

H. J. DRESSEL.

PAY-AS-YOU-ENTER ATTACHMENT FOR STREET CARS.

APPLICATION FILED AUG. 31, 1909.

Patented Jan. 25, 1910.

947,732.

2 SHEETS—SHEET 1.

Fig. 2.

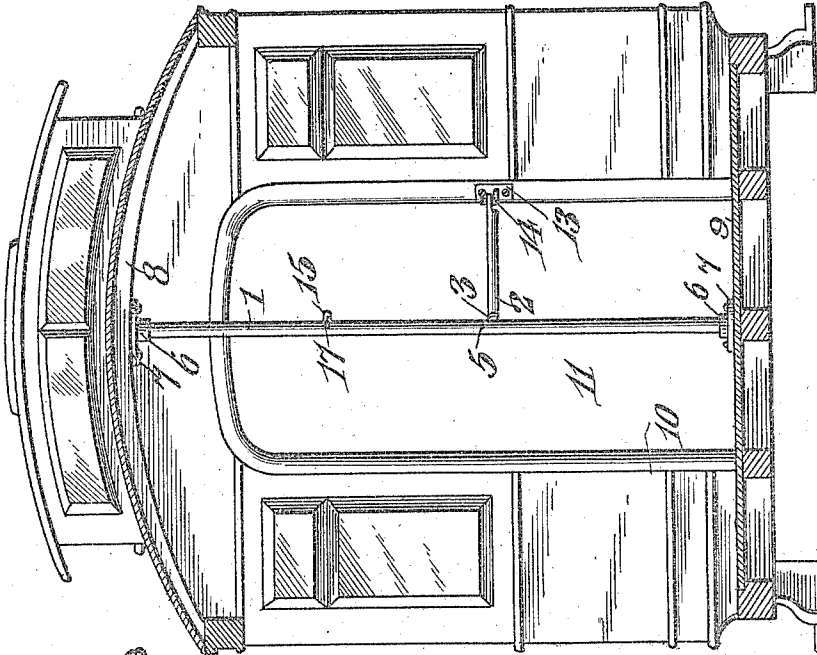
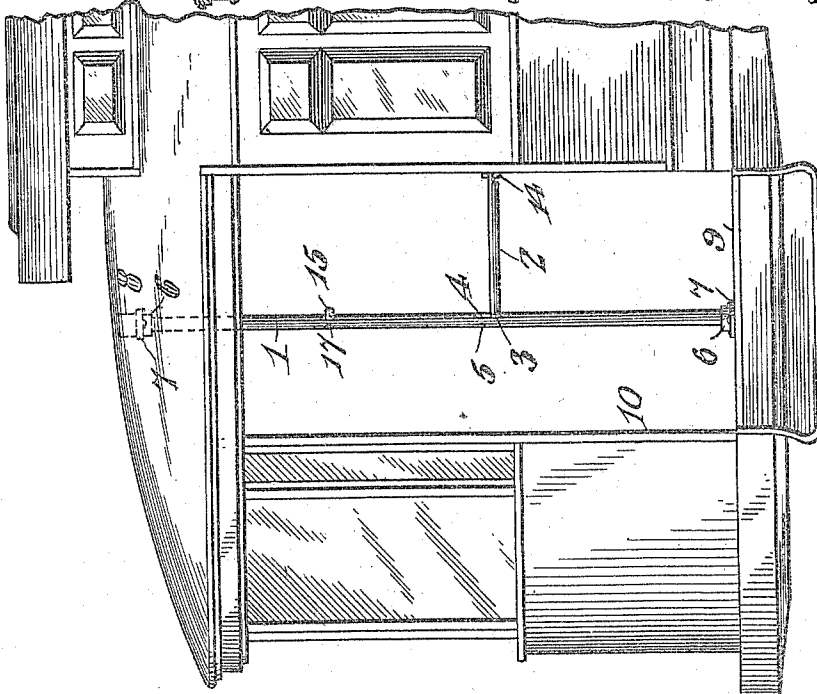


Fig. 1.



Witnesses

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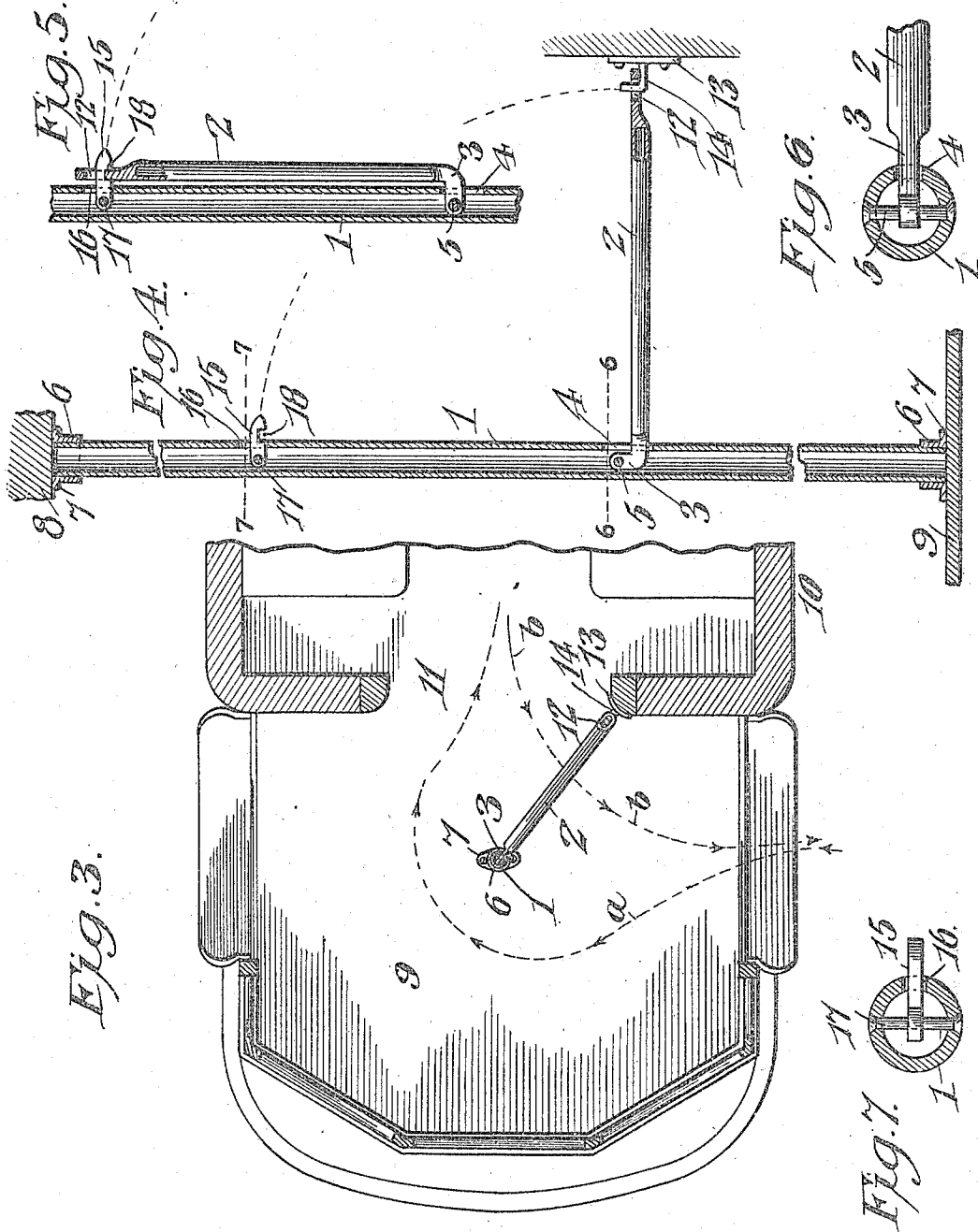
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2 SHEETS—SHEET 2.



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PAY-AS-YOU-ENTER ATTACHMENT FOR STREET-CARS.

947,732.

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To all whom it may concern:

Be it known that I, HARRY J. DRESSEL, a citizen of the United States, residing at New Orleans, in the parish of Orleans and State of Louisiana, have invented a new and useful Pay-as-You-Enter Attachment for Street-Cars, of which the following is a specification.

The invention relates to a pay-as-you-enter attachment for street cars.

The object of the present invention is to provide a simple, inexpensive and efficient pay-as-you-enter attachment for street cars, adapted to be readily applied to the same without necessitating any alteration in the construction thereof, and capable of constricting the entrance space on the platform so as to prevent more than one passenger from passing the conductor and entering the car at a time.

Another object of the invention is to provide a pay-as-you-enter attachment of this character, adapted to prevent passengers from being confused when entering and leaving the car at the same time, and arranged to permit the conductor to remain on the rear end of the car for collecting the fares, and capable of permitting an entirely free egress from the car when desired.

With these and other objects in view, the invention consists in the construction and novel combination of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims here-
to appended; it being understood that various changes in the form, proportion, size and minor details of construction, within the scope of the claims, may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawings:—Figure 1 is a side elevation of a portion of a car, provided with a pay-as-you-enter attachment, constructed in accordance with this invention. Fig. 2 is a transverse sectional view of the same. Fig. 3 is a horizontal sectional view. Fig. 4 is an enlarged vertical sectional view of the attachment, the pivoted arm being arranged in a horizontal position. Fig. 5 is an enlarged detail sectional view, the horizontal arm being arranged in a vertical position.

Fig. 6 is a detail sectional view on the line 6—6 of Fig. 4. Fig 7 is a similar view on the line 7—7 of Fig. 4.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

In the embodiment of the invention illustrated in the accompanying drawings, the pay-as-you-enter attachment comprises a tubular upright 1 and a tubular arm 2, preferably provided at its inner end with a substantially L-shaped attaching portion 3, extending through a slot 4 into the tubular upright 1 and pivoted to the same by a horizontal pin 5, which permits the arm to swing upward from the horizontal position shown in Fig. 4 to the vertical position, illustrated in Fig. 5. The pivoted end of the arm 2 may be connected to the upright by various other forms of hinged joints.

The tubular upright is equipped at its upper and lower ends with attaching means, preferably consisting of sockets 6, provided with integral horizontally projecting ears or flanges 7, which are perforated for the reception of screws, or other fastening devices for securing the socket pieces to the top 8 and the platform 9 of the car 10. The upright is located centrally of the platform at the median line of the car opposite the door way or entrance 11 to the interior of the car, and the arm 2 is arranged diagonally of the platform and extends from the upright to the right hand side of the door way or entrance 11. This will cause the passengers entering the car to pass around the attachment, as indicated by the dotted line *a*, the conductor being permitted to stand at the rear end of the platform for collecting the fares as the passengers enter. The arm 2 is swung upward to a vertical position to permit the passengers to pass through the space, which is constricted by the arm when the passengers enter the car, the dotted line *b* indicating the course of the passengers leaving the car. By locating the tubular upright 1 in the vestibule of the car beyond the doorway, the entire door-way is free and unobstructed when the arm 2, which extends from the upright to the near side of the door-way, is raised.

The free end of the arm is provided with

an opening 12 and is supported by a bracket 13 when the arm is arranged in a horizontal position. The bracket consists of an attaching portion and an approximately L-shaped member 14, fixed to the attaching plate and having a horizontal portion and a vertical portion, which extends through the opening 12 of the arm, as clearly illustrated in Fig. 4 of the drawings. The attaching portion of the bracket is secured to the car at the right hand side of the door way or entrance 11, and when it is desired to permit a free egress from the car, the arm 2 is swung upward to a vertical position and is automatically engaged by a pivot latch 15, projecting from the upper portion of the upright 12 and engaging the outer end of the pivoted arm. As the arm is not locked in a horizontal position, it may be easily swung upward into engagement with the automatic latch by the conductor. As it is not necessary to manipulate a latch or grasp the arm, the upward swinging of the latter by the conductor will not interfere with the free use of his hands in holding transfers, tickets and the like. The latch 15 extends through a slot 16 of the tubular upright, and it is secured to the same by a horizontal pin or pivot 17. The latch is beveled at the outer end and is provided at the lower edge with a recess 18 forming a shoulder, which drops into engagement with the pivoted arm when the latter is raised.

The attachment is designed to be applied to each end of a street car and does not have to be transferred from one end of a car to the other, and when not in use, the pivoted arm may be locked in a vertical position contiguous to the upright where it will be out of the way of the motorman or the passengers leaving the car at the front end thereof. When the arm is arranged in a horizontal position for constricting the passage-way, there is sufficient space at the rear end of the platform for the accommodation of the conductor, and the passengers will be permitted to freely enter the car, but will be prevented from passing the conductor except in a single line, thereby enabling the conductor to collect all the fares. The device effectually prevents passengers from entering the car at the back without passing in front of the conductor.

Having thus fully described my invention, what I claim as new and desire to secure by Letters Patent, is:—

1. A pay-as-you-enter attachment for street cars including an upright provided with means for mounting it upon the platform of a car opposite the door way or entrance into the latter, an arm pivoted to the upright and arranged diagonally with re-

lation to the car so as to extend from the upright to one side of the door way or entrance, and means for supporting the arm in an extended position.

2. A pay-as-you-enter attachment for street cars including an upright provided with means for mounting it upon the platform of a car opposite the door way or entrance into the latter, an arm pivoted to the upright and arranged diagonally with relation to the car so as to extend from the upright to one side of the door way or entrance, and a supporting bracket designed to be mounted on the car at such side of the entrance or door way and having a member arranged to receive the outer end of the arm.

3. A pay-as-you-enter attachment for street cars including an upright provided with means for mounting it upon the platform of a car opposite the door way or entrance into the latter, an arm pivoted to the upright and arranged diagonally with relation to the car so as to extend from the upright to one side of the door way or entrance, means for supporting the arm in an extended position, and an automatic latch carried by the upright and arranged to engage and hold the arm when the latter is swung upward.

4. A pay-as-you-enter attachment for street cars including an upright provided with means for mounting it upon the platform of a car opposite the door way or entrance into the latter, an arm pivoted to the upright and arranged diagonally with relation to the car so as to extend from the upright to one side of the door way or entrance, said arm being provided at its free end with an opening, and a supporting bracket consisting of an attaching portion and an approximately L-shaped member arranged to extend through the opening of the arm for supporting the latter in its extended position.

5. A pay-as-you-enter attachment for street cars including an upright provided with means for mounting it upon the platform of a car opposite the door way or entrance into the latter, an arm pivoted to the upright and arranged diagonally with relation to the car so as to extend from the upright to one side of the door way or entrance, said arm being provided at its free end with an opening, and a pivoted latch mounted on the upright above the arm and arranged to project through the opening of the latter, whereby the arm when swung upward is automatically engaged and held against the upright.

6. A pay-as-you-enter attachment for street cars including an upright provided with upper and lower attaching means for

enabling it to be secured to the top and platform of a car opposite the door way or opening into the same, said upright being also provided with upper and lower slots, an
5 arm having an approximately L-shaped attaching portion extending into the lower slot and pivoted within the upright, said arm being arranged to extend from the upright to one side of the door way or entrance, means for supporting the arm in an
10 extended position, and a latch pivoted in

the upper slot of the upright and projecting therefrom and having an engaging portion arranged in the free end of the arm.

In testimony, that I claim the foregoing 15
as my own, I have hereto affixed my signature in the presence of two witnesses.

HARRY J. DRESSEL.

Witnesses:

GEORGE J. UNTEREINER,
PETER J. UNTEREINER.