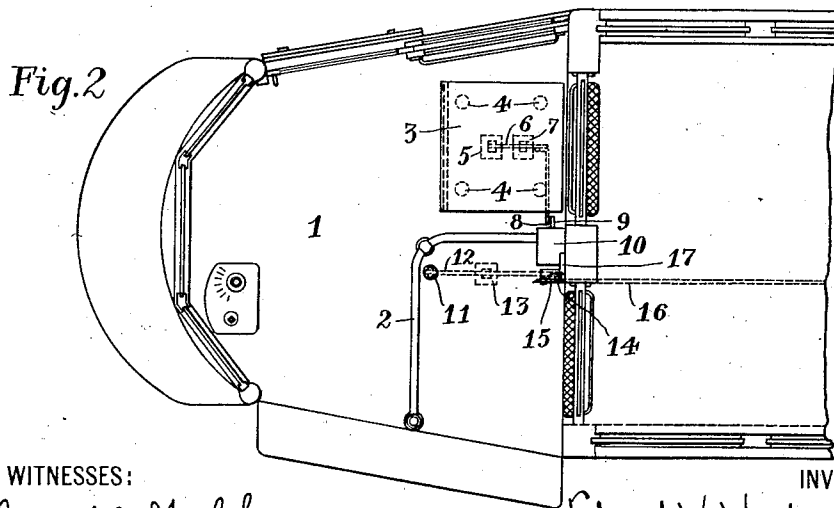
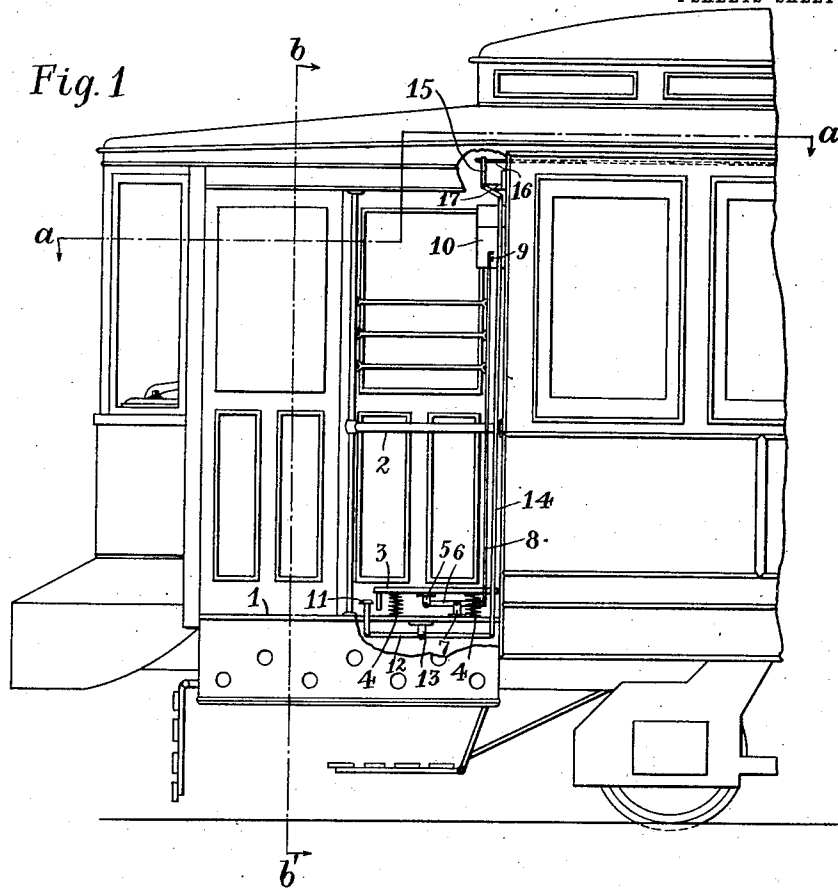


1,012,948.

E. W. WERDEN.  
PASSENGER REGISTER.  
APPLICATION FILED MAY 23, 1910.

Patented Dec. 26, 1911.

4 SHEETS-SHEET 1.



WITNESSES:  
David J. Walsh  
Horace G. Deitz

INVENTOR  
Edward W. Werden  
BY  
Adam E. Schatz  
ATTORNEY

1,012,948.

E. W. WERDEN.  
PASSENGER REGISTER.  
APPLICATION FILED MAY 23, 1910.

Patented Dec. 26, 1911.

4 SHEETS—SHEET 2.

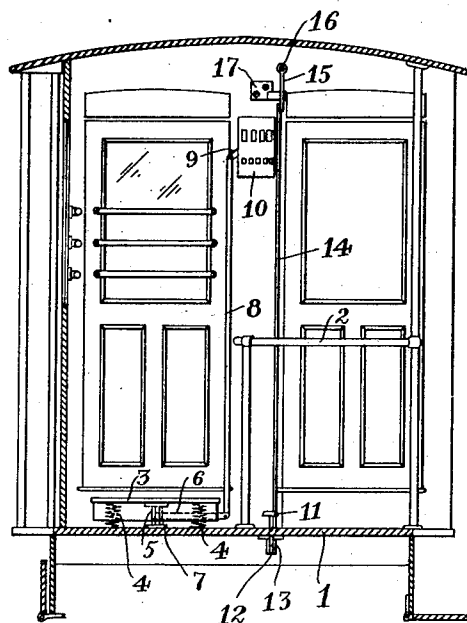


Fig. 3

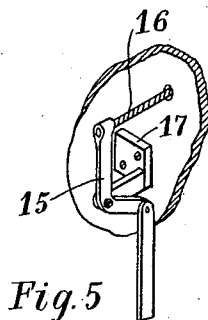


Fig. 5

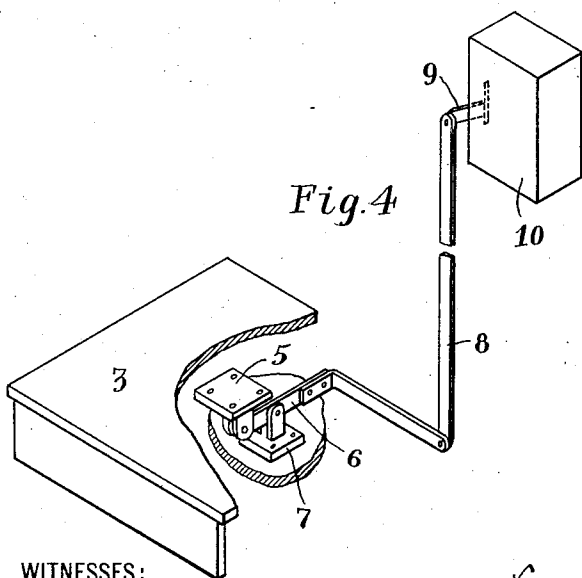
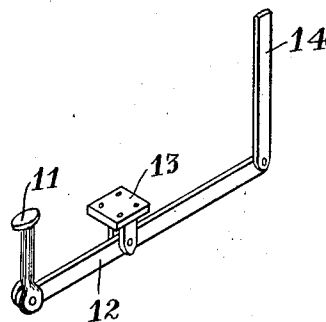


Fig. 4

WITNESSES:

David J. Walsh  
Horace L. Peitz

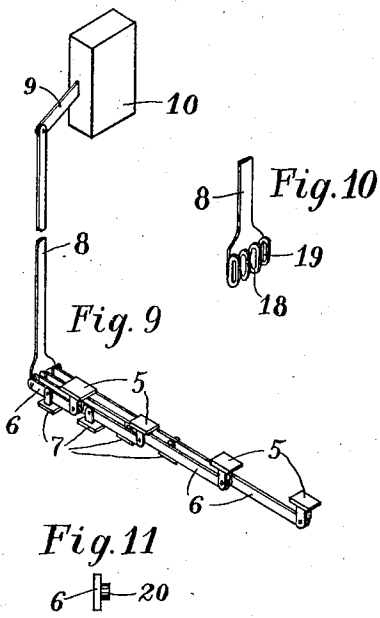
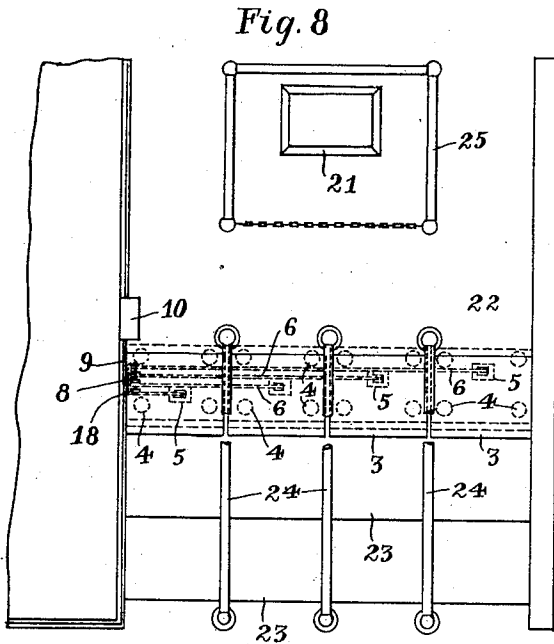
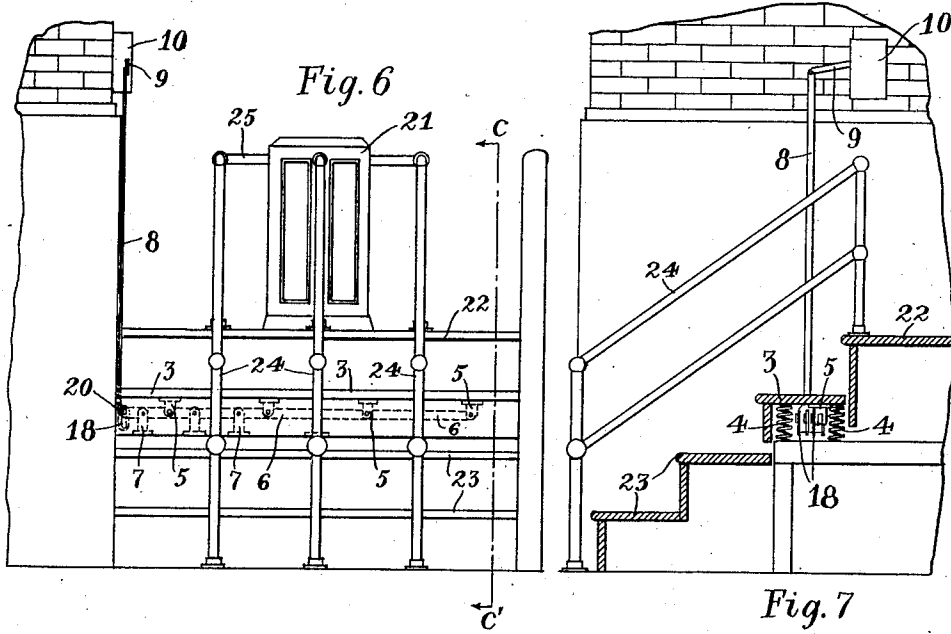
Edward W. Werden, INVENTOR  
BY  
Adam E. Schatz, ATTORNEY

E. W. WERDEN.  
PASSENGER REGISTER.  
APPLICATION FILED MAY 23, 1910.

1,012,948.

Patented Dec. 26, 1911.

4 SHEETS—SHEET 3.



WITNESSES:

David J. Walsh  
Horace C. Deitz

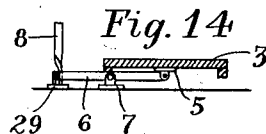
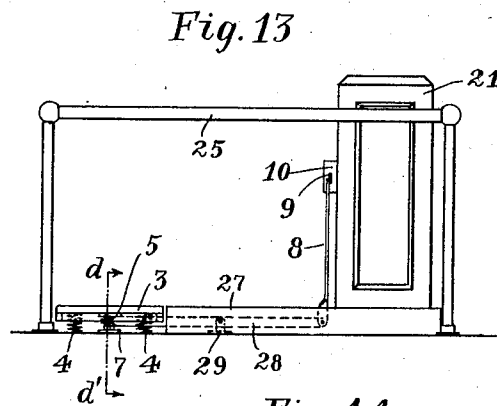
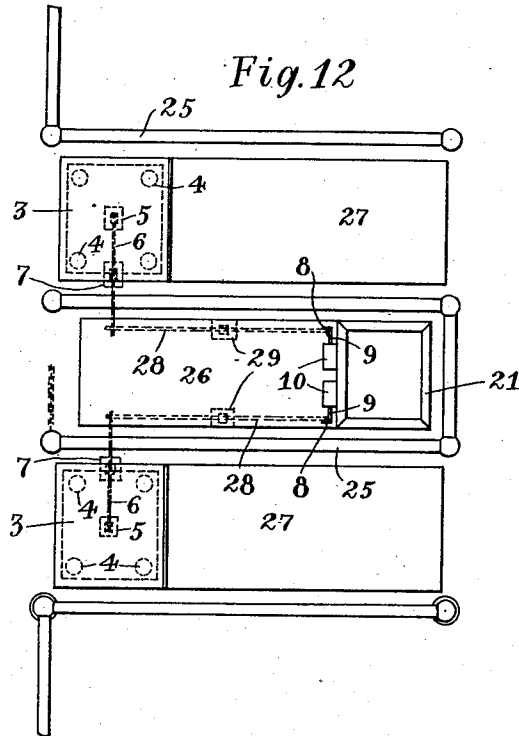
Edward W. Werden, INVENTOR  
BY Adam B. Schatz, ATTORNEY

E. W. WERDEN.  
PASSENGER REGISTER.  
APPLICATION FILED MAY 23, 1910.

1,012,948.

Patented Dec. 26, 1911.

4 SHEETS—SHEET 4.



WITNESSES:

David J. Walsh  
Horace G. Deitz

Edward W. Werden, INVENTOR

BY Adam C. Schatz ATTORNEY

# UNITED STATES PATENT OFFICE.

EDWARD WHIPPLE WERDEN, OF MOUNT VERNON, NEW YORK, ASSIGNOR OF ONE-HALF TO S. W. COE, OF NEW YORK, N. Y.

## PASSENGER-REGISTER.

1,012,948.

Specification of Letters Patent.

Patented Dec. 26, 1911.

Application filed May 23, 1910. Serial No. 562,948.

*To all whom it may concern:*

Be it known that I, EDWARD WHIPPLE WERDEN, a citizen of the United States, and resident of Mount Vernon, in the county of Westchester and State of New York, have invented certain new and useful Improved Passenger-Registers, of which the following is a specification.

My invention relates to improvements in mechanism for operating recording or registering devices to indicate the passage of individuals by a given point, and is applicable for use in various ways and under widely different conditions.

One form in which the invention may be employed, is in connection with street-cars, especially of the "pay-as-you-enter" type, the registering operation taking place after the passenger has passed the conductor and has presumably paid his fare; in connection with this form and use, I provide means operated by the foot of the conductor for manipulating the starting-bell of the car, thereby leaving the hands of the conductor free for all purposes, enabling the car to be operated with greater satisfaction to the public and owner, the automatic registration of passengers, and the ability of the conductor to make change, etc., without necessitating hand manipulation of the starting-bell, permitting the passengers to be rapidly passed into the car and permit the car to be started quicker by reason of the gathering of passengers into the car during rush hours and at rush points.

Another form in which the invention may be employed is in connection with the entrance to stations, places of amusement, etc., wherein the registration may be made before depositing the ticket or fare or after its deposit, as preferred.

One object of the invention is to provide a device which will automatically actuate a registering device by the movement of an individual thereon; and one embodiment of the invention contemplates a selection of individuals, by controlling the minimum weight limit at which registration will take place, thus attempting to provide an approximate age limitation, using the normal weight of a child of the required years as a basis for selection.

Other objects are to provide a mechanism which is simple and efficient in operation, durable in construction, readily installed,

and which can be manufactured at relatively low cost.

To these and other ends, the nature of which will be readily understood as the invention is hereinafter disclosed said invention consists in the improved construction and combination of parts, hereinafter fully described, illustrated in the accompanying drawings, and particularly pointed out in the appended claim.

In the accompanying drawings in which similar reference characters indicate similar parts in each of the views Figure 1 is a side elevation of the entrance end of a "pay as you enter" street car, portions being broken away for clearness. Fig. 2 is a plan view of the same with the top of the car removed. Fig. 3 is a section taken on line *b-b* of Fig. 1. Fig. 4 is a detail perspective view of a portion of the register operating mechanism. Fig. 5 is a similar view of the starting-bell actuating mechanism. Figs. 6, 7 and 8 are views illustrating the application of the device to a stairway leading upwardly, as for elevated railways, places of amusement, etc. Figs. 9, 10 and 11 are views of operating parts of one form of device. Figs. 12, 13 and 14 are views illustrating the application of the device to the entrance extending in a single plane.

In the drawings 1 designates the rear platform of a street-car of the "pay as you enter" type, and 2 the guard-rail for the conductor.

3 designates a platform of suitable area and which is located in front of the entrance to the body of the car, the platform 1 being cut-away, if desired, for this purpose, this being dependent upon the preference of the car-owner, the platform 3 resting on a plurality of springs 4 by means of which it is normally held above the plane of the platform 1 and preferably on the plane of the entrance to the body of the car. Where the device is employed in street cars (or in other cases where a selection is to be made), the springs 4 are preferably of a tension as to withstand the weight of the normal child of an age which will permit it to travel free, persons of a greater weight causing the platform 3 to be depressed.

Pivottally mounted below the platform 3 is a lever 6, mounted in a bracket 7, one end

of said lever being connected to a plate 5 located below the platform 3 and with which said platform contacts, the lever receiving its movement from the platform; 5 if desired the plate 5 may be secured to the platform. The opposite end of the lever 6 is connected with a register 10, of suitable type, by means of connections such as 8 and 9, the purpose being to cause the register to be actuated by the depression of 10 the platform 3.

In order that a proper support may be had for the platform 3 and a proper registration be made regardless of the particular portion of the platform on which the person steps, I preferably position the springs 4 adjacent the periphery of the platform; or the arrangement may be as indicated in Fig. 9, in which a plurality 20 of levers is employed, each having its plate and all connected up to a connection formed on the end of connection 8 embodying a plurality of members 18 having elongated slots 19, the arrangement being such that 25 the depression of either one of the plates 5 will cause the lever 6 to actuate the register. Or, each lever may have a separate connection with a register, each plate 5 indicated in Fig. 9, cooperating with an independent platform 3, as in Figs. 6 and 8, 30 thereby making it applicable for use with a plurality of entrances, the levers extending side by side, and each having its own register. In Figs. 6, 7 and 8, this latter arrangement is shown, the illustration showing 35 the device arranged on a stairway 23 having one or more dividing rails 24, this plan being especially adapted for use at elevated railway stations, 21 indicating the ticket-receiving box and 25 the railing. In 40 these views but one register is shown for clearness. In Figs. 12 and 13, the platforms 3 are shown as located on opposite

sides of an inclosed space 26 the entrances being indicated at 27. In this form, the 45 connections include an additional lever 28 mounted on a bracket 29, in order to provide the proper movement to the register upon depression of the platform.

In order that the conductor may have 50 free use of his hands for the purpose of making change, receiving tickets etc., I preferably connect the rope 16 of the starting bell to an angle lever 15 mounted on a bracket 17 secured at the rear of the car, 55 and connect said lever 15 to a foot trip 11 through connections 12 and 14, the connection 12 being in the form of a lever mounted on a bracket 13. This construction permits the conductor to devote his entire time 60 to the entering passengers his hands being freed from the necessity of either registering fares or pulling the starting bell. As there is no delay on his part due to these requirements, it is obvious that his duties in 65 connection with the passengers entering can be more quickly performed, enabling a better running time being made in the operation of the cars.

Having thus described my invention, 70 what I claim as new is:

The combination with a floor or like support, of a spring-supported platform, a plurality of contact plates below said platform, a register, a plurality of levers for 75 said plates, and an operating connection between said levers and said register, each of said levers being independently connected to said register-operating connection.

Signed at New York in the county of New York and State of New York this fifth 80 day of May A. D. 1910.

EDWARD WHIPPLE WERDEN.

Witnesses:

D. C. KENNEDY,

MATTHEW MADDOCK.