

S. F. Cornington.

Fire Register.

N^o 26,565.

Patented Dec. 27, 1859.

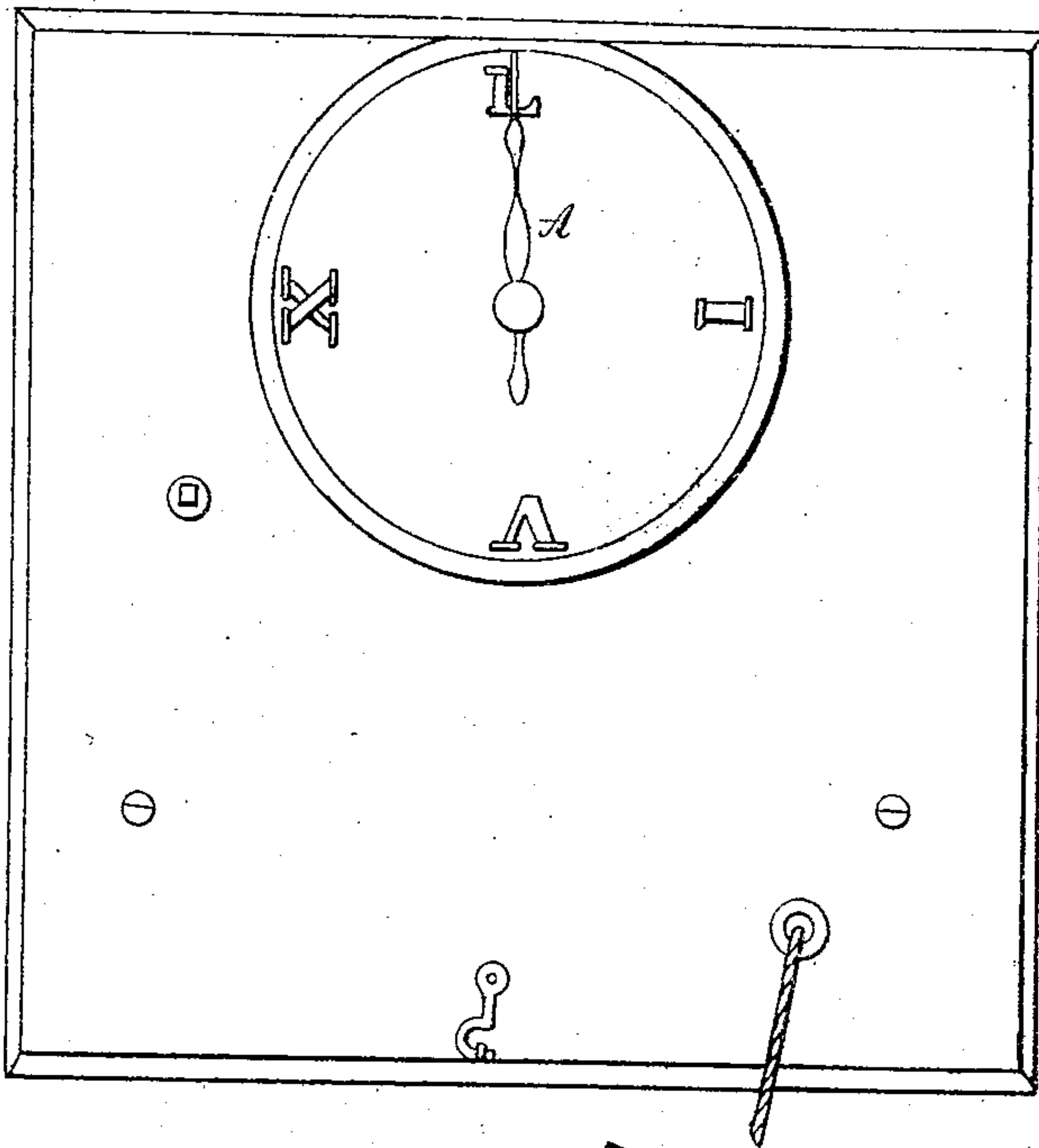


Fig. 1.

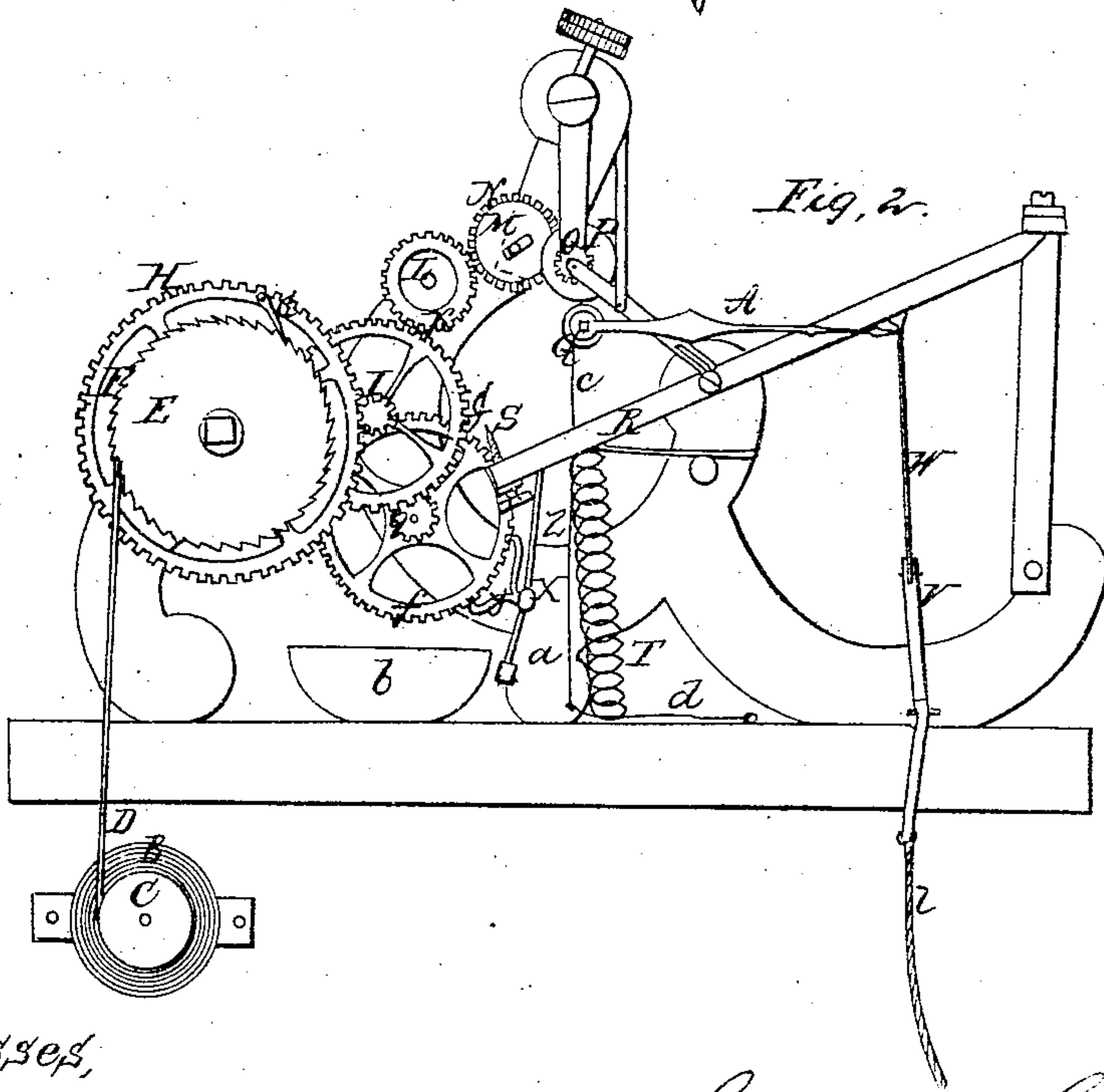


Fig. 2.

*Witnesses,
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UNITED STATES PATENT OFFICE.

SAMUEL F. COVINGTON, OF INDIANAPOLIS, INDIANA.

IMPROVED REGISTER FOR RAILROAD-CARS.

Specification forming part of Letters Patent No. 26,565, dated December 27, 1859.

To all whom it may concern:

Be it known that I, SAMUEL F. COVINGTON, of Indianapolis, in the county of Marion and State of Indiana, have invented a new and useful Mode of Checking and Registering the Payment of Fares on Passenger-Cars, of which the following is a full and exact description, reference being had to the accompanying drawings, making a part of this specification.

Figures 1 and 2 show the construction and operation of the apparatus by which I operate my invention.

The nature of my invention is shown in the fact that by the use of the Roman numerals in connection with the clock-work of a telegraph-instrument or other device by which I am enabled to produce the sign of the character desired, by means of the pen or point used in telegraphing, while the hand or indicator upon the dial-plate indicates the same, registering the same with certainty, thereby preventing mistake or deception on the part of the collector, as every passenger may see the exact transaction, which will be faithfully shown upon the dial-plate.

The following is the operation and construction of the machine by means of which I apply my invention.

The spiral spring B being wound up, the drum C, which is attached to the same, has the cord D attached to it, and extending to the drum E is wrapped around the same, the ratchet F being attached to the drum E and operated in connection with the pawl G, which is hinged to the wheel H for the purpose of allowing the winding up of the machine, a device well known in clock machinery and other machinery where the spring is used for operating the same.

I is a pinion which gears with the wheel H, and is upon the same shaft with the wheel J, which gears with the wheel K, which is attached to the friction-roller L, which, by bearing against the roller M, causes the same to revolve, giving motion to the wheel N, which is attached to the same, and gearing with, gives motion to, the pinion O, which, being upon the same shaft with, gives motion to, the friction-roller P, which operates the hand or indicator A upon the dial-plate by means of the friction-roller Q, which is upon the shaft to which it is attached.

R is a lever which holds the pen S, which

is designed to operate against the groove in the roller M, marking the strip of telegraph-paper as it passes over the same while it is being revolved by the clock-work and spring hereinbefore described.

T is a spring designed to hold the lever R back and the pen from contact with the paper. The cord U being pulled down, the lever R is operated by means of the lever and rod V W. The hand or indicator upon the dial shows the time required to make the character required.

c is a string or cord attached to the shaft which holds the hand or indicator A, and upon which is the friction-roller P. As the shaft is revolved the cord c is wound upon the same as long as the friction-rollers P and Q are operated together. Attached to the shaft X are the lever Z, the double ratchet-lever Y, and the hammer a, which are operated as follows: The lever R being raised from the lever Z, the double ratchet Y operating in the teeth of the wheel f, which is upon the same shaft with the pinion g, which is operated by the wheel J.

In order to define clearly what I expect to claim and consider my invention as having never been accomplished by others, I will describe the manner of operating the same. The cord U being drawn down brings the pen in contact with the paper, as has been shown, the clock-work being started by the same act and being allowed to move until the hand or indicator has reached I. The Roman numeral upon the dial-plate, the paper having moved upon the roller P under the pen S, has produced the mark —, a telegraphic sign for I. When the cord is held until the pen reaches V, the mark — is produced, which signifies V, and being held until the indicator reaches X the numeral for ten is produced thus, —, and when the hand has reached L the sign of fifty is produced thus, —, making V twice as long as I, X three times as long as I, and L four times as long as I. Thus by the well-known forms of combining the Roman numerals the stations may be numbered and the passages paid registered, as will be shown. I also use dots, which are produced by drawing the cord U firmly and quickly, letting the same slip through the fingers as often as required, producing the marks - - -, which I use as follows: - single dot signifies

paid in cash, -- two dots signifies paid by ticket, --- three dots signifies paid half-fare, and - - - signifies that nothing is paid, or that the passenger goes free. Thus traveling from Indianapolis on the Indianapolis and Cincinnati road the numbers may be as follows: Shelbyville, No. 3; Greensburgh, No. 4; Morris, No. 6, and Lawrenceburgh, No. 8. Suppose the passenger to Shelbyville pays in money, I operate the machine to make III - producing the numeral I three times, followed by a single dot, which signifies paid in cash. The passenger for Greensburgh has a ticket, I operate the machine to produce I V - -, which signifies paid by ticket. The one for Morris is a half-fare, and is marked V I - -, which signifies that a half-fare is paid. The one for Lawrenceburg is free, or what is called a "dead-head," and is marked thus, V III - - - -. Before recording passengers getting on at new stations the conductor makes a series of dots or other meaningless

characters, which will have no connection with the dots or numerals used, as set forth, for registering passengers and fares. It will be seen that the indicator shows the operator how long to hold the cord in order to produce the proper character with precision, leaving no possibility for mistake and allowing every passenger to see the transaction. The cord U, by which the machine is operated, may extend to any and every part of the car desired.

What I claim, and desire to secure by Letters Patent, is—

The indicator A, when operated in connection with the telegraph-instrument or its equivalent, using the Roman numerals or their equivalents, and operating the same, substantially as and for the purposes set forth.

SAMUEL F. COVINGTON.

Witnesses:

JOHN B. COVINGTON,
JOHN H. REDSTONE.