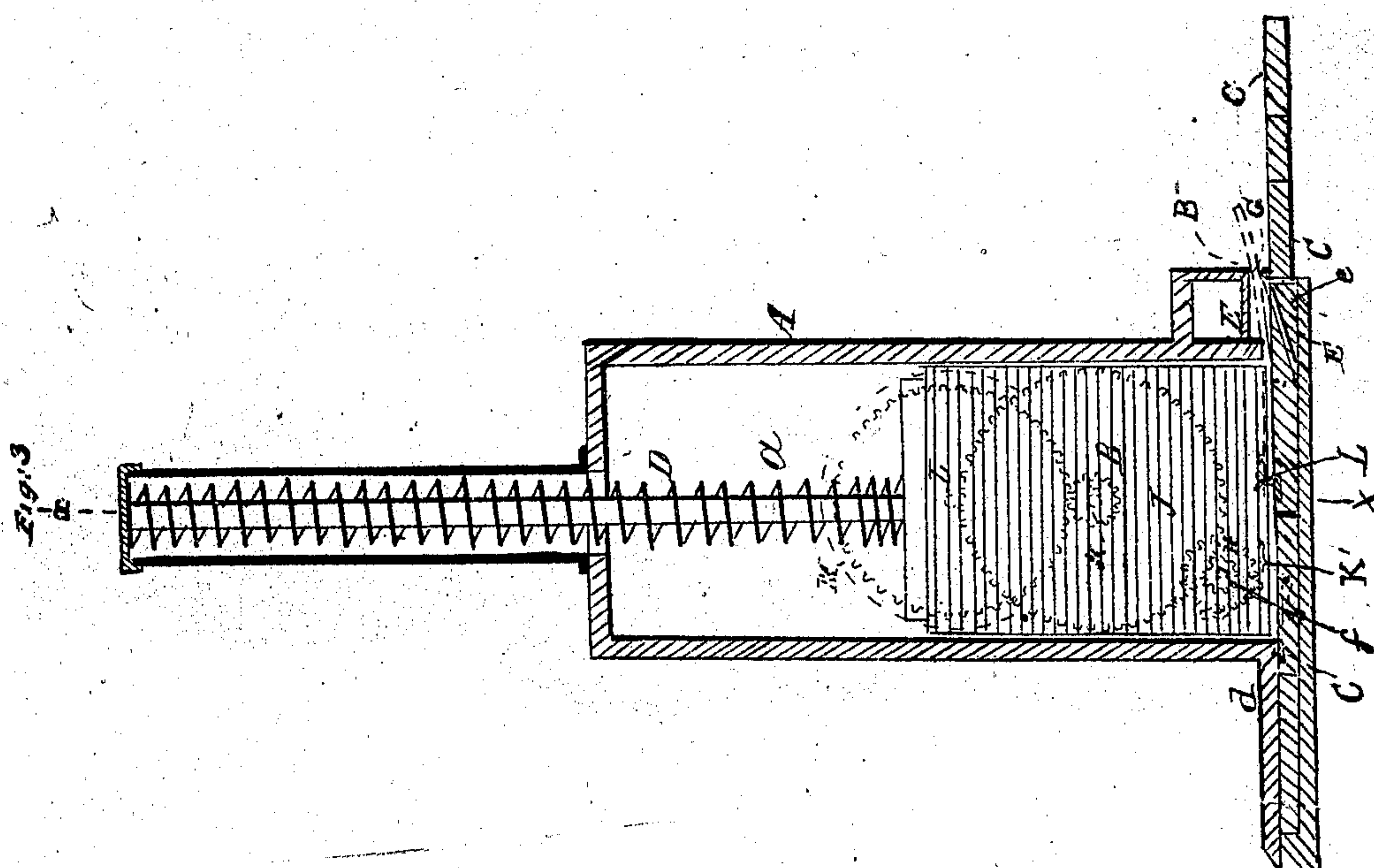
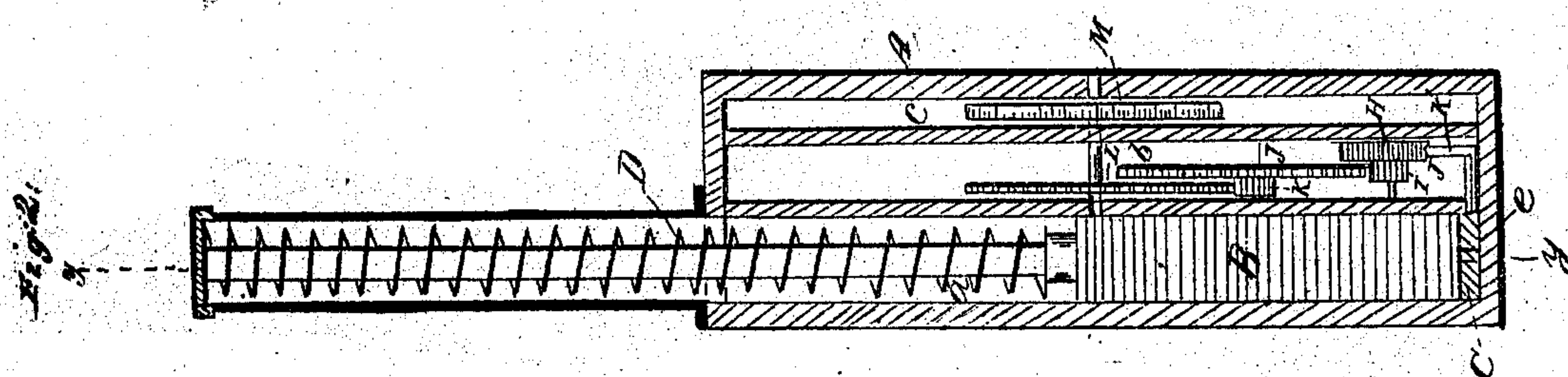
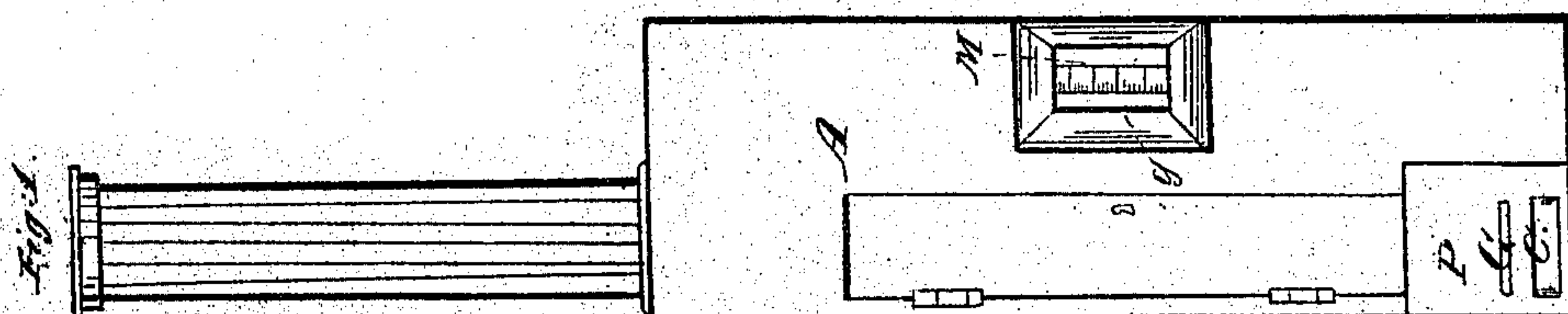


*W. Apperly,
Fare Box.*

No. 12,772.

Patented May 1 1855.



UNITED STATES PATENT OFFICE.

WILLIAM APPERLY, OF LOUISVILLE, KENTUCKY.

TICKET-REGISTER FOR RAILROAD-CARS.

Specification of Letters Patent No. 12,772, dated May 1, 1855.

To all whom it may concern:

Be it known that I, WILLIAM APPERLY, of Louisville, in the county of Jefferson and State of Kentucky, have invented a new and useful Improvement in Ticket-Registers for Railroad-Cars, &c.; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1, is an external front view of a ticket register, embracing my invention. Fig. 2, is a vertical section through the line x, x , in Fig. 3, looking from the back of the machine. Fig. 3, is also a vertical section, but through the line y, y , in Fig. 2, looking from the side of the machine.

Similar letters of reference, in each of the several figures, indicate corresponding parts.

The object of my invention is to overcome the serious objections which are raised by railroad companies and the traveling public against the present methods of controlling that part of the business relating to the reception of fare from passengers by the conductors after the cars have left the various stations. Owing to the great loss, in the first case, experienced from the dishonesty of the conductors and in the second case to the serious occurrences resulting from passengers, who neglect to get their tickets at the office, not being willing to comply with certain regulations, or pay extra charges made by the directors, for the purpose of inducing such travelers to buy their tickets at the office and thereby prevent conductors receiving money after the cars have started.

The nature of my improvement consists in providing in each of the cars a machine which shall hold a sufficient number of tickets for all the passengers in the same, and also discharge said tickets at the will of the conductor and likewise register the same as fast as they are discharged or distributed.

These machines to be under the control of the conductor so far as the distribution of the tickets is concerned and no farther, its internal arrangement being kept under lock and key by the directors and only to be inspected by them or their accredited agent at the end of the trip. The tickets placed in the machine having the place where the passengers are going to, the different stopping places along the road and the distance apart of one from the other, marked upon them, and owing to their thus being marked, are

desirable aids to the passengers and consequently will be demanded by them at the time of paying their fare to the conductor, instructions for each passenger to thus demand his ticket being posted in conspicuous places throughout the train.

By this invention every passenger that pays his fare and demands and receives a ticket will be registered and consequently charged against the conductor and as the machine is locked and cannot be turned back or interfered with, the number of fares received by the conductor will always be known by the directors at the end of the trip and therefore the chance of dishonesty on the part of the conductor is very slight, if any.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

A represents a box with three compartments, a, b, c . The compartment a , serving for the tickets B, to be placed in as shown; on the bottom of a , underneath the tickets there is arranged a slide C, which is capable of being moved in and out as illustrated by red color. This slide is provided with a lip or flange d , on its upper side said lip standing up just high enough to take hold of the last ticket and at the same time be free from touching the ticket above it when drawn out to the position shown in red. D is a spiral spring for keeping the tickets firmly down upon this slide and thus insuring their discharge separately when the slide is drawn out.

E, is an extension or small box provided on the box A at the opening through which the tickets pass in being carried to the discharge. E', is an inclined way, arranged in this extension or box and passing up through a slit e , formed in the slide so as not to interfere with the movement of said slide, for the tickets to move over. By providing this extension and way a person is prevented from inserting any instrument and drawing out a ticket and the ticket will always be registered before coming in sight, and the advantage of having the forward end of the ticket lifted from off the surface of the slide, ready to be conveniently laid hold of by the conductor, secured, as illustrated by red color.

H, I, J, K, L, represent cog wheels arranged and geared together as shown, in the compartment (b), and serving to give a slow

motion to the index wheel M, which is arranged in the compartment (c) which may have a window g, so as to exhibit without opening the box, the number of tickets distributed. This index wheel is made fast on the axis of the wheel L, and turns with it.

K', is an elbow shaped arm or projection attached to the inner edge of the slide, the end f, of this projection fits between the teeth of the cog wheel H, and turns is the distance of one tooth every time the slide is drawn out, and a ticket discharged and thereby causes it to give motion to the intermediate gearing and thereby turn the index wheel sufficiently far around to register the discharge of the ticket.

As soon as one ticket is withdrawn another occupies its place ready to be carried out by the lip, it being caused to take its place by the pressure of a weighted follower or a spiral spring arranged as shown.

Instead of having a separate machine in each car, a series connected together, containing tickets suitable for the various stations or stopping places along the road, may be employed, said series being carried from car to car by the conductor, and tickets supplied therefrom to the passengers and registered in the following manner.

The operation is as follows: A passenger being called upon to pay his fare, and seeing no ticket ready to be handed him in return for his money, demands, according to the posted instructions, one of the conductor, who lays hold of the slide and draws it out with a ticket upon it for the passenger as

shown in red; he then pushes it back to its place. As he drew out the slide with the ticket, the projection turned the wheel H one tooth, and thereby caused the intermediate gearing to turn the index wheel, and thereby register the ticket. Thus the operation is continued until all the passengers in one car and for a particular town or place, are supplied. He then locks the slide and passes from the first car to the next and as the passengers demand tickets, supplies them with the same as in the first instance; the tickets however in this car being marked for a different town or place. This machine can be used for registering of tickets issued at the railway stations before the train starts, as well as after and may also be employed to advantage at all public places where money is collected, in a similar manner.

What I claim as my invention and desire to secure by Letters Patent, is,

1. The within described improvement for distributing and registering rail road and other tickets, consisting in the combination and arrangement of the slide C, d, spring D, and registering device H, I. J. K. L, M, or its equivalent, substantially as set forth.

2. I claim providing the extension E, and inclined way E', substantially as and for the purposes set forth.

WILLIAM APPERLY.

Witnesses:

WALKER MORINS,
B. W. CLEMENT.