

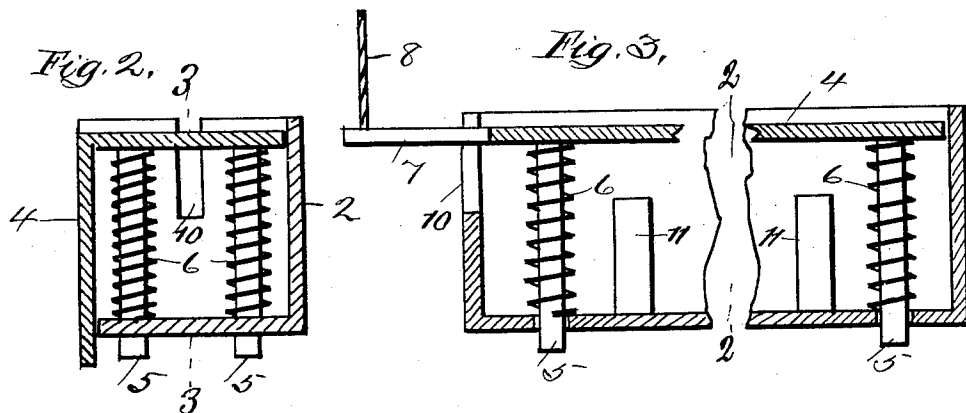
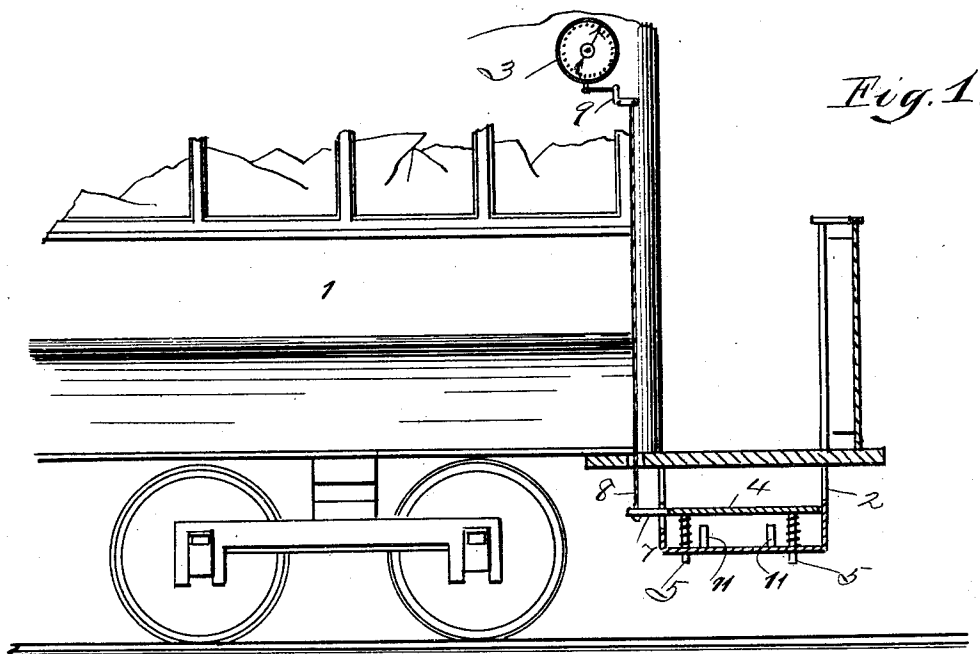
(No Model.)

J. J. MAY.

STREET OR OTHER RAILWAY CAR REGISTER.

No. 547,018.

Patented Oct. 1, 1895.



Witnesses:
H. E. Harrison, John Joseph May, Inventor.
J. A. Hervey, R. O. Davis, Atty.

UNITED STATES PATENT OFFICE.

JOHN JOSEPH MAY, OF PITTSBURG, PENNSYLVANIA.

STREET OR OTHER RAILWAY CAR REGISTER.

SPECIFICATION forming part of Letters Patent No. 547,018, dated October 1, 1895.

Application filed March 29, 1895. Serial No. 543,775. (No model.)

To all whom it may concern:

Be it known that I, JOHN JOSEPH MAY, a citizen of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Street or other Railway Car Registers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to an improved street and other railway car register; and it consists in certain details of construction and combination of parts, as will be fully described hereinafter.

In the accompanying drawings, Figure 1 is a side sectional elevation of a portion of a street-railway car, showing my improved step in section, together with its connection with an ordinary fare-register. Fig. 2 is an enlarged sectional end elevation of my improved registering-step, said section taken on the line 2 2 of Fig. 3. Fig. 3 is a front sectional elevation of the same, taken on the line 3 3 of Fig. 2.

To put my invention into practice with a street-railway car 1, I attach to the step 2 of the same a plate 4, L-shaped in cross-section, as seen in Fig. 2, supported by suitable springs 6 upon guides 5, the step itself also being L-shaped in cross-section, thus with the correspondingly-shaped tread forming a closure for the springs, guides, and stops. These guides consist of integral downwardly-extending posts 5, projecting through the step and

having the springs 6 coiled about the same. Formed with the plate 4 is an outwardly-projecting portion or lug 7, operating in a slot 10, formed in one of the ends of the step 2, and the said lug 7 is connected by suitable means 8 to a lever or crank 9, and by means of a rod or bar to an ordinary fare-register 3. Arranged beneath the plate 4 and secured to step 2 are posts 11, which will limit the vertical movement of the said plate.

In operation when persons are passing into the car 1 their weight upon the plate 4 will depress the same, thereby drawing the crank 9 down and registering the passenger upon the dial of the register 3.

Having thus described my invention, I claim—

In an automatic register for street and other railway cars, the combination of the L-shaped step, the L-shaped plate or tread, provided upon its under side with guides upon which are arranged springs supporting said tread or plate, said step being provided with posts or stops to limit the downward movement of said plate or tread, a register in the car and a suitable connection between said register and a lug on said plate or tread projecting through a slot in said stop, said L-shaped step, with said correspondingly shaped tread, forming a closure for said springs, guides, and stops, substantially as set forth.

In testimony that I claim the foregoing I hereunto affix my signature this 3d day of January, A. D. 1895.

JOHN JOSEPH MAY. [L. S.]

In presence of—

JOHN S. KENNEDY,
I. A. CARLINE.