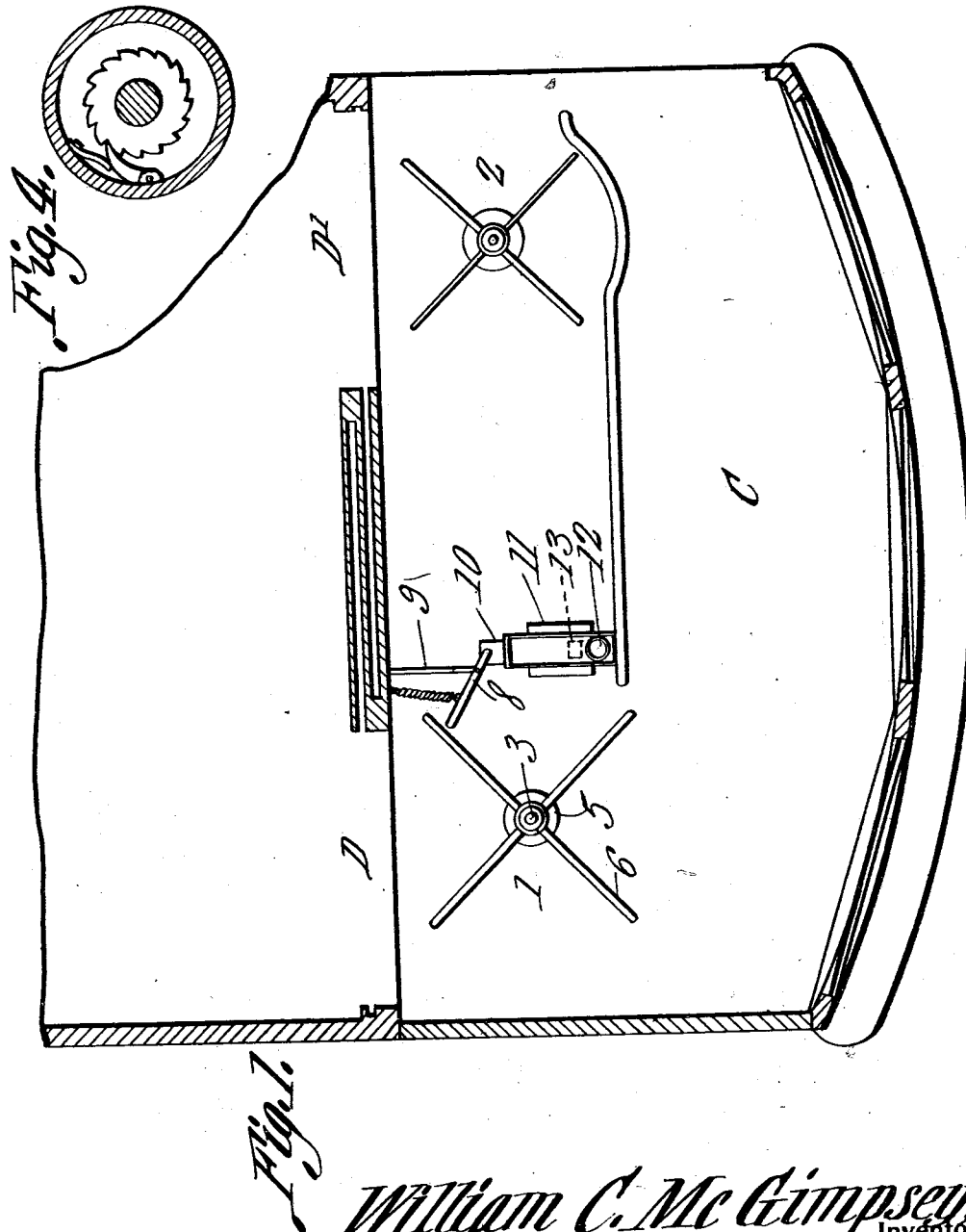


W. C. McGIMPSEY.
 COMBINED FARE REGISTER AND PASSENGER REGISTER.
 APPLICATION FILED AUG. 29, 1910.

1,051,906.

Patented Feb. 4, 1913.
 2 SHEETS—SHEET 1.



Witnesses:
J. H. B. B. B.
R. M. Elliott

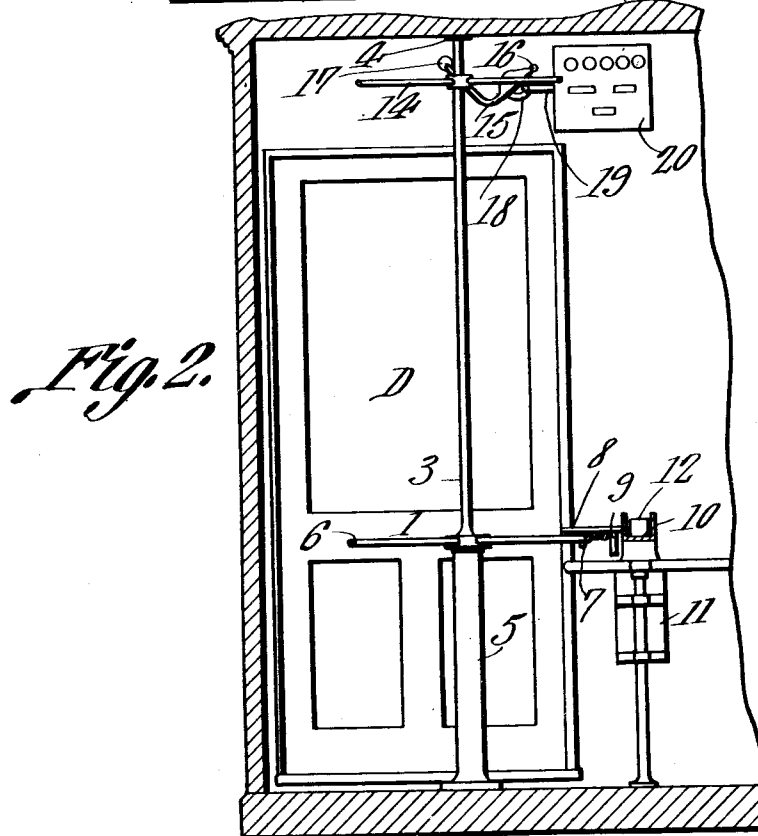
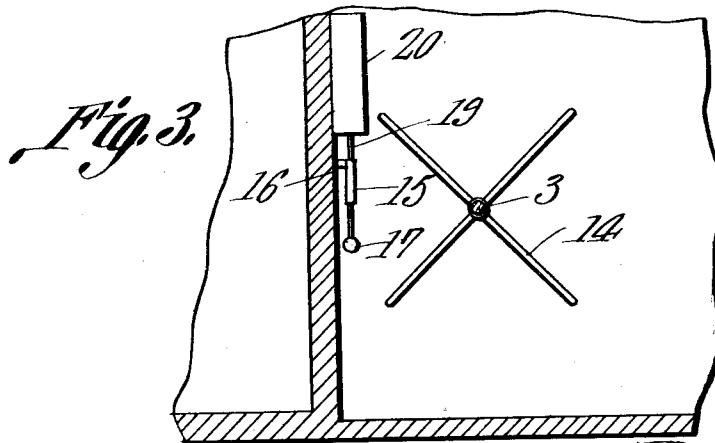
William C. McGimpsey,
 Inventor,
 by *Cashnow & Co.*
 Attorneys.

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William C. McGimpsey,
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UNITED STATES PATENT OFFICE.

WILLIAM C. MCGIMPSEY, OF SIOUX CITY, IOWA.

COMBINED FARE-REGISTER AND PASSENGER-REGISTER.

1,051,906.

Specification of Letters Patent.

Patented Feb. 4, 1913.

Application filed August 29, 1910. Serial No. 579,526.

To all whom it may concern:

Be it known that I, WILLIAM C. MCGIMPSEY, a citizen of the United States, residing at Sioux City, in the county of Woodbury and State of Iowa, have invented a new and useful Combined Fare-Register and Passenger-Register, of which the following is a specification.

This invention relates to a combined fare depositor and passenger register for street cars.

The object of the invention is to provide an apparatus of this character which may readily be applied to a street car, and will be thoroughly effective in preventing dishonest conductors from appropriating fares, and which will also keep an accurate register of the number of passengers entering the car during a given period, whereby a double check is held on the conductor, that practically renders it impossible for him to defraud the railroad company.

With the above and other objects in view, as will appear as the nature of the invention is better understood, the same consists in the novel construction and combination of parts of a combined fare depositor and passenger register for street cars, as will hereinafter be fully described and claimed.

In the accompanying drawings, Figure 1 is a top plan view in section of one end of a pay-as-you-enter car. Fig. 2 is a rear elevation. Fig. 3 is a fragmentary detail view, partly in section and viewed in plan, of a portion of the apparatus. Fig. 4 is a view showing the pawl and ratchet mechanism used in connection with the device.

Referring to the drawings, C designates the platform of the car having the usual entrance doorway D and exit doorway D', it being understood that these doors are duplicated at the opposite end of the car, as well as the mechanism about to be described, and as this will be understood, additional illustration is deemed unnecessary.

Arranged opposite each of the doorways is a turn stile designated generally 1 and 2 respectively. The shaft 3 of the turnstile 1 extends to the roof of the car and is journaled in a socket 4 provided at that point. The lower end of the shaft is mounted in the standard 5 secured to the floor of the car and carries intermediate its ends a series of rigid handle bars 6, in this instance four. The handle bars are arranged, when turned by an incoming passenger to contact with

an arm 7 depending from a spring retracted lever 8 supported, intermediate of its ends, upon a bracket 9 secured to the end wall of the car. The end of the lever opposite that carrying the arm 7 is pivotally connected with a slide 10 arranged in the top of the fare box 11, the slide being provided with a cup 12 to receive the fares the same being deposited through an opening 13 into the fare box when the lever 8 is moved by the turnstile. Lever 8 is so disposed that it may be manually operated should the slide 10 become chocked, the point near the spring thereof being so mounted as to be under the control, if necessary of the fare collector or conductor.

In order to secure registration of a passenger at the time his fare is deposited, there is a second four-arm turnstile 14 arranged near the upper end of the shaft 3, and disposed to engage with a bell crank shaped lever 15 pivoted at 16 to the end of the car, the free end of the lever being provided with a counterweight 17. Adjacent to the pivot point of the lever 15 is arranged a loop 18, and this connects with the slide 19 of the indicator 20.

From the description and illustration given it will be seen that when a passenger has deposited his fare in the cup 12 and operates the turnstile to enter the car that the lever 8 will be swung thus to actuate the slide 10 and deposit the fare. Simultaneously with this action, one of the arms of the turnstile 14 will engage with the weighted end of the lever 15 and raise the same, thereby exerting a pull upon the slide 19 which will operate the mechanism of the indicator to register the entry of the passenger. As is usual with turnstiles there will be a pawl and ratchet mechanism employed, as shown in Fig. 4, to prevent the turnstile from being turned backward. This pawl and ratchet mechanism is not necessary, however, as the arms of the stile will move against the depending arm 7 should the movement of the stile be reversed and thus limit such movement without causing the actuation of the fare registering device.

The turnstile 2 merely supplements the action of the turnstile 1 and serves as a double check there being connected with it a suitable indicator not necessary to be shown.

In order to make the fares tally with the number of persons registered, it will be nec-

essary each time that a transfer is received for the conductor to deposit a cash fare, and at the end of the day these fares will be returned to him if it is found that there is no
5 discrepancy between the contents of the cash box and the register.

It will be seen from the foregoing description that the addition of this system to a car will not require any change in the structural arrangement of the latter, and that its
10 installation will result in a large saving to railroad companies.

What is claimed is:

The combination with a fare recording device having a slide, of a bracket, a lever
15 pivotally mounted on the bracket, a spring connected to the lever for holding the slide and lever normally in a predetermined posi-

tion, and a stile, the arms of the stile being movable successively into engagement with
20 the lever to shift the lever and the slide against the action of the spring, the recording device being located in that side of the stile remote from the portion being engaged
25 by the operator, there being an arm depending from the lever for engagement by the stile, said arm cooperating with the stile to prevent the stile from rotating backwardly.

In testimony that I claim the foregoing as
30 my own, I have hereto affixed my signature in the presence of two witnesses.

WILLIAM C. MCGIMPSEY.

Witnesses:

NATE G. MILLER,
L. KRYGER.