

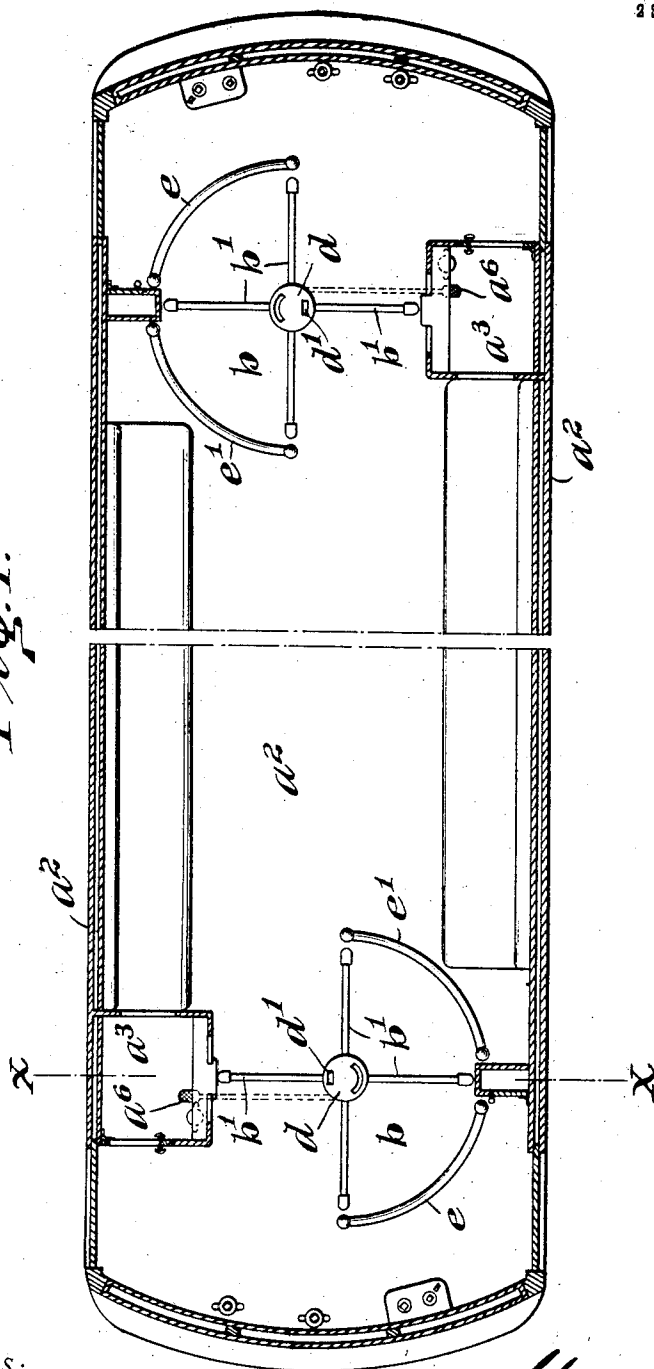
C. W. CRANMER.
 REGISTERING TURNSTILE PASSENGER RAILWAY CAR.
 APPLICATION FILED OCT. 30, 1909.

966,657.

Patented Aug. 9, 1910.

2 SHEETS—SHEET 1.

Fig. 1.



WITNESSES:

Thomas W. Smith
 Charles A. Seldrake.

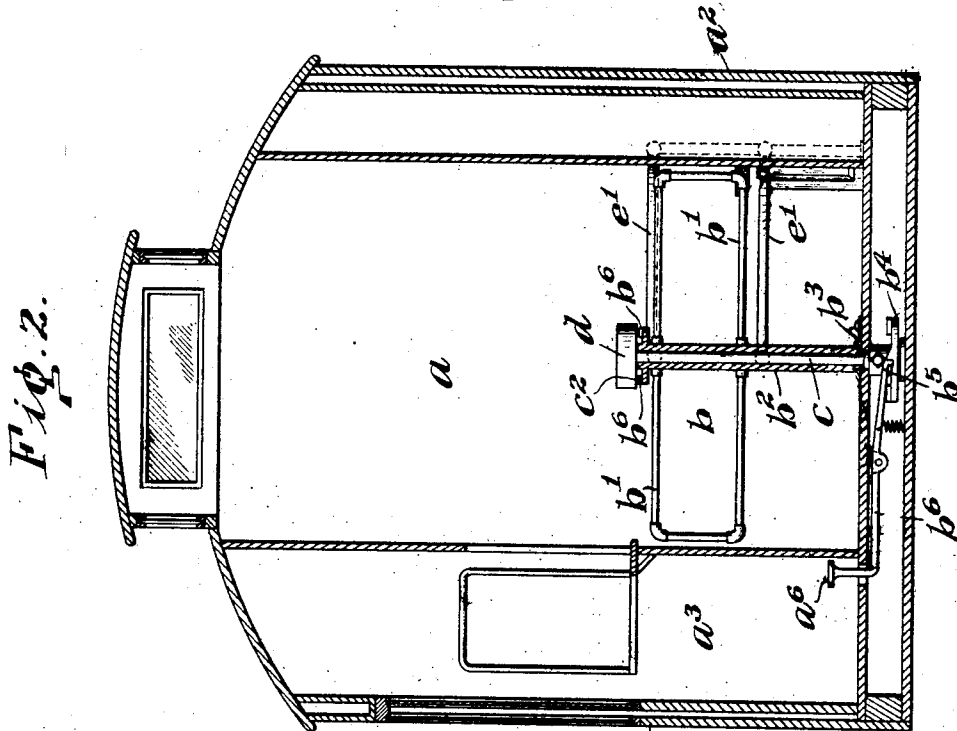
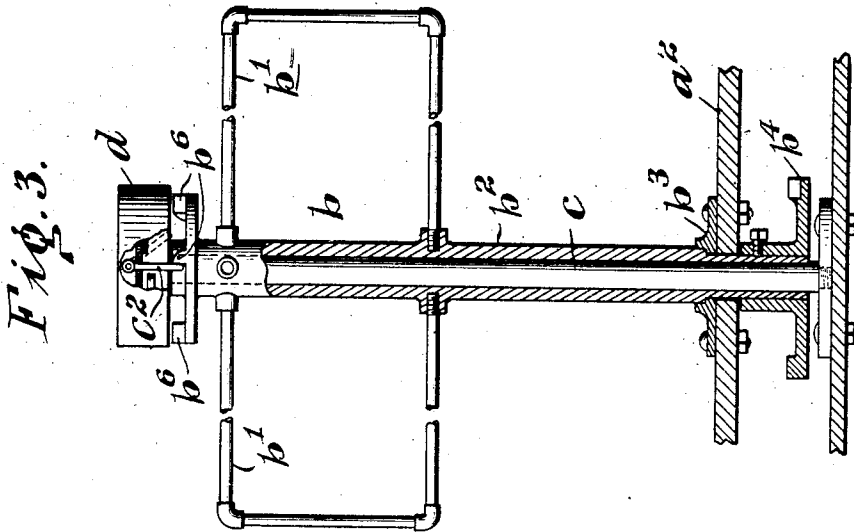
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WITNESSES:
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UNITED STATES PATENT OFFICE.

CLARENCE W. CRANMER, OF PHILADELPHIA, PENNSYLVANIA.

REGISTERING-TURNSTILE PASSENGER RAILWAY-CAR.

966,657.

Specification of Letters Patent.

Patented Aug. 9, 1910.

Application filed October 30, 1909. Serial No. 525,414.

To all whom it may concern:

Be it known that I, CLARENCE W. CRANMER, a citizen of the United States, residing at the city of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Registering-Turnstile Passenger Railway-Cars, of which the following is a specification.

My invention has relation to a turnstile for employment in passenger railway cars of either the type having open platforms or vestibules and known as pay-as-you-enter cars or the type of cars having a closable platform or vestibule and foldable steps and known as pay-within-cars; and in conjunction with controlling the entrance and exit of passengers to and from the main car-body through the turnstile it is designed so that by mechanism and devices employed and operating simultaneously therewith to automatically register fares of entering passengers, but not their exit from the car and thereby to minimize, as far as possible abstracting by conductors of collected fares from passengers, for as arranged each fraction of a complete turn of said turnstile will not only permit of a passenger being admitted into the main car-body but will register the fare of that passenger in passing the conductor's station and must therefore be accounted for by the conductor in charge of such car according to the registrations of said turnstile.

My invention consists of a registering turnstile passenger railway car constructively arranged in substantially the manner hereinafter fully described and claimed.

In the drawings, Figure 1, is an internal plan view of a passenger railway car provided with a registering turnstile therein, embodying particular features of my present invention. Fig. 2, is a vertical transverse sectional view through a car with a turnstile and conductor's booth or station on the line x, x , of Fig. 1; and Fig. 3, is an enlarged elevational view of the turnstile removed from the car, showing partly in broken section, disclosing the step-by-step operating mechanism thereof and the register connected therewith and actuated by the said mechanism, for automatically with the manual operation of the turnstile registering, each fare of a passenger in passing from the platform into the main body of the car.

Referring to the drawings a , is a passen-

ger railway car having end platforms or vestibules a^1 , and a main body a^2 , and at either or both end portions provided with a turnstile b ; each turnstile as shown, having four members or wings b^1 , extending from a hollow post b^2 . This post is set into a base-plate b^3 , to revolve and carries a ratchet-disk b^4 . This disk engages a pawl b^5 , constructed as a part of a horizontal rod b^6 , which extends into a conductor's booth or station a^3 , located on one side of the turnstile b , of the car a , as fully shown in Figs. 1 and 2. Extending through the hollow post b^2 , is a rod c , fastened to the car floor and in a space between the platform or vestibule and main car-body a^2 , and to the upper end and in juxtaposition to the members or wings of the revolving hollow post b^2 , is carried by the rod c , a fare register d . This register on its under side is provided with a pawl c^2 , to engage a tooth of the rotary disk of the post b^2 , as clearly shown in Fig. 3, so that as arranged each turn of a member or wing b^1 , of the turnstile b , by a passenger entering the car, will cause a number on the dial of the fare register, to be exposed through the window d^1 , thereof, as clearly illustrated in Fig. 1. The conductor's booth or station a^3 , as shown in Figs. 1 and 2, is located on one side of the car a . The front of the booth is extended interiorly so as to form with a member or wing b^1 , of the turnstile b , an actual barrier to passengers entering the main car-body a^2 , until the foot of the conductor in the booth has been released from a treadle or other device a^4 , for operating the rod b^6 , provided with the pawl b^5 , to disengage the latter from the ratchet b^4 , when by a manual push of a member or wing b^1 , the pawl c^2 , is actuated in engagement with a tooth of the ratchet disk, revolved with the post b^2 , to shift a member of the fare register d , and to expose the same through the window d^1 , thereof.

e and e^1 , are guard-railings arranged to protect passengers entering the platform and also in the main car-body a^2 , against the revolving members or wings b^1 , of a turnstile striking them or disfiguring their clothing as will be understood from Fig. 1. Such a car as above described may be arranged with but a single turnstile b , for example, such as shown to the left in Fig. 1, so as to admit and discharge passengers onto the platform or vestibule, but in most cases it will be found to greatly facilitate han-

dling of passengers to admit them singly from the rear end and discharge them singly from the front end of the car. In a turnstile type of car, the seats may be arranged either lengthwise along both sides of the main car-body a^2 , as shown, or they may be arranged as short seats with side aisles, as now very commonly arranged for conveying passengers from point to point.

10 Having thus described the nature and objects of my invention, what I claim as new and desire to secure by Letters Patent is:—

15 In combination, a car provided with a registering turnstile and a booth, a treadle-lever located in the booth and pivoted to the underside of the platform of said car, said treadle lever having a terminal projection, a vertical operating rod connected with the register of said turnstile and a disk or plate

carried on the lower end thereof and having 20 cams, a spring to hold said treadle-lever under a defined tension and to maintain normally said terminal projection in contact with a cam of said plate or disk so as to prevent actuation of the register of said 25 turnstile, until said treadle-lever is depressed and said register operative only in one direction in the normal position of said treadle-lever in engagement with a cam of said plate or disk.

30 In witness whereof, I have hereunto set my signature in the presence of two subscribing witnesses.

CLARENCE W. CRANMER.

Witnesses:

J. WALTER DOUGLASS,
THOMAS M. SMITH.