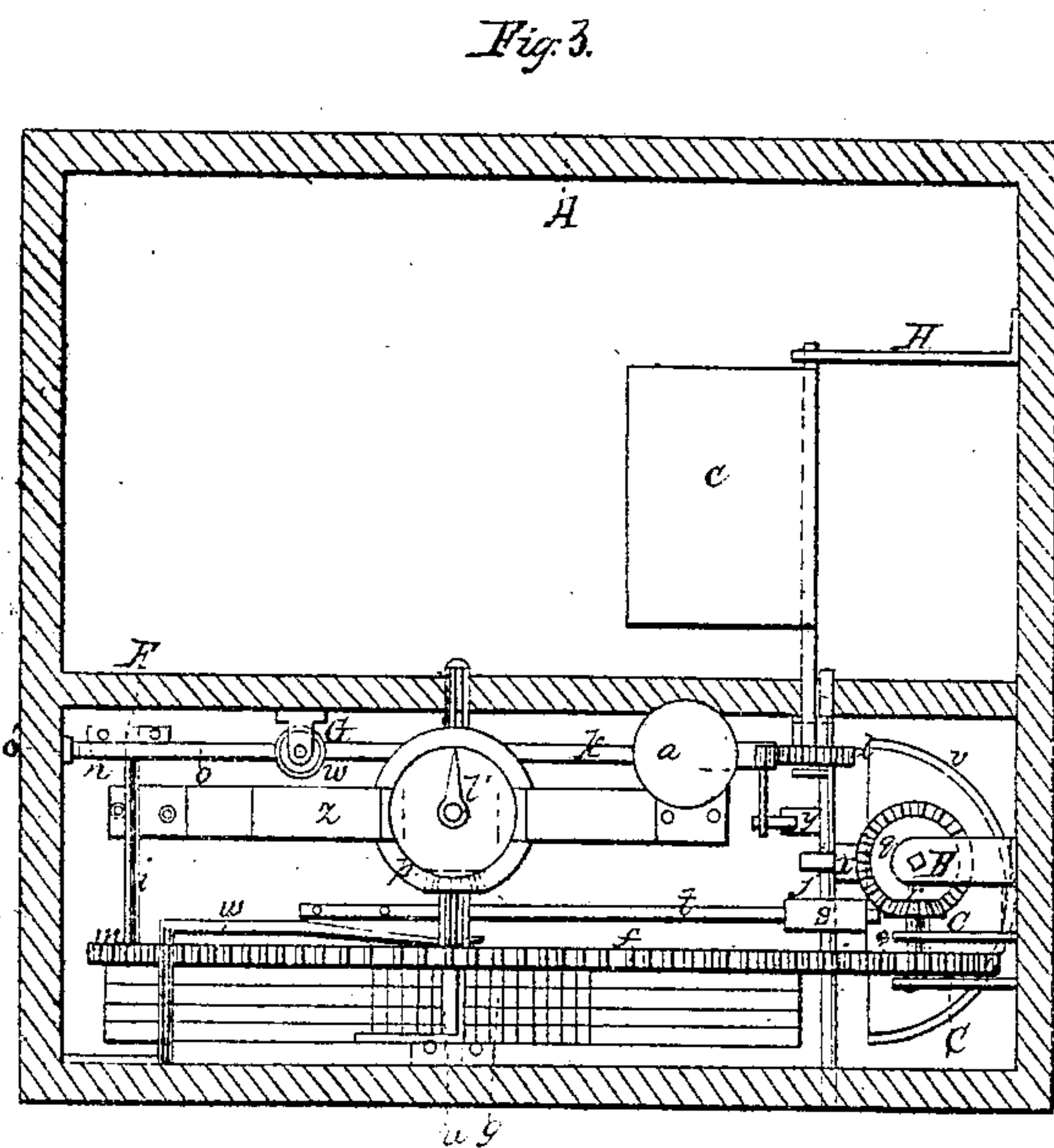
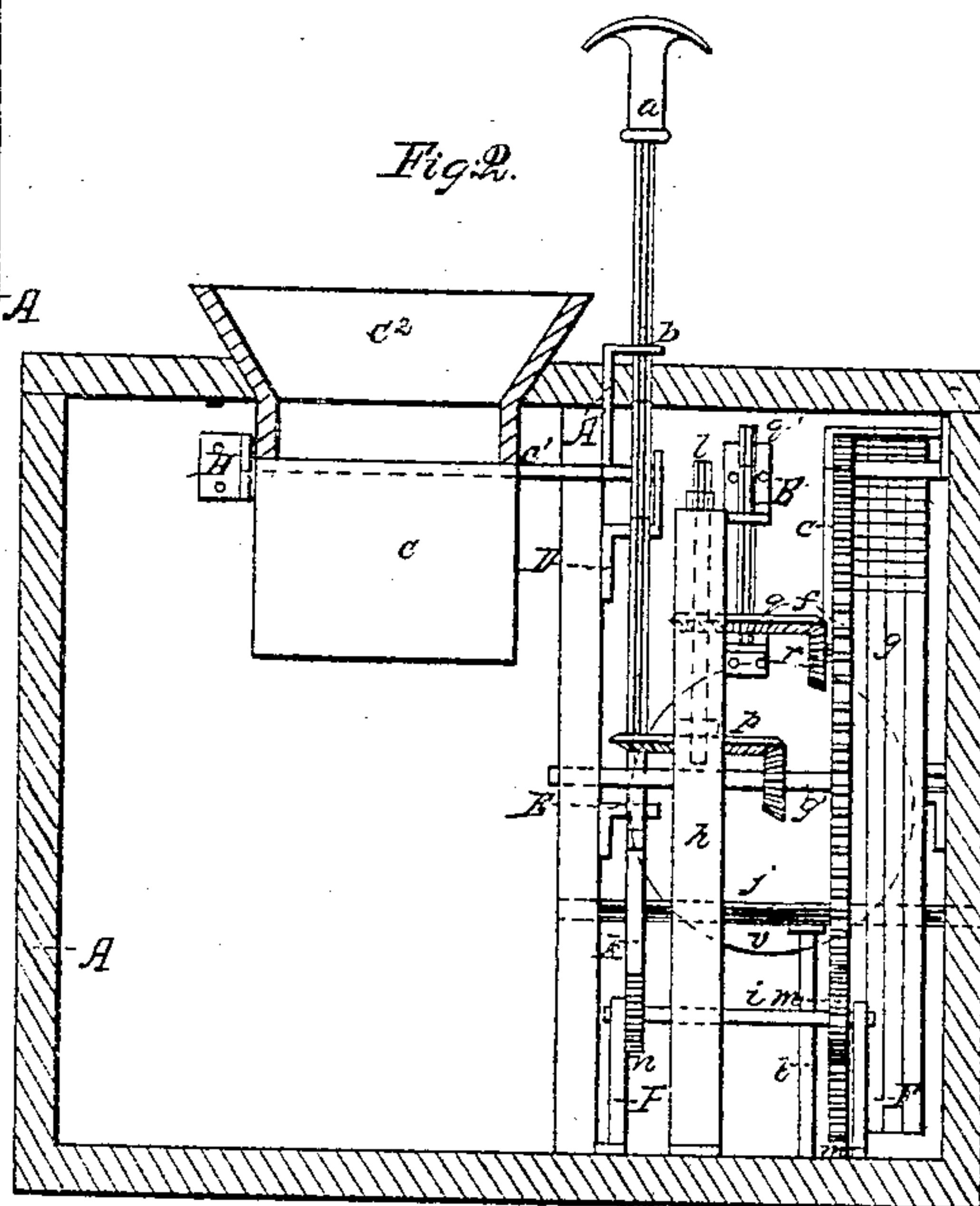
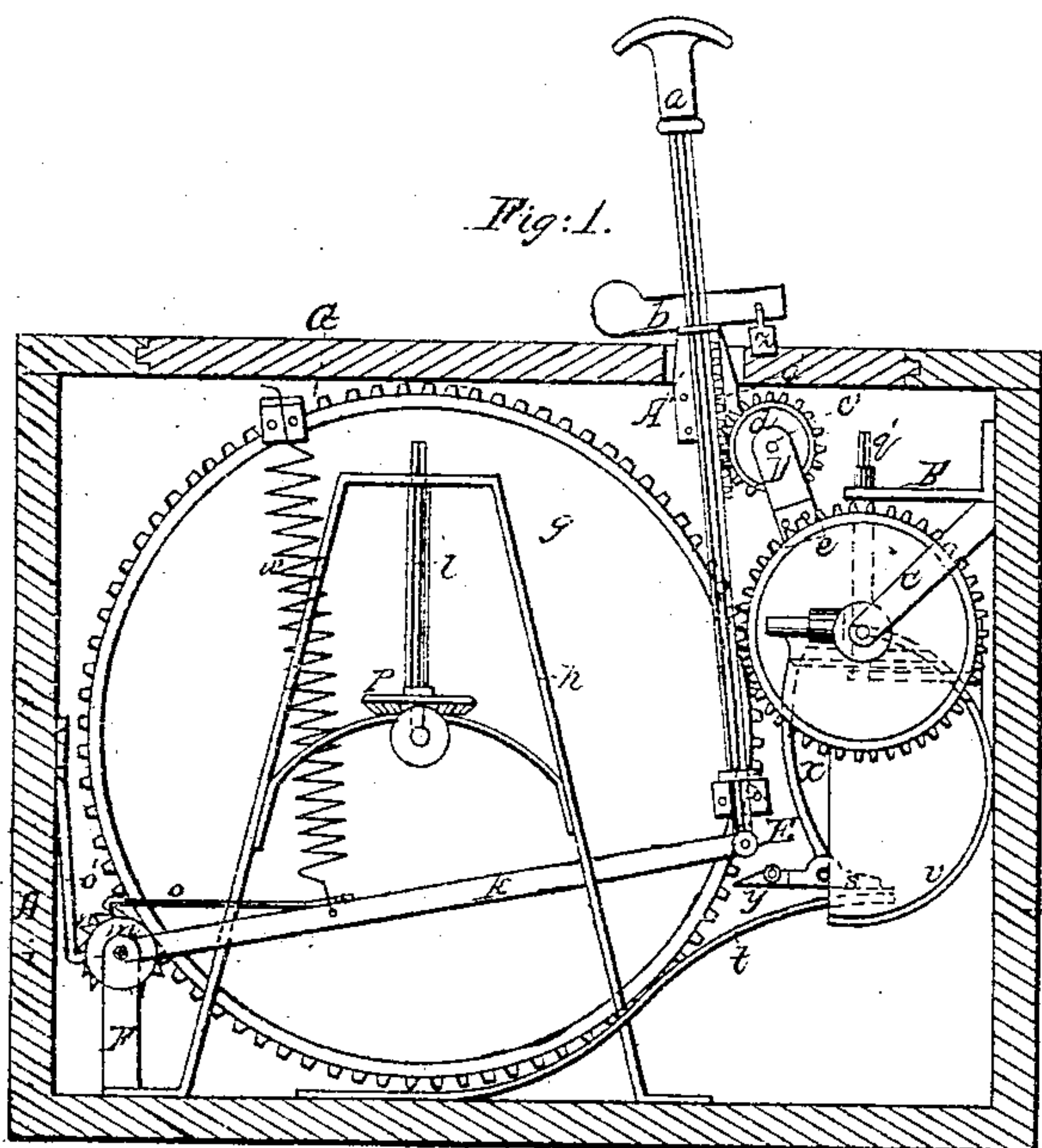


E. R. Brown,
Ticket Recorder,
No. 34,939, *Patented Apr. 15, 1862.*



Witnesses:
Octavius Wright
James W. Bradley

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UNITED STATES PATENT OFFICE.

EDWIN R. BROWN, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN TICKET-RECORDERS.

Specification forming part of Letters Patent No. 34,939, dated April 15, 1862.

To all whom it may concern:

Be it known that I, EDWIN R. BROWN, of Chicago, in the county of Cook and State of Illinois, have invented a certain new and Improved Ticket-Recorder for Railroads, Hotels, and other Uses; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a transverse section of a machine illustrating my invention. Fig. 2 is a longitudinal section of the same in a slightly-modified form. Fig. 3 is a plan of the same with the cover or top removed.

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

The subject of my said invention is an apparatus by means of which an accurate record is kept of the number of travelers passing over a road, and fraud against the company thereby prevented.

The invention consists in a combination of register, indicator, and ticket-receiver, constructed and arranged substantially as hereinafter explained to accomplish the object stated.

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

A represents the outer case of the machine, which may be of any material preferred and of such size as the particular use for which the machine is designed may render necessary.

A', B, C, D, E, F, G, and H are lugs by which the moving parts are secured.

a is a nearly-vertical rod adapted to slide in the lugs A' and E, and provided with a rack *a'*, which gears with a pinion *d* upon a shaft *c'*, journaled in the lugs D and H.

c is an apron attached by one edge to the shaft *c'*, immediately beneath a hopper *c*².

k is a bar, pivoted at one end to the lower end of the rod *a*, and at the other end loosely fulcrumed upon a horizontal shaft *i*, which is journaled in bearings F F.

m is a pinion, and *n* a ratchet-wheel secured to the shaft *i*, near its respective ends.

o is a spring feeding-pawl attached to the bar *k*, and taken into the teeth of the ratchet-

wheel *n*, so as to impart a slight rotation to the said wheel at every downward motion of the bar *k*.

o' is a stationary spring-pawl, which also takes into the teeth of the wheel *n*, so as to prevent any retrograde motion of the said wheel.

w is a spiral spring stretched from the lug G to the bar *k*, and operating to restore the said bar and the rod *a* and apron *c* to their normal or highest position. The pinion *m* gears with a cogged rim *f* upon a large drum *g*, which is secured to a horizontal shaft journaled in the main frame or casing. By means of suitable bevel-gearing P the motion of the shaft *g'* is communicated to a vertical shaft *l*, which carries an index *l'*. In the present illustration the gearing P is so proportioned as to impart one revolution to the index *l'* by every four revolutions of the drum *g*.

q' is a key-shaft, communicating through gearing *q r e f* with the drum *g*, for the purpose of rotating it without the agency of the hand-rod *a*.

u is a stationary pointer to facilitate the reading of the figures on the drum *g*, as hereinafter explained.

x is a pivoted hammer formed at its base with a cross-bar *s*, from the front end of which projects a hinged lever *y*, adapted to yield to an upward pressure, but rigid in the opposite direction.

t is a spring, by which the hammer *x* is thrown up and caused to strike a bell *v*.

b is a key passing through the rod *a*, and secured by a padlock *z* when it is desired to prevent the movement of the machine by improper or unauthorized parties.

The manner of using the apparatus is as follows: Before placing the machine in the hands of the conductor, brakeman, or other person who may be selected, the superintendent applies a key to the shaft *g'*, and by its means sets the drum *g* in any position desired, carefully noting the figures indicated by the pointer *u*, and likewise the position of the index *l'*. The case is then closed, leaving only the knob of the hand-rod *a* exposed. The conductor, in taking up the tickets, carries the machine with him through the cars, and as each check or ticket is deposited by the passenger in the hopper *c*² the conductor,

applying his hand to the top of the rod *a*, depresses it, which lowers the apron *c*, (depositing the ticket in the receptacle below,) rotates the ratchet-wheel *n* one tooth and the drum *g* the space of one number, and, last of all, releases the hammer *x*, which strikes the bell and thus shows that the registry has been effected.

In carrying out this invention a conductor may be employed for every car, or one conductor may have the care of several cars. In the latter case the cars will be so constituted and arranged, by housing or inclosing the platforms, as to be thrown together when approaching way-stations, so as to afford but a single place of exit, at which place the conductor will be stationed to receive the tickets of all passengers who then require to leave the train. Before reaching the terminus of the route the conductor passes through his cars and takes up the tickets in the manner before explained, so that in no case can a passenger leave the train without first depositing his ticket in the receiver.

One great advantage of this invention is

that it may be used by any person whom the company may select and who is capable of carrying the machine.

In Fig. 1 the rod *a*, bar *k*, &c., are represented on the opposite side of the drum from that which they occupy in the other views. This and other slight modifications may be made in the apparatus without departing from the essential principles of the invention.

Various ways of using the invention to prevent fraud against either proprietors or the public, in payments made in first-class hotels and stores, will readily suggest themselves.

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

The combination of the hand-rod *a*, drum *g*, index *l'*, bell *v*, and ticket-receiver *c c'* or their equivalents, constructed, arranged, and operating substantially as and for the purposes set forth.

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Witnesses:

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