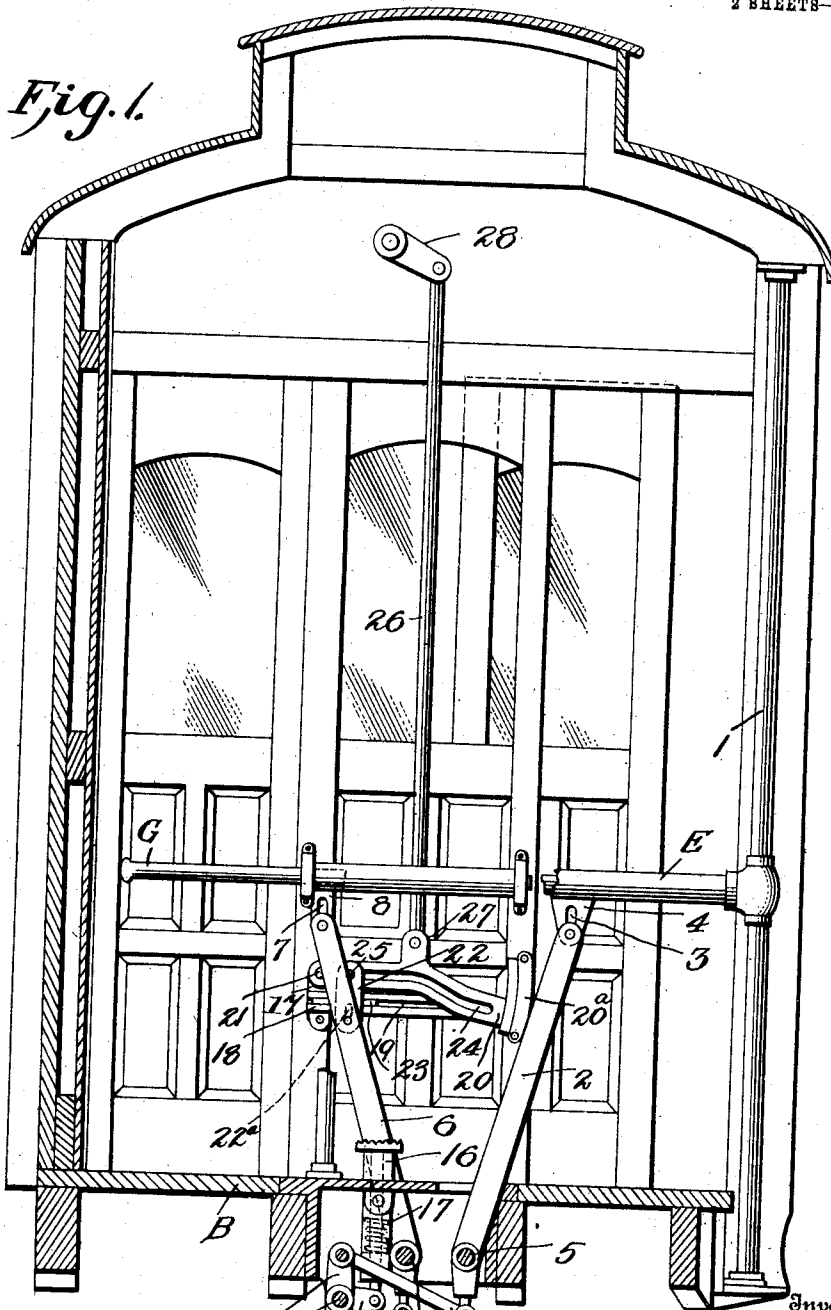


P. T. HANDIGES.
REGISTER ACTUATING MEANS FOR GATES.
APPLICATION FILED AUG. 16, 1909.

980,250.

Patented Jan. 3, 1911.
2 SHEETS—SHEET 1.



Witnesses
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Fig. 2.

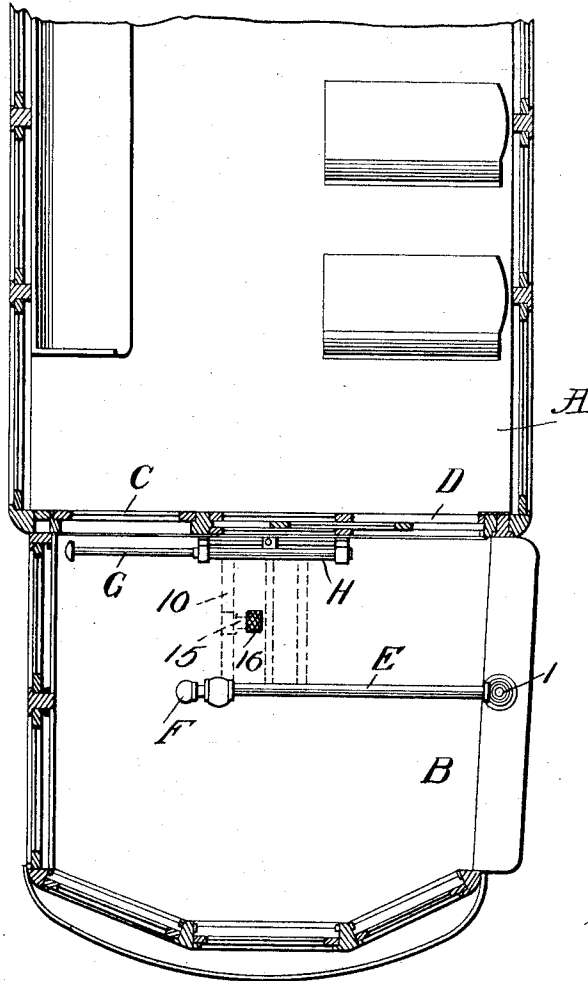


Fig. 3.

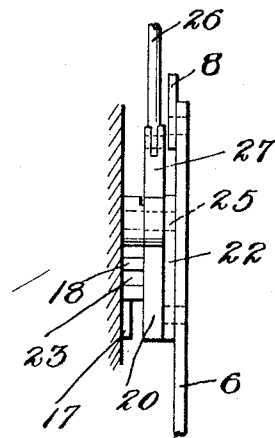
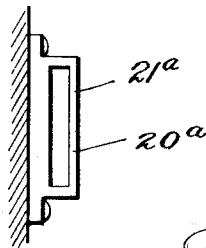


Fig. 4.



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UNITED STATES PATENT OFFICE.

PHILIP T. HANDIGES, OF CLEVELAND, OHIO, ASSIGNOR OF ONE-HALF TO ALBERT WAYCOTT, OF CLEVELAND, OHIO.

REGISTER-ACTUATING MEANS FOR GATES.

980,250.

Specification of Letters Patent.

Patented Jan. 3, 1911.

Original application filed May 9, 1908, Serial No. 431,804. Divided and this application filed August 16, 1909. Serial No. 513,132.

To all whom it may concern:

Be it known that I, PHILIP T. HANDIGES, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Register-Actuating Means for Gates, of which the following is a specification.

The present invention relates to gates or barriers of that type wherein the entrance of persons through a passageway is limited to one at a time, as disclosed in my co-pending application, Serial No. 431,804, filed May 9, 1908 and of which the present case is a divisional application.

The object of the invention is to provide a gate of that character having means associated therewith whereby the opening and closing of the gate operates to develop a movement that is utilized to actuate mechanism for operating a register device.

The further purpose of the invention is in providing a registering operating mechanism with such means that a partial opening or closing of the gate will not effect registration but wherein only a definite or substantially complete movement of the gate will operate the register.

The invention is designed with especial reference to the pay-as-you-enter street cars but is of course equally as serviceable at the entrance ways to parks, buildings, and places of amusement generally.

With these objects in view, my invention is described in its structural details and mode of operation in the following specification, and its points of novelty are set forth in the appended claims.

In the accompanying drawings wherein is shown the invention in its preferred embodiment, Figure 1 is an end view of a car shown partly in section, and with the gates and their operating means in full elevation. Fig. 2 is a top plan view of a car, parts being in section, and showing the disposition of the barriers controlling the entrance thereto. Fig. 3 is an end elevation looking toward the right of the register actuating means; and, Fig. 4 is the arcuate plate or guide within which the register actuating lever has movement.

Referring to the several views in further detail, like characters of reference indicating corresponding parts in the different figures shown, A represents a car of approved construction, B the rear platform thereof, C the entrance and D the exit of said car. Disposed substantially in the middle of the platform and transversely thereof is a permanent barrier or standard E within which telescopes a rail or bar F which with the permanent barrier E divides the platform into substantially two passageways. The outer end of the permanent barrier E is supported by a rigid standard 1.

Located immediately adjacent the rear bulk head of the passenger compartment of the car is a fixed member H having telescoping therein a bar G, which bar directly controls the entrance to the passageway C. The barrier E and the member H are both of substantially tubular structure and are provided on their under sides with slots running substantially the length of said members. The movable barriers F and G are each provided with lugs 4 and 8 respectively which depend through said slots and connect with the means for actuating the barriers.

The barrier actuating mechanism comprises a shaft 10 journaled to the car-frame beneath the platform and intermediate the barriers, said shaft carries two integrally formed arms 11 and 12 that are spaced and disposed in opposite directions. The arm 11 is connected by a link 13 with the lower end of a lever 2, which lever is journaled on a shaft 5 and which at its upper end is loosely connected with the lug 4 of the movable barrier F. The arm 12 is by the link 14 connected with the lower end of a lever 6 which lever has likewise a loose connection with the lug 8 of the barrier G. Fixed to the shaft 10 intermediate the arms 11 and 12 and disposed at right angles thereto is a bell-crank 15 that has connection with a treadle or plunger 16 which is normally held upright by a spring 17, said plunger being adapted to be operated by the conductor for alternately opening and closing the barriers F and G as will be obvious.

Beneath the member H and fixed to the bulk head to which it is secured is a casting

17 having tracks 18 providing between them an elongated slotted way 19 within which reciprocates a block 23. Said block is carried by a link 22 that connects with the lever 6 by a pin moving within a slot 22^a. On its upper end and to one side the casting 17 provides a journal or pivotal point 21 for a rocking arm 20 whose free end moves within a slot 20^a of an arcuate shaped plate 21^a that is fixed to the bulk head. The rocking lever 20 is deflected and throughout its length has a slot 24 which constitutes a cam. The link 22 has on its upper end a stud 25 adapted to move within the slot 24, and being substantially fixed relative to the arm 6 said link operates to develop a movement which causes the arm 20 to rock. The arm 20 has an offstanding portion 27 to which is pivotally connected a rod 26 which rod in turn has connection with an arm 28 of any suitable register actuating mechanism.

The barriers and their actuating means as described above is substantially the same as that set forth in my copending application above referred to and the description entered into in the present invention is given only in so far as it relates to the means for developing that movement which actuates a register.

I have in the present case detailed a peculiar mechanism by means of which register actuating means is operated by barriers controlling passage through an entrance way, but I do not wish it understood that I have limited myself to this particular means since it will be clear that the idea may with equal facility be adapted to such conditions as will better subserve the end in view, thus the register may be positioned in some concealed part of the car, or perhaps beneath the car platform, all according to the policy of the company on whose cars the invention would be installed.

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

1. The combination with a passageway controlling barrier and means for operating the same, of a register actuating mechanism comprising a rocking lever having connection with the barrier operating means and adapted to have a full operating movement only when the barrier performs a like movement, whereby to prevent registration by a partial movement of the barrier.

2. The combination with a barrier for controlling the entrance to a passageway, and a means for imparting movement thereto, of a register actuating mechanism, a cam lever having connection with the register operating mechanism, and a member carried by the barrier operating mechanism adapted to engage with the cam lever and actuate the register operating mechanism.

3. The combination with a reciprocating barrier for controlling the entrance to a passageway, and a lever for imparting movement to the barrier of a register actuating mechanism, a rocking lever having connection with the register actuating mechanism and provided with a cam element, a member carried by the lever and adapted to engage the cam and actuate said rocking lever whereby to operate the register actuating mechanism.

4. The combination with a barrier for controlling the entrance to a passageway, of a lever for imparting movement thereto, a member carried by said lever, a cam lever pivotally mounted adjacent said first named lever and having engagement with the member carried thereby and adapted to be actuated through the movements thereof, the cam element of said lever being disposed intermediate the ends thereof, whereby said lever will not be actuated except on a complete movement of the barrier operating lever, and a register actuating rod mounted upon said cam lever.

5. The combination with a passageway controlling barrier and a lever for operating the same, of a register lever adapted to be connected with a registering mechanism and provided with an elongated slot, a guideway positioned adjacent the register lever, and a guiding member mounted on the barrier operating lever and adapted to move within said guideway and effect the actuation of the register lever.

6. The combination with a passageway controlling barrier and a lever for operating the same, of a register lever adapted to be connected with a registering mechanism, an elongated cam slot in said register lever, a track mounted adjacent the register lever, and a member carried by the barrier operating lever adapted to travel on the track, and having a part adapted to move within the cam slot and effect the actuation of said register lever.

7. The combination with a passageway controlling barrier and a lever for operating the same, of a register lever adapted to be connected with a registering mechanism, an elongated slot having a cam element in said register lever, a track mounted adjacent the register lever, and a link carried by the barrier lever having a part adapted to ride on said track, and another part adapted to move within the cam slot and effect the actuation of said register lever.

8. The combination with a passageway controlling barrier and a lever for operating the same, of a pivotally mounted register lever adapted to be connected with a registering mechanism, an arcuate guide receiving the end of said register lever, an elongated slot having a cam element in said register

lever, a track fixedly mounted adjacent the register lever and having an elongated slot therein, and a link carried by the barrier lever having a part adapted to ride in the slot of the track and another part adapted to move within the cam slot and effect the actuation of said register lever.

The foregoing specification signed at Cleveland Ohio this 9th day of July, 1909.

P. T. HANDIGES.

In presence of—

G. W. CLEMMONS,

W. M. ROGERS.