

H. B. COMER.

REGISTERING DOOR FOR STREET CARS.

No. 343,229.

Patented June 8, 1886.

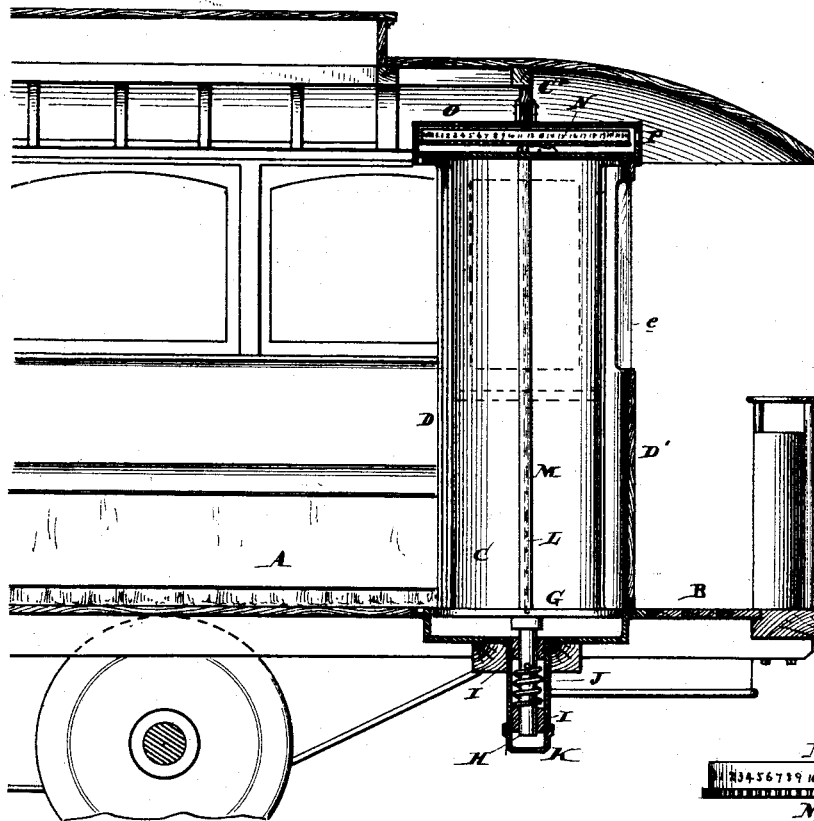


Fig. 1

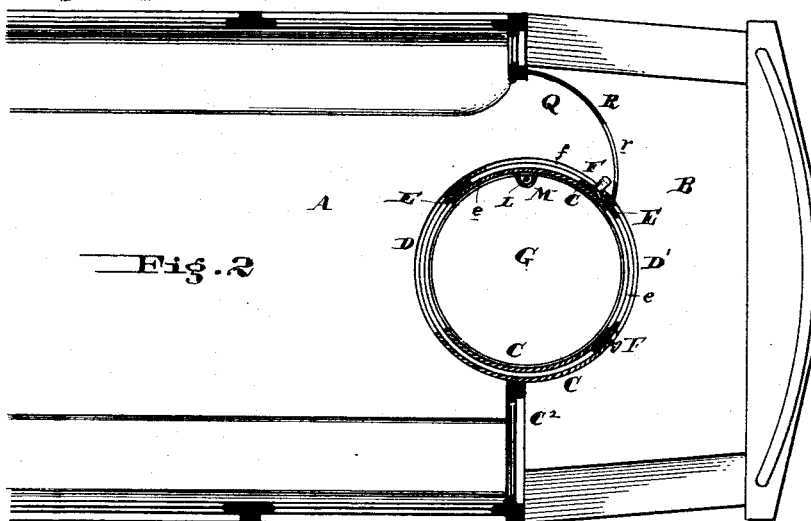


Fig. 2

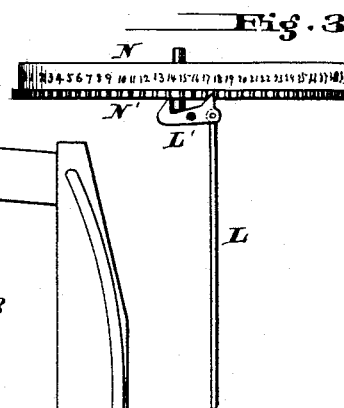


Fig. 3

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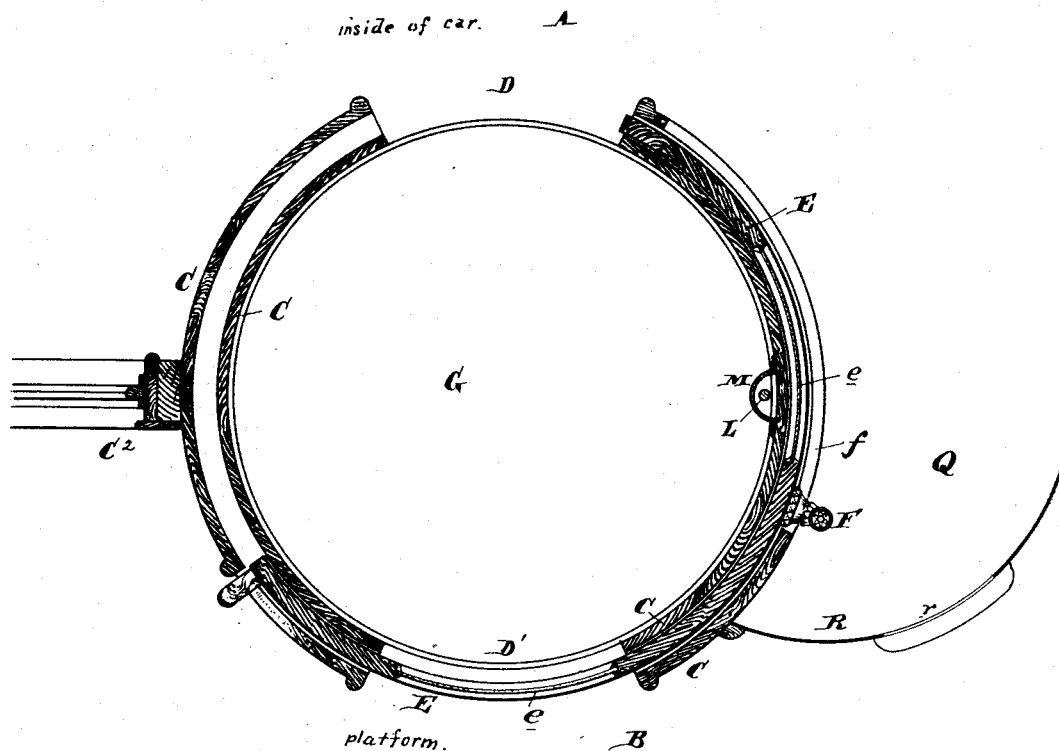
Inventor  
 Henry B. Comer  
 By his atty.  
*[Signature]*

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*Inventor*  
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# UNITED STATES PATENT OFFICE.

HENRY B. COMER, OF PHILADELPHIA, PENNSYLVANIA.

## REGISTERING-DOOR FOR STREET-CARS.

SPECIFICATION forming part of Letters Patent No. 343,229, dated June 8, 1885.

Application filed January 17, 1885. Serial No. 153,217. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY B. COMER, of the city and county of Philadelphia, and State of Pennsylvania, have invented a new and useful Improvement in Registering-Doors for Street Cars, &c., of which the following is a specification.

My invention has reference to street-cars, but more particularly to the doors thereof; and it consists in the rear partition separating the platform from the interior of the car being provided with a double door, so arranged that only one person can enter or leave the car at one time, as the space between the two doors is only sufficient for one person, and only one door can be opened at a time; further, in a registering-platform upon which the person steps on entering the car, thus recording automatically the number of persons entering or leaving the car; further, in the combination of the double doors and registering-platform, the latter being placed between the two former, and in many details of construction, all of which are fully set forth in the following specification, and shown in the accompanying drawings, which form part thereof.

The object of my invention is to insure the proper and positive registering of each and every person entering the car, and take it out of the power of the conductor to manipulate or tamper with the fares.

In the drawings, Figure 1 is a sectional elevation of one end of a street-car embodying my invention. Fig. 2 is a sectional plan view of same. Fig. 3 is a detailed view of the registering cylinder or wheel and its operating lever and rod, and Fig. 4 is an enlarged sectional plan view of the door part as illustrated in Fig. 2.

A is the interior of the car-body. B is the platform, and C<sup>2</sup> is the rear partition, which separates the platform from the interior of the car.

C is a circular case having the two doorways D D' therein, and said case is secured in the aforementioned rear partition; hence a passenger upon entering the car passes from the platform B through the case C and into the body A of the car. This case is preferably formed cylindrical, and made of the concentric sheet or walls, between which the curved door

E fits, which, preferably, should be a little greater in width than the semi-circumference of the case C. As shown, the outer doorway, D', is closed by the door E, and the inner doorway, D, is open. Now, as the door is pushed around by the handles F the doorway D will be partly closed before the doorway D' begins to open, and when the latter is fully opened the former is closed, and vice versa. The double door E is preferably furnished with windows e, so that no matter which doorway is closed, it is always possible to see through the same. The door E may be supported upon rollers and guided by curved rails, or, if desired, it may be hung. The partition C<sup>2</sup> may be cut away to form an entrance to the compartment Q for the conductor, arranged partly on the platform, the outer part of which is inclosed by the case R, having the window r, through which fares may be collected. One of the handles F may be located in the compartment Q and work through a slot in the case C, and by which the conductor may operate the door E from within the car.

G is the platform within the case C and between the doorways D D', and upon which the persons entering the car must step. This platform is made movable up and down by being supported by a spring, J, or weights, and guided vertically by a rod or shaft, H, working through guides or bearings I, the said spring, shaft, guides, and platform being inclosed from below by a case, K, to prevent persons interfering therewith. This platform is made to register each time it is depressed by a person walking over it, and to accomplish this end I make the roof of the case C double, or form a shallow compartment, O, therein, in which a large wheel, N, is journaled, the periphery of which is provided with teeth N' and numbers, each tooth corresponding to a number.

P is an opening in the compartment and in front of the numbers on the registering-wheel N, so that the proper official may at once read the record and know the exact number of passengers carried on the trip. The platform G is connected by a rod, L, passing up through the tube M on the case C, which rod is connected to the oscillating lever L', having teeth which work in the teeth N' or the recording-

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wheel, and allow one tooth to pass for each depression of the platform G.

It is immaterial to my invention how the register is made or worked, provided it is actuated by the platform G upon it being depressed, as there are numerous kinds of registers now in the market, any of which might be used; but for simplicity I would prefer the general construction shown.

10 The platform G may be hinged or supported in any other manner desired, provided the weight of a person stepping upon it is made to operate a register through its agency.

15 In place of the curved door E and the case C made circular, it is evident that the doors might be made straight and suitably coupled together, so that when one was opened the other was closed, the essential feature of my invention comprehending the double doorways through which the passengers must pass, provided with doors, both of which cannot be opened at the same time.

20 In case of a crowd the conductor could operate the door to let in the passengers quickly, and then collect the fares on the inside.

25 Of course as the platform is operated upon a passenger leaving the car as well as entering it, the register might be made to record one for each double operation of the platform G, or one-half of the register-numbers taken as the number of passengers gained.

30 While this invention has been described as applied to a street car, it is evident that it is applicable to any compartment when admittance fees are to be charged, as in theaters or places of amusement in general.

35 This construction of doors, it is evident, will prevent drafts of air, incoming gusts of wind, air, and snow, thus insuring comfort to the passenger, and in summer they may be changed to lattice-work to admit of ventilation.

40 While I prefer the construction shown I do not limit myself to the details thereof, as they may be modified in various ways without departing from my invention.

45 Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A car-body having the interior and rear platform, and a passage-way connecting the two made circular, and arranged partly in the interior of the car and partly upon the platform, and having the two doorways arranged diametrically opposite, in combination with curved doors united together so that when one is opened the other is closed, substantially as and for the purpose specified.

2. A car-body having the interior and rear platform, and a passage-way connecting the two made circular, and having two doorways, in combination with curved doors of sufficient width and united together, so that when one is opened the other is closed, but so that one is partly closed before the other begins to open, substantially as and for the purpose specified.

3. A car-body provided with a passage-way connecting the platform with the interior of the car, in combination with a movable platform or floor to said passage-way, arranged partly in the interior of the car and partly upon the platform, a register supported above the said passage-way, and connecting mechanism by which a movement of said floor will operate the register, substantially as and for the purpose specified.

4. A car-body having the interior and rear platform, and a passage-way connecting them made circular, and having two doorways, in combination with curved doors of sufficient width and united together, so that when one is opened the other is closed, and a conductor's compartment, Q, arranged in the rear wall of the car-body and exterior to the passage-way, and doors, substantially as and for the purpose specified.

5. The combination of the car-body proper, A, double cylindrical case C, having two doorways arranged on diametrically opposite sides, and a single circular door, E, adapted to cover either of said doorways, but not both at the same time, and platform B, substantially as and for the purpose specified.

6. The combination of car-body proper, A, double cylindrical case C, circular door E, chamber O, register N, movable floor G, connecting mechanism to operate said recorder by depressing the floor, and platform B, substantially as and for the purpose specified.

7. The combination of car-body proper, A, compartment Q, passage-way C, platform B, movable platform or floor G, arranged partly in the interior of the car and partly on the platform, rod or shaft H, bearings I, and spring J, substantially as and for the purposes specified.

In testimony of which invention I hereunto set my hand.

HENRY B. COMER.

Witnesses:

R. M. HUNTER,  
WILLIAM C. MAYNE.