W. Loeffler.
CAR REGISTER OPERATING MECHANISM.
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1,284,725.

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2 SHEETS—SHEET 2.

Fig. 2.

Fig. 3.

W.Loeffler, Inventor

By Geo. Kimmel.
To all whom it may concern:

Be it known that I, William Loeffler, a citizen of Germany and resident of Bladensburg, in the county of Prince Georges, and State of Maryland, have invented certain new and useful Improvements in a Car-Register-Operating Mechanism, of which the following is a specification.

This invention relates to fare registering devices for street cars, and more particularly to an improved means whereby the fare indicating register will be operated to register the fared of the passengers as the latter enter the car.

Another object of the invention is to provide a car register operating mechanism which is associated with the car step at the entrance door of the car so as to be depressed for operating the registering mechanism as the persons enter the car, the device being so constructed as to operate properly irrespective of the weight of the persons and being capable of general application and economical application to a car.

With the above and other objects in view, as will appear as the description proceeds, the invention comprises the various novel features of construction and arrangement of parts which will be more fully described herein and set forth with particularity in the claims appended hereto.

Reference is had to the accompanying drawings forming a part of this application, in which reference characters indicate the corresponding parts throughout the several views, in which—

Figure 1 is a fragmentary vertical sectional view of a car equipped with my improved register operating mechanism.

Fig. 2 is a horizontal sectional view taken below the floor and platform of the car and looking downwardly, and

Fig. 3 is a vertical sectional view taken at right angles to Fig. 2.

Referring to the drawings in detail, the numeral 10 designates a car body having a platform or flooring 11 and a step 12 arranged at the entrance door thereof. This step, in accordance with the application of my invention, is pivotally supported upon depending hangers or brackets 13 secured to the flooring or platform 11, the pivot being designated at 14, so as to allow vertical swinging movement of the step. Arranged beneath the platform 11 is an I-beam 15, which latter may be formed by one of the longitudinal side beams of the car, or especially arranged for this purpose and provided with a vertical slot 16 in the web portion thereof, designed to receive for limited vertical movement a bar 17, the forked extremity 18 of which is horizontally positioned and secured to the bottom portion of the step 12 to move therewith.

The bar 17 extends upwardly at an incline through the opening 16, and at its rear or inner end is provided with a circular portion 19 internally threaded to receive a retaining screw 20. To the adjacent end of the bar 17 and upon the retaining screw 20, through the medium of the shank thereof, is pivotally connected a lever 21, the latter having an eye at its adjacent end for this purpose and being pivotally supported upon a pivot 22 anchored as shown at 23, in the web portion of the beam 15, and in an eye formed in the lower end of a hanger 24 also engaged through and suspended from the platform or floor of the car.

In order to hold the lever 21 from longitudinal displacement on the pivot 22, collars 25 are fixed upon the removable pivot 22 at either side of the lever 21, as is clearly shown in Fig. 2 of the drawing. To the opposite arm of the lever 21, which is immediately pivoted as specified and connected at one end to the bar 17, is an operating rope or cable 26, the latter running on pulleys 27 journaled beneath the platform and then passing vertically through a guide-post or pipe 28 to avoid contact with obstructions or the like. This pipe is preferably of non-rusting or non-corrosive character, and is secured in position by screw eyes 29, or by other suitable means, the cable being connected to an operating lever 30 of suitable character having connection with the car register 31, whereby when the lever is thrown upon its pivot 32 by a pull upon the cable the register will be operated in the well known manner.

In the operation of the device, when a person enters the car and treads upon the step 12, the latter will be depressed, swinging the corresponding end of the bar 17 downwardly and elevating its inner end, thereby depressing the end of the lever 21 which is connected to the cable 26. This motion, as aforesaid, will operate the register mechanism, and suitable means may be employed for returning the step and the bar 17 to their original positions, or the bar
17 may be so balanced as to accomplish this purpose, as well as to prevent the device from operating when a child below a minimum weight enters the car, when a fare is not ordinarily charged. Thus, it will be seen that I have provided a device which will eliminate work for the conductor, as well as to provide a safeguard in securing all fares, it being understood that the step will be arranged at the entrance of the car, either at one end or at the center, and is to be made of such width as to accommodate one person only at a time.

From the foregoing description taken in connection with the accompanying drawings, it is thought that a clear and comprehensive understanding of the construction, operation, and advantages of my invention may be had, and while I have shown and described the device as embodying a specific structure, I desire that it be understood that such changes may be made in said structure as do not depart from the spirit and scope of the invention as claimed.

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

1. In a car registering mechanism, a step, hangers pivotally supporting said step at its inner edge, a bar rigid with the step, an L-beam having a slot receiving said bar for limited vertical movement with the step, a lever pivotally supported intermediate its ends and connected to the inner end of the bar, an operating cable connected to the opposite end of the lever and adapted for connection with a register, and guide means for the cable.

2. In a car registering mechanism, a step, hangers pivotally supporting said step at its inner edge, a bar rigid with the step, an L-beam having a slot receiving said bar for limited vertical movement with the step, a lever pivotally supported intermediate its ends and connected to the inner end of the bar, an operating cable connected to the opposite end of the lever and adapted for connection with a register, a lever associated with said cable, a guide tube arranged to be supported within the car upon the flooring thereof to receive said cable, said bar being arranged beneath the platform or floor of the car, means to pivotally support said lever below said floor, and means to prevent displacement of said lever on the pivot.

In testimony whereof, I affix my signature hereto.

WILLIAM LOEFFLER.