H. J. DRESSEL.

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

APPLICATION FILED AUG. 31, 1909.

947,695. Patented Jan. 25, 1910.

2 SHEETS—SHEET 1.

Fig. 2.

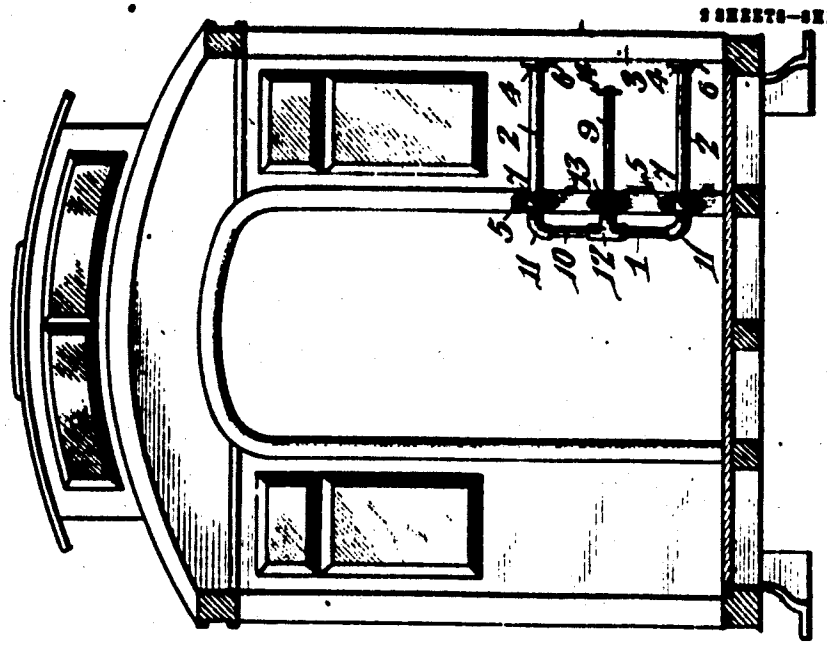
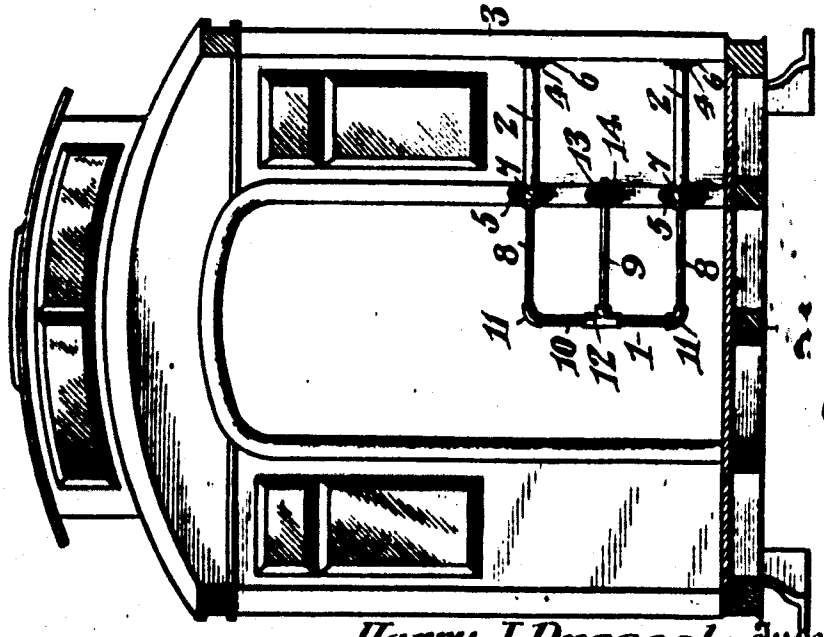


Fig. 1.



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2 SHEETS—SHEET 2.

Fig. 4.

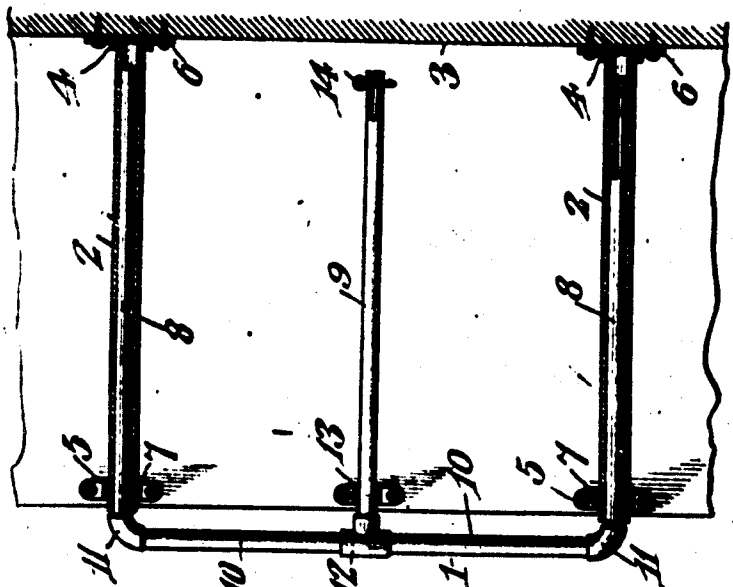
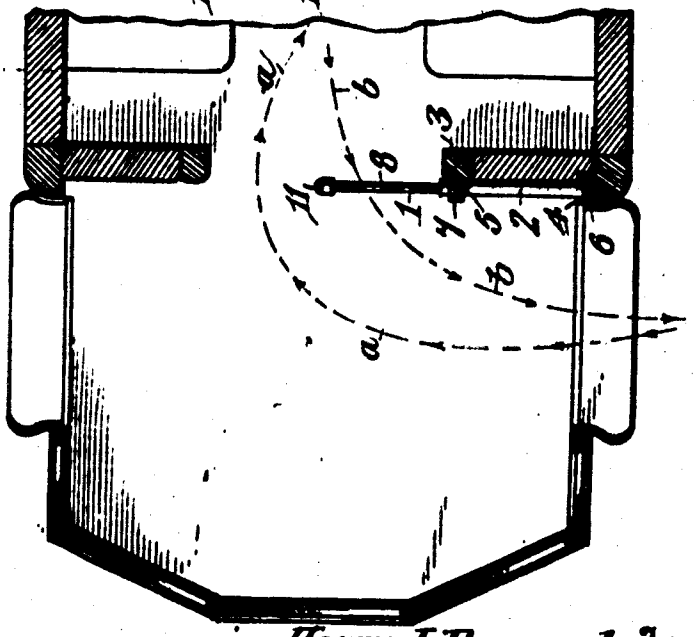


Fig. 3.



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

947,695. Specification of Letters Patent. Patented Jan. 25, 1910.

Application filed August 31, 1909. Serial No. 515,450.

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, adapted to be placed on street cars to close partially the entrance of cars of any dimensions to prevent more than one person at a time from passing through the door way or entrance and thereby converting an ordinary street car into a pay-as-you-enter car without remodeling the said car.

A further object of the invention is to provide a pay-as-you-enter attachment, which will not take up any of the room or space of the platform and which will enable the means for constricting the door way or entrance to be readily transferred from one end of a car to the other, when the motorman and conductor change ends at the end of a trip.

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 hereto 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 transverse sectional view of a car, equipped with a pay-as-you-enter attachment, constructed in accordance with this invention, the guard being extended for constricting the door way or entrance of the car. Fig. 2 is a similar view, the extensible guard being closed. Fig. 3 is a horizontal sectional view, the parts being arranged as illustrated in Fig. 1. Fig. 4 is an enlarged sectional view of the attachment, the parts being arranged as shown in Fig. 2.

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 in its construction a horizontally slidable guard 1, constructed of tubular metal and telescoping into and supported by horizontal tubular members 2, mounted at one of the end panels of the car 3. In practice the tubular members 2 are designed to be arranged at each end of a car, so that the guard 1 may be transferred from one end of the car to the other at the end of a trip, but each end of a car may be equipped with a complete attachment, and when the attachment is in its closed position, as illustrated in Fig. 2 of the drawings, it is out of the way and it also forms a convenient handle to assist persons in boarding the car especially when the same is in motion. The guard or gate is adapted to extend from the near side of the doorway partially across the same to form a partial barrier and yet allow the passengers to enter the car. The horizontal tubular members are arranged in parallelism at the top and bottom of the attachment, and they are preferably secured to the car by means of sockets 4 and brackets 5. The sockets 4, which receive the outer ends of the tubular members 2, are provided with attaching portions 6, which are secured by screws, or other suitable fastening means to the car, as clearly illustrated in Fig. 4 of the drawings. The brackets 5, which are secured to the car adjacent to the door way, consist of vertical attaching plates and cylindrical portions 7, which receive the inner ends of the tubular members.

The extensible guard 1 is preferably constructed of tubular metal and is composed of upper and lower horizontal tubes or bars 8 and an intermediate bar 9, which are connected with a vertical end tube or bar 10 by terminal elbow couplings 11 and an intermediate T-shaped coupling 12. The upper and lower bars or tubes 8 telescope into the tubular supporting members 2 and are adapted to be drawn outward to permit the guard to be extended partially across the door way or entrance of the car, as shown in Fig. 1 to constrict the same and prevent more than one passenger from entering the car at a time, thereby permitting the conductor to remain on the rear platform and collect the fares and see that the passengers safely enter and leave the car.

The intermediate bar or member 9 ex-

tends through a guide 13, consisting of a bracket having a cylindrical portion presenting an opening to the intermediate tube or bar 9, which slides through the opening. The outer end of the bar 9 is provided with a removable pin 14, piercing such bar or tube and arranged to engage the bracket 13 to limit the slidable movement of the guard to prevent the same from becoming accidentally disconnected from the horizontal supporting members 2. The pin may be removed to permit the slidable guard to be detached and transferred from one end of the car to the other.

When the guard is extended, as illustrated in Figs. 1 and 3 of the drawings, it constricts the door way or entrance to the interior of the car, and the passengers are compelled in entering the car to take the route indicated by the dotted line *a*. The conductor stands at the rear end of the car back of the line of passengers and collects the fares as the passengers pass into the car. When the guard is moved to its closed position, the entire door way or entrance is exposed and the passengers in leaving are permitted to take the course indicated by the dotted line *b*.

The device is applicable to all kinds of street cars provided at either or both ends with a platform, and while it is preferred to construct the guard of tubular metal, it may be made of any other suitable material.

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 spaced horizontal tubular members arranged at different elevations and designed to be secured to a car at one side of the door way or entrance into the same, and a guard having bars slidable in the tubular members to extend the guard partially across the door way or entrance and to arrange the guard out of the way.

2. A pay-as-you-enter attachment for street cars including spaced horizontal tubular members arranged at different elevations and designed to be secured to a car at one side of the door way or entrance into the same, a guard having bars slidable in the tubular members to extend the guard partially across the door way or entrance and to arrange the guard out of the way, and means for limiting the slidable movement of the guard and for permitting the same to be detached and transferred from one end of the car to the other.

3. A pay-as-you-enter attachment for street cars including spaced tubular members designed to be secured to a car at one side of the door way, a slidable guard having members and provided with a member spaced from the said members; a fixed guide receiving the latter member, and a detachable stop carried by the same and arranged to engage the guide.

4. A pay-as-you-enter attachment for street cars including upper and lower fixed tubular members, a guard having upper and lower bars slidable in the tubular members, said guard being also provided with an intermediate bar, a fixed guide slidably receiving the intermediate bar, and a fastening device piercing the outer end of the intermediate bar and arranged to engage the guide to limit the slidable movement of the guard and to permit the same to be detached.

5. A pay-as-you-enter attachment for street cars including spaced horizontal tubular members designed to be secured at their outer ends to a car at one end of the door thereof, brackets having circular openings receiving the inner portions of the tubular members, a guide located between the brackets and having an opening, and a guard composed of upper and lower bars telescoping into the tubular members, an intermediate bar slidable through the said guide and provided at its outer end with a detachable device for engaging the said guard, and means for connecting the inner ends of the bars.

6. The combination with a car, of a pay-as-you-enter attachment therefor including a horizontal tubular member mounted on the car at one side of the door or entrance and forming a fixed handle, a guide also mounted on the car, and a slidable guard having bars operating in the tubular member and in the guide, and means carried by the guard and arranged to engage the tubular member for limiting the sliding movement of the guard.

7. The combination with a car, of a pay-as-you-enter attachment therefor including guides on the rear end of the car between the near side and the door-way, and a movable guard or gate slidable in the guides and adapted to project partially across the door-way and form a partial barrier and yet allow entrance to the car.

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

HARRY J. DRESSEL.

Witnesses:
GEO. J. UNTEREINER,
PETER J. UNTEREINER.