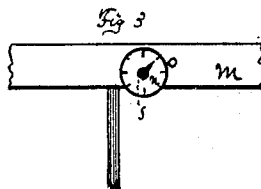
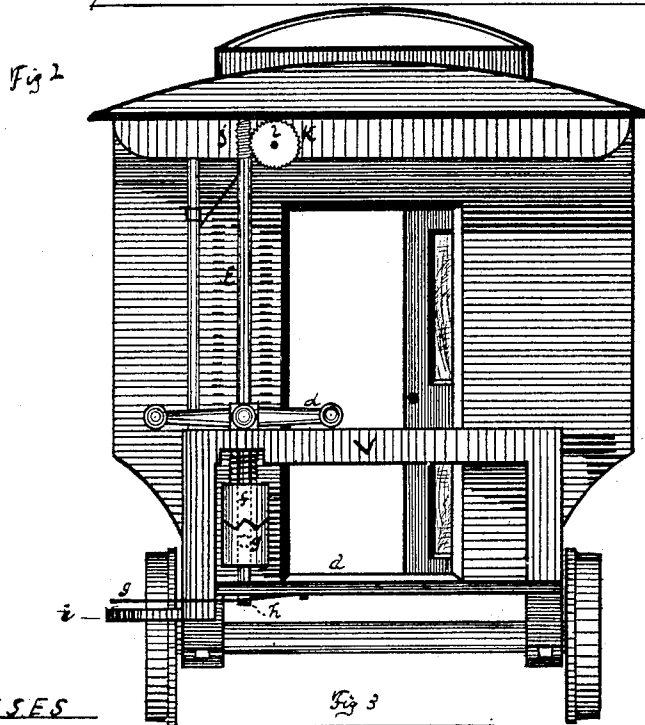
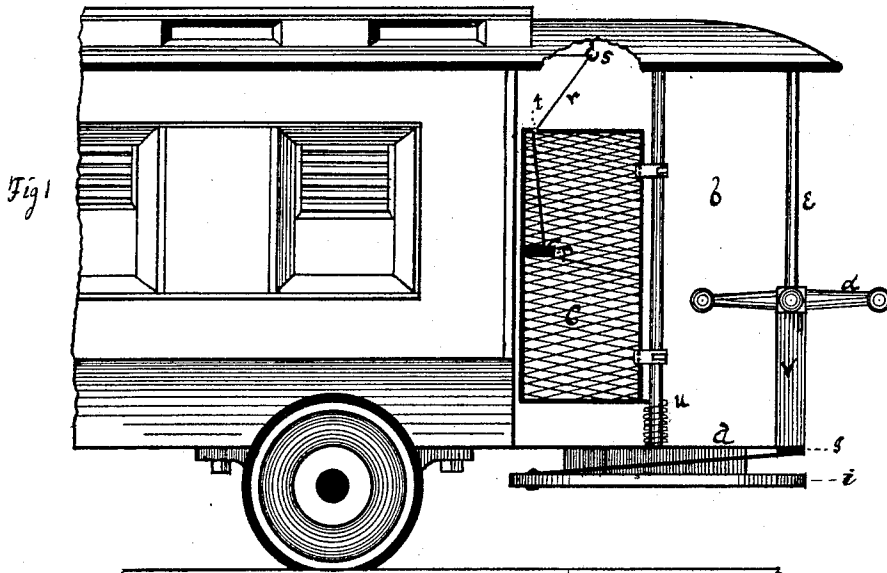


C. A. WASHBURN.
PASSENGER-REGISTER.

No. 175,845.

Patented April 11, 1876.



WITNESSES
Rt. F. Gaylord
Allen H. Page

INVENTOR
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Atty

UNITED STATES PATENT OFFICE.

CHARLES A. WASHBURN, OF OAKLAND, CALIFORNIA.

IMPROVEMENT IN PASSENGER-REGISTERS.

Specification forming part of Letters Patent No. **175,845**, dated April 11, 1876; application filed January 13, 1876.

To all whom it may concern:

Be it known that I, CHARLES A. WASHBURN, of Oakland, in the county of Alameda and State of California, have invented certain new and useful Improvements pertaining to a Passenger-Register, of which the following is a specification, reference being had to the accompanying drawings, where—

Figure 1 is a side view of one end of a car. Fig. 2 is an end view. Fig. 3 is a detail view.

The invention is a device for automatically registering the number of passengers which enter a street-car.

The letter *a* denotes the platform at one end of the car; *b*, an entrance for passengers; *c*, an exit-gate; *d*, a turnstile, set on the shaft *E*, bearing at its lower end the clutch-half *f*, meshing into the clutch-half *g*, which cannot rotate, and is borne on the pillar *h*, which runs down to connect with the spring-step *i*. A passenger stepping on this spring-step to enter the car depresses it, and, consequently, the clutch-half *g*, pulling it out of mesh, so that the turnstile can rotate. The passenger passing in rotates the stile a quarter turn, and with it the shaft *E*, which, by means of the worm *j*, correspondingly rotates the pinion *k* on the shaft *l*, which runs through the piece *m* and bears the finger *n* playing over the dial *o* properly figured; and I propose to attach near the dial a bell which shall be struck each time the finger *n* moves a step forward. When a passenger would pass out he lifts the latch *p* on the inside of the gate *c* and opens the gate. When the driver or conductor would open this gate from the inside of the car he pulls on the cord *r* which runs centrally along the top of the car upon the inside of the car through the loop *s*, which depends from near the center of the roof through the loop *t*, which is on the gate, to the latch *p*. A pull

on the cord first raises the latch and then opens the door, which shuts by a gentle spring, *u*.

I have shown this apparatus as applied to one side of the car only. Common cars require that it be applied to both sides.

The features of invention are, first, the combination of the turnstile, the clutch and the spring-step; second, the combination of the entrance, the turnstile, and the exit-gate when all are relatively placed as shown; third, the combination of the exit-gate, with its latch, spring, and cord-loop, with the cord and roof-loop.

With reference to this combination I am made aware that prior to my invention a cord has been so rigged upon vehicles that a pull thereon opens the door, and I make no claim to any and all combinations for doing this thing, but only to such a construction as herein shown, wherein a pull upon the cord first raises a common pivoted latch, and then a further pull opens the door, which when released is closed by a spring or weight.

I claim as my invention—

1. In combination, turnstile *d*, shaft *E*, bearing clutch-half *f*, clutch-half *g*, pillar *h*, and spring-step *i*, all substantially as described and for the purpose set forth.

2. In combination, the entrance *b*, turnstile *d*, and exit-gate *c*, when all three are located upon a car relatively as shown.

3. In combination, the gate *c*, having latch *p*, spring *u*, and cord-loop *t*, the cord *r*, and roof-loop *s*, all substantially as described, and for the purpose set forth.

CHARLES A. WASHBURN.

Witnesses:

WM. E. SIMONDS,
R. F. GAYLORD.