(No Model.)

2 Sheets—Sheet 1.

T. F. HANLY.

PASSENGER REGISTER.

No. 384,572. Patented June 12, 1888.

Fig. 2.

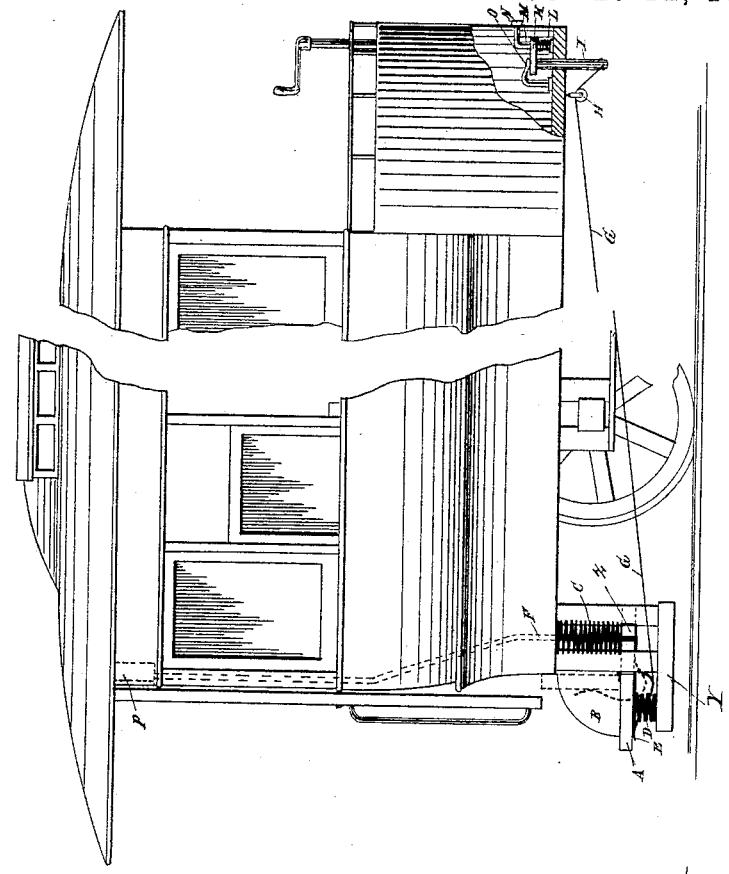
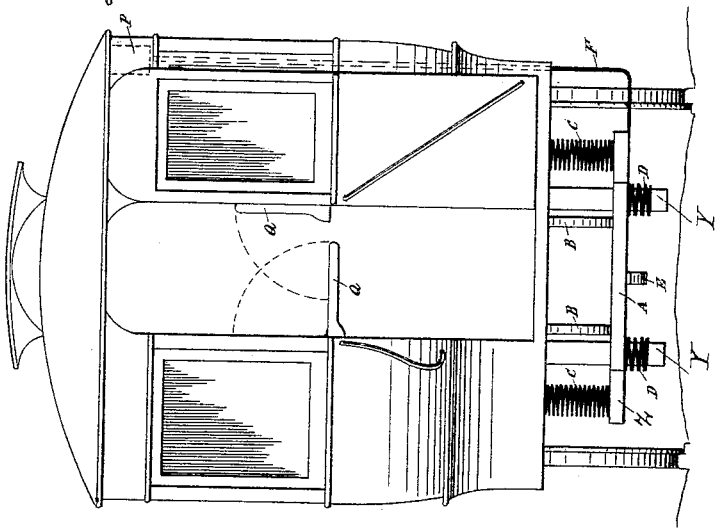


Fig. 1.



WITNESSES.

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W. R. Stringfellow.

(No Model.) 2 Sheets—Sheet 2.

T. F. HANLY.

PASSENGER REGISTER.

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Fig. 3.

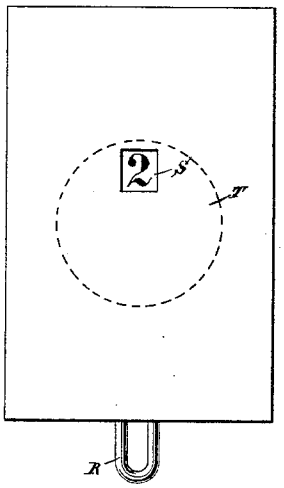


Fig. 4.

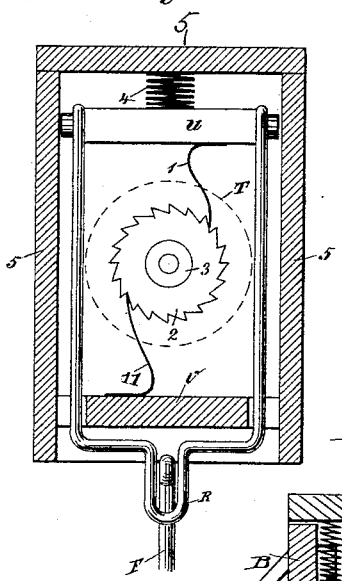


Fig. 5.

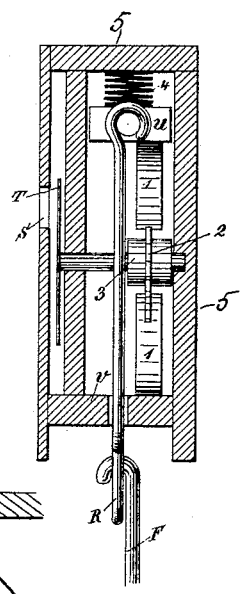
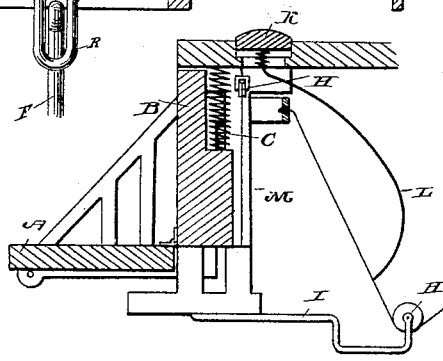


Fig. 6.



WITNESSES.
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UNITED STATES PATENT OFFICE.

THOMAS FRANCIS HANLY, OF NEW ORLEANS, LOUISIANA, ASSIGNOR TO FRANK A. BEHAN, OF SAME PLACE.

PASSENGER-REGISTER.

SPECIFICATION forming part of Letters Patent No. 384,572, dated June 12, 1888.

Application filed March 14, 1887. Serial No. 230,812. (No model.)

To all whom it may concern:

Be it known that I, THOMAS FRANCIS HANLY, a citizen of the United States of America, residing at New Orleans, in the parish of Orleans and State of Louisiana, have invented certain new and useful Improvements in Passenger-Registers, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to passenger-registers in which a folding step is made to operate in conjunction with a register or annunciator, the object of the invention being to provide a device that will correctly register each passenger who may enter a street-car or other similar conveyance or place where the number of passengers or persons entering may be desired to be accurately known; and the invention consists in the construction and novel combination of parts, as hereinafter described and claimed.

In the accompanying drawings, Figure 1 is an end view of a car, showing the step in an open position, and showing the location of the register in dotted line. Fig. 2 is a side sectional view of the car, showing a side view of the step and the pedal at the front of the car and the rod by which the driver opens and closes the step to permit the entrance and exit of passengers, showing also the location of the register. Fig. 3 is a front view of the register, showing the dial in dotted lines and a number exposed to view. Fig. 4 is a front view of the register with the dial removed, and Fig. 5 is an interior view of the register. Fig. 6 is a detail view showing the construction in the immediate vicinity of the step.

Referring by letter to the accompanying drawings, A designates the step of the car; B B, the side pieces of the step, said step being of a width that will only permit one person at a time to enter or leave the car.

C C are springs which rest on the bar Z, to which the step A is hinged so as to fold upwardly and inwardly.

D D are springs which rest on the lower bar, Y, of the supporting-frame of the step and support the step A when the latter is in the open position.

E is a spring, which is attached to the lower face of the supporting-bar L, and bears normally against the lower face of the step A, and serves to hold said step in the closed or folded position at the proper times.

F is a rod, the lower end of which passes under the bar Z, on which the springs C C rest. The upper end of the rod F is provided with a hook, which engages a depression in the lower side of the link R when the weight of a passenger is on the step A. Normally, however, the hook, is held out of engagement with the depression in the link R by the action of the springs C C and D D. The rod F only engages the link R when the weight of the passenger is on the step. The dotted lines P show the location of the register, the same being within the car-body.

G is a rod or cord connected to the step A and to the pedal-rod I. This rod or cord G runs over pulleys H, any desired number of said pulleys being provided to insure the proper working of said rod or cord. The pedal-rod I is provided at its upper end with a foot-piece, K. N is an angular guide, the vertical portion M of which passes through an opening in the foot-piece K. A spring, L, on the vertical portion of the angular guide N presses the pedal-rod and foot-piece normally upward.

O is a clamp or button, which, when turned into engagement with the foot-piece K, holds the pedal in the depressed position, and at the same time holds the step A in the open position, as shown in Fig. 2.

R is a staple-shaped link-frame, which is suspended from the rounded ends of the movable cross-bar *u* of the registering mechanism.

v is the lower stationary cross-bar of the registering mechanism, said cross-bar *v* being recessed or slotted near each end to permit the passage of the arms of the link-frame R.

T is the dial of the register.

4 is a retracting-spring, which connects the upper movable cross-bar, *u*, to the upper end of the register case or frame 5.

The dial T is secured to the shaft 3, which shaft 3 is provided with a toothed wheel, 2, which is engaged by an upper spring-pawl, 1, secured to the upper movable cross-bar, *u*. The toothed wheel 2 is also engaged by a spring-detent, 11, which is secured to the stationary cross-bar *u* of the register-frame, said spring-detent preventing backward movement of the toothed wheel. The front of the register-frame

is provided with an opening, S, through which a number on the face of the dial T may be viewed when presented at the opening S.

In operating my device the driver either sits or stands in position and removes the clamp or button O from the top of the foot-piece K, which releases the pedal-rod I and causes the step to be automatically folded by the action of the springs, as hereinbefore described. When a passenger desires to enter the car, the driver places his foot on the foot-piece K, and by a slight pressure the rod or cord G, in connection with spring E, causes the step of the car to open and rest on the springs D D. As the passenger enters, the driver removes his foot from the pedal and the step A is closed automatically by the action of the springs E and L. At the time that the passenger enters the car a slight pressure is communicated to the rod F by the weight coming on the step A, which weight causes the wheel 2 and pawl 1 and detent 11 to move; but no indication is given on the face of the dial until the passenger passes out of the car, which he is permitted to do when the driver places his foot upon the pedal and lowers the step, at which time a slight pressure is again communicated to the rod F, which causes a number to show on the dial indicating that a passenger has been in the car, and thus registering each person who may enter and leave the car on a trip, the dial preferably having a registering capacity of one thousand or more, if desired. This is due to the fact that the dial is numbered to correspond to the alternate notches or teeth in the ratchet 2.

A device of this construction may be attached to other vehicles when a registration may be desirable, or in public places of amusement, or on vessels or the like.

Having described my invention, what I claim is—

In a passenger-register, the step A, rod F, rod or cord G, pedal-rod and foot-piece I K, spring L, angular guide N, clamp or button O, and pulley H, in combination with the frame 5, having bars *u v*, provided with the spring-pawl 1 and spring-detent 11, the spring 4, the toothed wheel 2, dial T, the link-frame R, and the rod F, connecting the step A with the link-frame R, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

THOMAS FRANCIS HANLY.

Witnesses:

F. A. BEHAN,

HARRY GRABAN.