device g^3 which passes to the opposite end of the car, and which is under the control of the motorman or driver, and when this device is employed it will be
40 necessary for the motorman or driver each time that a party enters the car, or desires to enter the car, to manipulate the bolt g^2 so as

to release the ratchet or gear g and permit the rod b^2 of the turnstile device to turn.

Many changes in and modifications of the construction herein described other than
45 those herein mentioned may be made, within the scope of the appended claim, without departing from the spirit of my invention or sacrificing its advantages.

My invention has nothing to do with the
50 collection of fares, but is only intended for the registry of the number of persons entering the car, or of the number of fares paid by persons entering the car.

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

In an apparatus of the class described, a register device supported within a car, a
60 turnstile device mounted on the platform of the car, a horizontally swinging lever mounted beneath the car and composed of pivotally connected front and rear parts, a shaft connected with the turnstile device and passing
65 downwardly through the platform of the car adjacent to said lever and having a gear wheel adapted to co-act with a sliding bolt to lock said shaft, and a tripper device below
70 said gear wheel adapted to co-act with the front pivoted part of said lever to operate said register device when turned in one direction and to break said lever when turned in the opposite direction without operating the register device.

In testimony that I claim the foregoing as
75 my invention I have signed my name in presence of the subscribing witnesses this 13th day of April, 1908.

AUGUST M. PRIES.

Witnesses:

GEORGE R. MUELLER,
AUGUST G. KOESTNER.