J. RODGERS.
REGISTER.

No. 14,470. Patented Mar. 18, 1856.

Fig. 3.

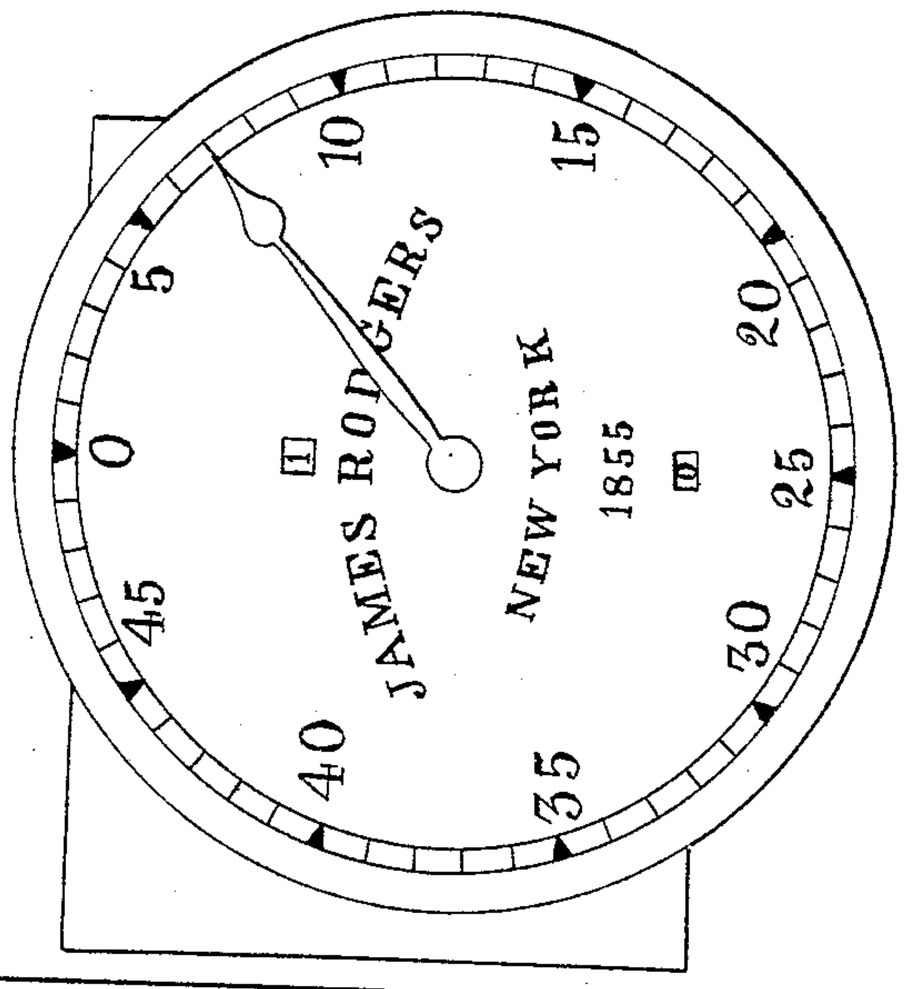


Fig. 2.

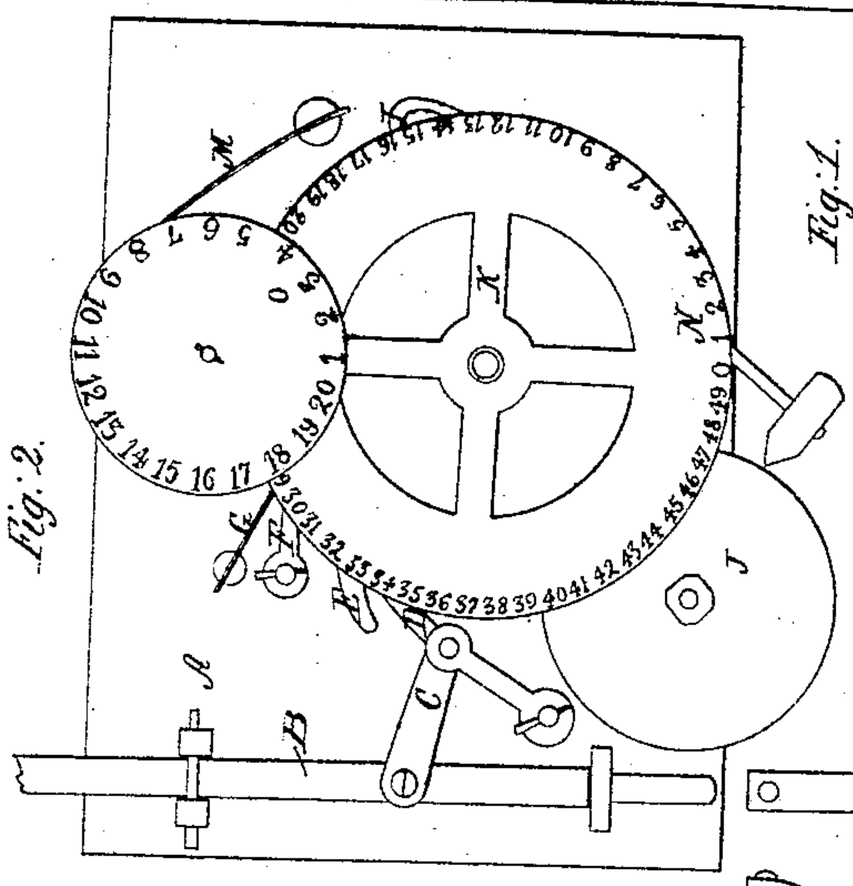
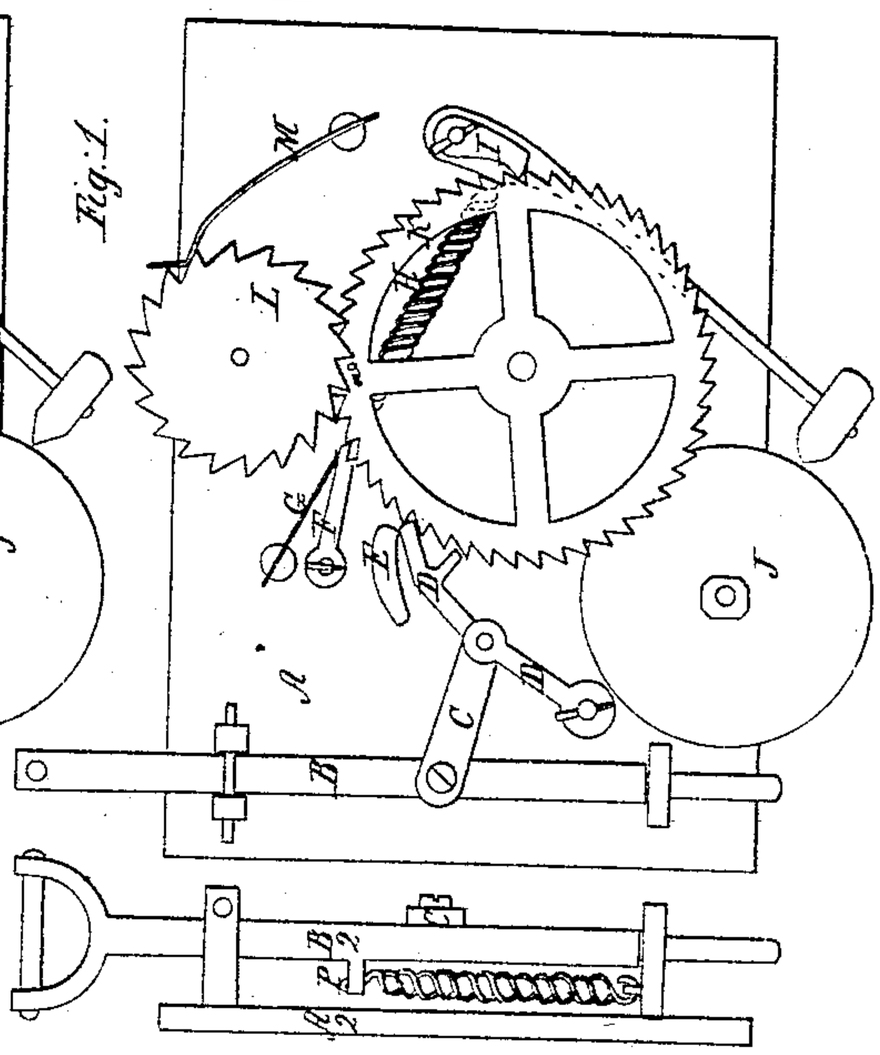


Fig. 4.



UNITED STATES PATENT OFFICE.

JAS. RODGERS, OF NEW YORK, N. Y.

OMNIBUS-REGISTER.

Specification of Letters Patent No. 14,470, dated March 18, 1856.

To all whom it may concern:

Be it known that I, JAMES RODGERS, of the city, county, and State of New York, have invented made and applied to use a new and useful improvement in registers for indicating the number of passengers or the fares paid in omnibuses, railroad-cars, of other conveyances or for any other similar purposes of registration; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing, making part of this specification, wherein—

Figure 1, is an elevation of the working parts of my apparatus. Fig. 2, represents portions of said working parts with the indicating dials in place and Fig. 3, is an elevation of the register complete.

Similar marks of reference indicate corresponding parts.

In registers for omnibuses and other conveyances subject to sudden motion or jar great difficulty has heretofore been experienced in preventing the main ratchet wheel on which the registration is made from being carried by its own momentum or any sudden jar beyond the proper point, thereby registering too much, it being very easy to prevent said ratchet wheel from returning by making use of pawls, but these all acting heretofore in one direction do not overcome the difficulty before mentioned. I therefore cause the point of the pawl or pusher which revolves the ratchet wheel one tooth at a time to pass beneath a stop piece or stud, which preventing the point of the pawl from being thrown out of the ratchet teeth blocks the wheel and effectually prevents the same from turning until the pawl is drawn out to take into another tooth.

The great advantage of registers, that are reliable, in omnibuses, rail road cars and other conveyances will be too apparent to need any lengthy comment, suffice to say that if the driver or conductor has to register every fare that he takes, and a bell is struck every time the register moves, he is almost sure to be detected in cases of dishonesty, for the register must indicate the total number of fares received and the passengers or the employer himself could detect fraud when the register did not indicate as many passengers as there were actually inside the vehicle. And as the register cannot be set by the driver, the total number of fares received is indicated to the employer by the register itself.

Fig. 1 letter A is a piece of sheet or cast iron to which the works are fixed the dial and circle numbers being off.

B is a square rod of iron until it reaches the lower piece in which it moves up or down it is then round as can be seen also in a side view at A^2 being the edge of the piece on which the works are fixed.

B^2 is the same square rod as at B to which is attached a spiral spring P for drawing it down when the rod has been pulled up and let go.

D is a lever of a double action, one end of which moves freely on a stud firmly fixed in plate A, in the middle of lever D there is a joint in which piece C moves, the other end of which is attached to rod B by means of a screw or stud on which it moves; when rod B is pulled up double lever D is drawn out of tooth in wheel K and comes in contact with stud E which makes it, when rod B is let go, take another tooth of the wheel, the wheel having been held from returning by the double catch F pressed into the tooth by spring G the great advantage of this lever is, it needs no spring. It has also a most important part on it—that is the projection at D into the tooth of the wheel, the point of the lever being in a tooth and resting against stud E whereby when the rod B is down, the wheel is firmly fixed so it cannot move in any direction, also it can move but one tooth at a time; hammer tail I in tooth of wheel K is raised as the wheel moves around and strikes bell J by means of spiral spring H fastened to the same stud with spring G which renders the registering of the hand and stroke on the bell at the same instant both acting at the same time. No jerking up of the rod can make it strike the bell or shake the hand much, as catch F being double catches the wheel before the rod has fully returned to its place.

L is a ratchet wheel moving on a stud with the spring M holding it until pin *a* in wheel K at every revolution takes one tooth of wheel L which has a dial on the same socket represented at O in Fig. 2; dial N numbered from 1 to 49, O standing for 50, the dial of Fig. 3 being placed over dials O and N Fig. 2, and having a square opening through which dial O of Fig. 2 is seen at 1,

Fig. 3, and also dial N Fig. 2, as at O Fig. 3 which dials keep the correct number whether the hand on dial Fig. 3 be moved forward or backward. The small dial O takes 20 revolutions of dial N to make one revolution of it, which when revolving and seen through the opening in Fig. 3 counts from one to one thousand.

I do not claim the general plan of an omnibus register acted on by a strap to the conductor or driver, or fitted with any other means for moving the register, neither do I claim the indicating dials or hands, or any arrangement of the same, neither do I limit my invention to use with the peculiar arrangement of dials or other indicating parts, but

What I do claim as new and desire to secure by Letters Patent is—

The mode of locking the ratchet wheel (K) by making the operating pawl (D) pass at the end of its motion, beneath or against a fixed back stop (E) by which said pawl or its equivalent is held against the ratchet teeth so as to lock the wheel in place, substantially as specified.

JAMES RODGERS.

Witnesses:

JOHN P. MORRIS,

WM. W. RODGERS.