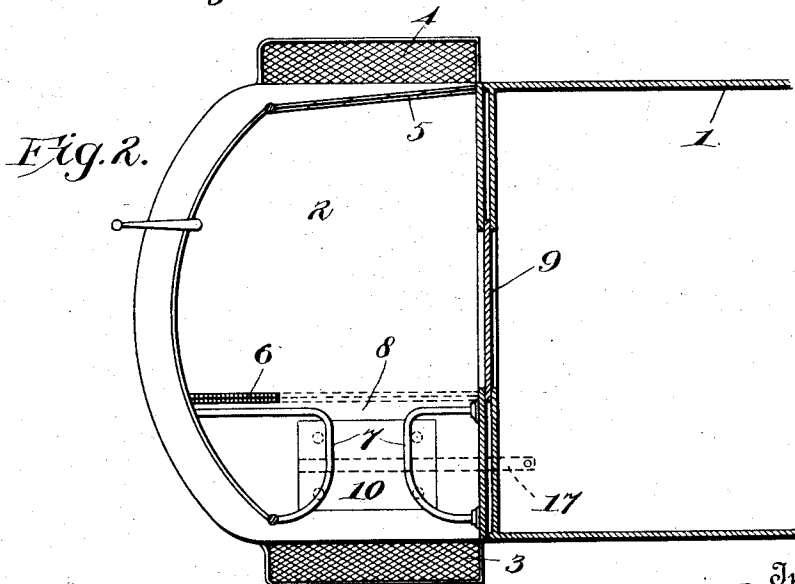
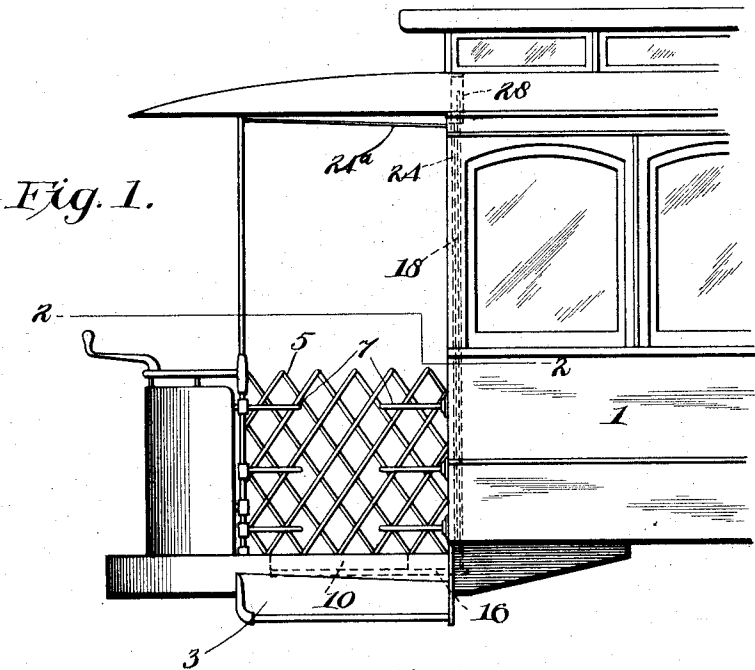


A. J. LALAND.
FARE REGISTER.
APPLICATION FILED OCT. 28, 1910.

1,024,343.

Patented Apr. 23, 1912.

2 SHEETS-SHEET 1.



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2 SHEETS—SHEET 2.

Fig. 3.

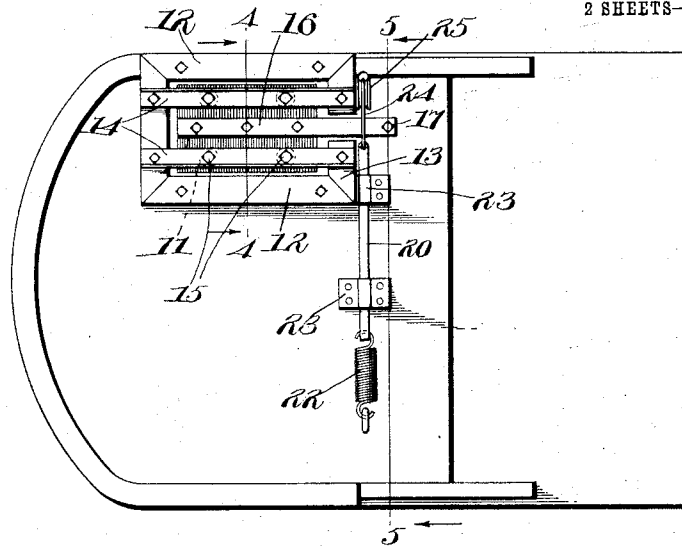


Fig. 5.

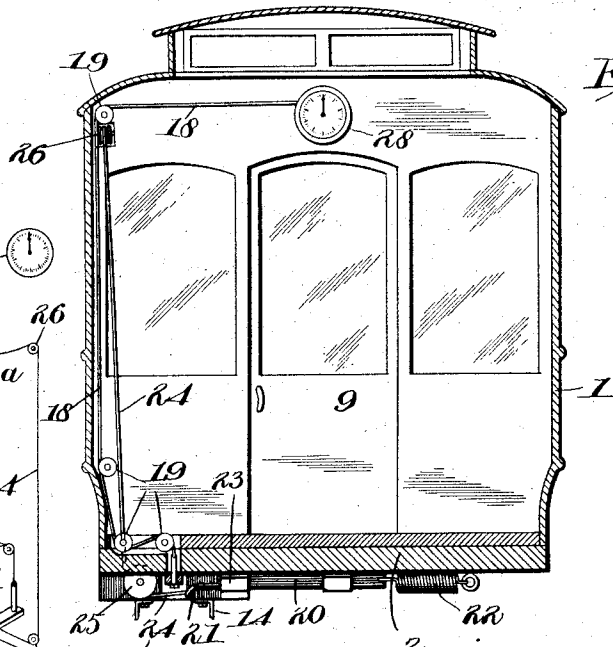


Fig. 6.

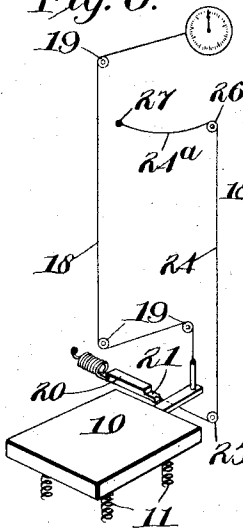
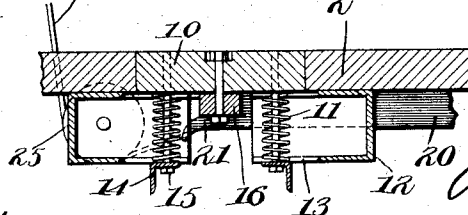


Fig. 4.



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UNITED STATES PATENT OFFICE.

ARTHUR J. LALAND, OF MOBILE, ALABAMA.

FARE-REGISTER.

1,024,343.

Specification of Letters Patent.

Patented Apr. 23, 1912.

Application filed October 28, 1910. Serial No. 589,638.

To all whom it may concern:

Be it known that I, ARTHUR J. LALAND, a citizen of the United States, residing at Mobile, in the county of Mobile and State of Alabama, have invented certain new and useful Improvements in Fare-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 appertains to make and use the same.

This invention relates to improvements in fare registers for cars and similar public conveyances, and is especially designed for use with that type of car known as the pay-as-you-enter.

The primary object of the invention is to provide means for automatically registering each passenger upon entering the car, and also means for preventing the registration of a passenger when an officer, employee, or other person having a free pass over the line.

While the invention is not restricted to the exact details shown and described, still for the purpose of disclosure reference is had to the accompanying drawings, forming a part of the application, in which drawings like letters designate the same parts in the several views, and in which—

Figure 1 is a view in side elevation of the rear end of the body of a car. Fig. 2 is a horizontal sectional view, showing the rear platform in plan, the section being taken on the line 2—2 of Fig. 1. Fig. 3 is a bottom plan view of the rear platform with the side steps omitted. Fig. 4 is a cross-section on the line 4—4 of Fig. 3, looking in the direction of the arrows and showing the locking bar in its operative position. Fig. 5 is a cross-section on the line 5—5 of Fig. 3, looking toward the rear of the car, and Fig. 6 is a diagrammatic view showing the connection between the movable platform and the register, and also the means for locking the platform against movement.

1 designates a car body having a front and rear platform 2, provided with the entry and exit steps 3 and 4, which may be rigid or foldable, and also provided with gates 5 on opposite sides of the front and back platform, the gate on the rear platform being maintained closed while the gate on the front platform is maintained open for exit purposes.

In the drawings, for simplicity of illus-

tration, there has only been shown one end of a car, which will be described as the rear end, it being understood that the other end of the car is provided with complementary parts.

6 designates a folding gate located at the entrance to the platform, which folding gate is maintained open when the platform is being used as a rear platform and closed when the car is running in the reverse direction.

7 designates a plurality of guards or railings, extending forwardly from the rear of the platform and rearwardly from the body of the car to form the restricted passageway 8 of suitable width to permit of the entrance of only one passenger at a time.

9 designates the door leading from the platform to the interior of the car. Immediately below the entrance passageway 8 is arranged a bodily movable member 10, forming a portion of the platform 2 and suitably supported by spring buffers 11.

In the drawings, the supporting structure is illustrated as comprising the longitudinal channel members 12 and the end channel members 13, with the longitudinal angle bars 14 bolted to said end channel members 13, the angle bars 14 being perforated to receive the headed rods 15, supporting the movable platform 10, and between the bottom of the platform 10 and the angle bars 14 are arranged a plurality of coil springs, surrounding the rods 15. On the underneath central face of the movable platform is bolted a bar 16, which extends longitudinally of the car and projects, as at 17, beneath the car body wall. The free end of this bar 16 is connected by a cable 18 and suitably arranged pulleys 19 with the register at that end of the car. On the bottom of the car, is arranged a locking bar 20 slidably mounted and disposed at right angles to the bar 16, one end being provided with a recessed seat 21, and the other end being connected with a coil spring 22, the bar being mounted on suitable guides 23 and normally held in its unlocked position, as shown in Figs. 3, 5, and 6. The free end of this locking rod is connected to the end of a cable 24, which cable passes over a pulley 25, the projecting end of the operating bar 17 being normally disposed intermediate the end of said locking bar and the pulley 25, and the cable 24 passing over another suitable pulley 26, located on the interior of the car, and thence passing outwardly to the platform,

where the free end of the cable may be secured, as at 27.

In operation, it will be obvious that in order to board the car a passenger will have to
 5 pass through the entrance opening 8, when he will step upon the movable platform 10 and depress it, together with the operating bar 16, which will pull on the cable 18 and register the passenger on the register 28, so
 10 that each entering pay passenger is registered without the conductor operating the register at all, leaving the conductor free to collect the fares as each passenger passes through the entrance opening. Should an
 15 official of the road, or other passenger who has free passage, board the car, the conductor reaches that portion of the cable 24^a above his head and pulling on same will operate the locking bar 20, so that its recessed
 20 end 21 will come beneath the projecting end 17 of the operating bar, in which position the movable platform 10 will not be displaced, and hence no fare is registered.

As stated before the front and back platforms are similarly constructed, but in order to insure proper returns of fares the exit at the front of the car may be arranged on the same side as the entrance at the rear, in which event the front gate 5 would not be
 25 maintained open. The object of this is in order to register every pay passenger leaving the car on a separate register, which is not under the control of the conductor. In a car constructed of this type the front end,
 30 unless single trackage was used, or the movable platforms 10 might be provided on each side of the front and rear platforms.

Having thus described a practical and preferred embodiment of the invention, the particular features of novelty will now be
 40 pointed out more succinctly in the following claim:—

The combination with a vehicle having a stationary platform, and a fare register for
 45 passengers; of members on the vehicle for providing a constricted passageway on said platform; a platform section movably mounted within the constricted passageway of the stationary platform, and having the
 50 surface thereof flush with the surface of said stationary platform; a rectangular frame of channel bar construction secured to the underside of the stationary platform and surrounding said movable section; a pair of
 55 bars of angle iron construction secured to said rectangular frame and disposed in parallel relation immediately beneath said movable section; a plurality of bolts secured to the movable section and passing through
 60 apertures in said parallel bars; spiral springs surrounding said bolts and disposed between said parallel bars and the movable section and resiliently supporting the latter; a bar secured to the underside of said movable
 65 section and projecting therefrom; and means connecting said projecting bar and fare register operable to actuate the latter through the movements of the former, substantially as described.

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

ARTHUR J. LALAND.

Witnesses:

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 WM. MIFFLIN, JR.