J. C. Hackett.

Pass. Reg.

No. 93,531. Patented Aug 10 1869.

Fig 1

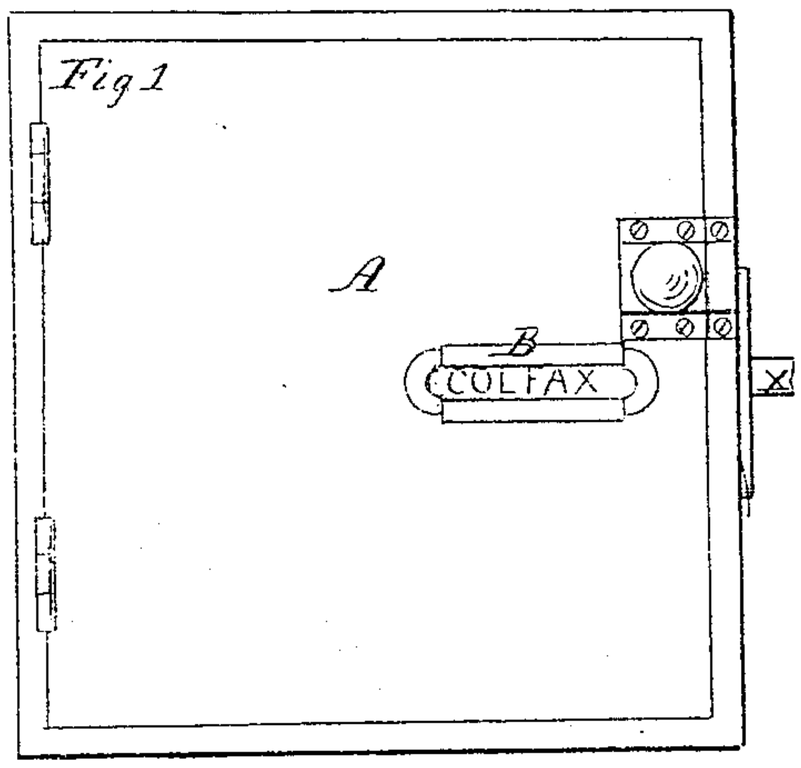


Fig 2

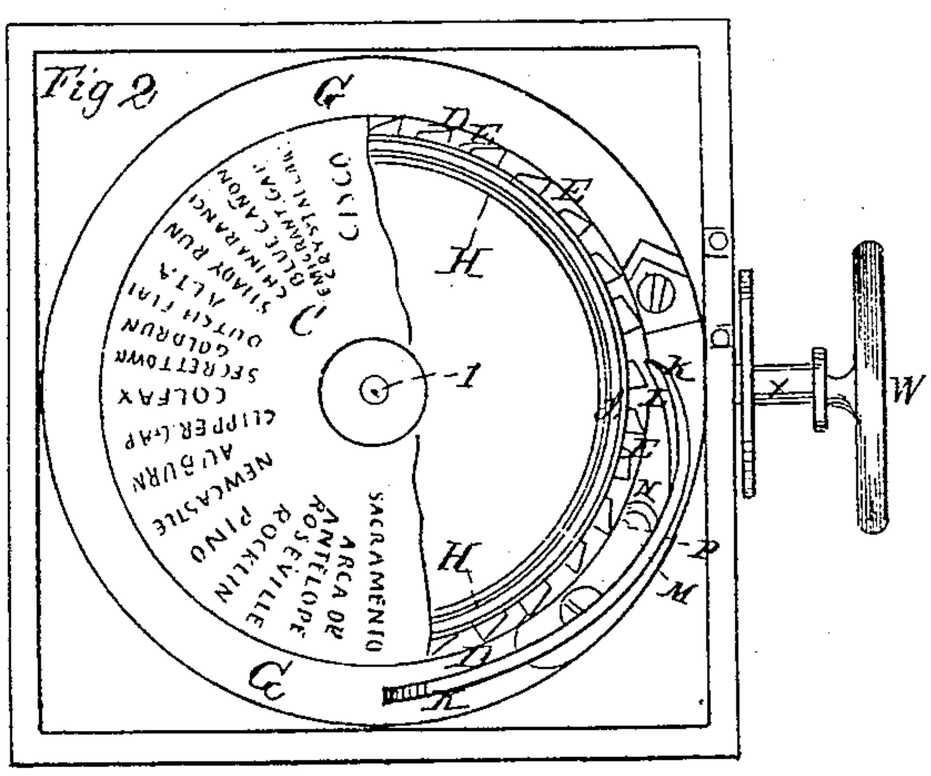


Fig 3

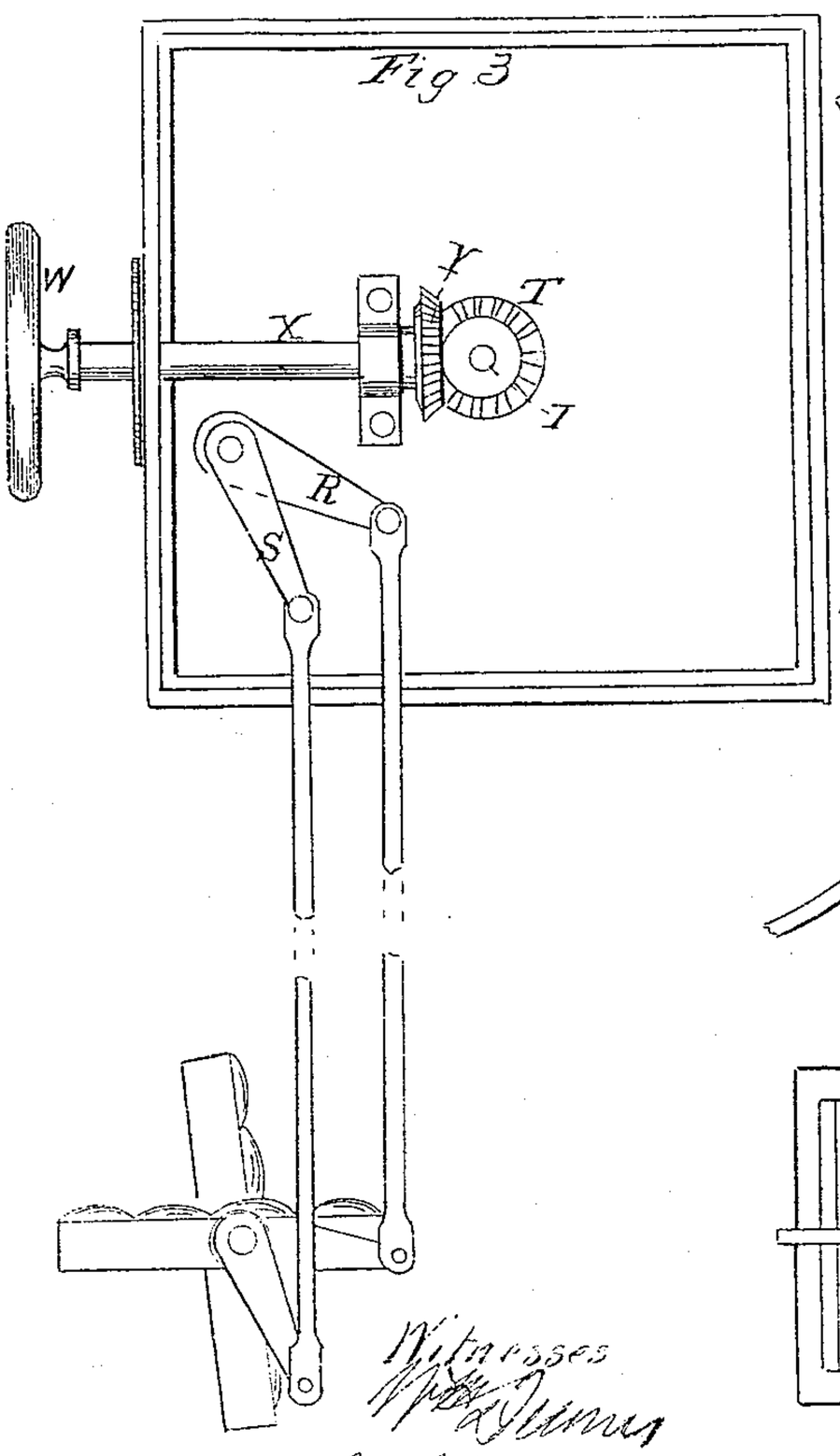


Fig 5

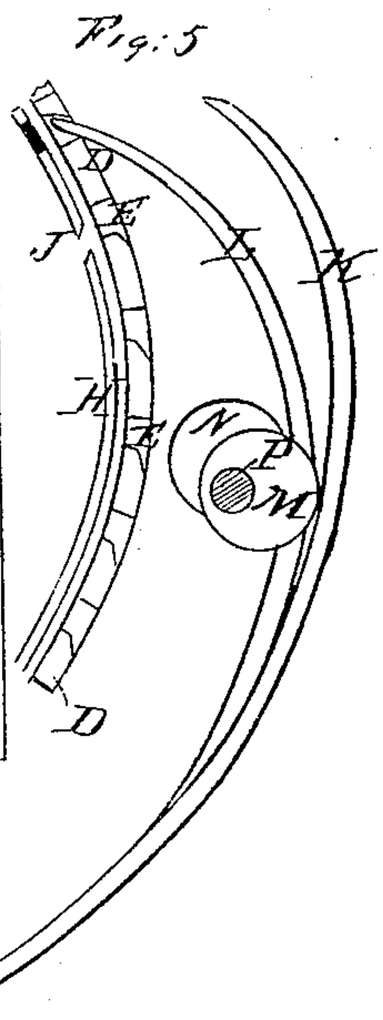
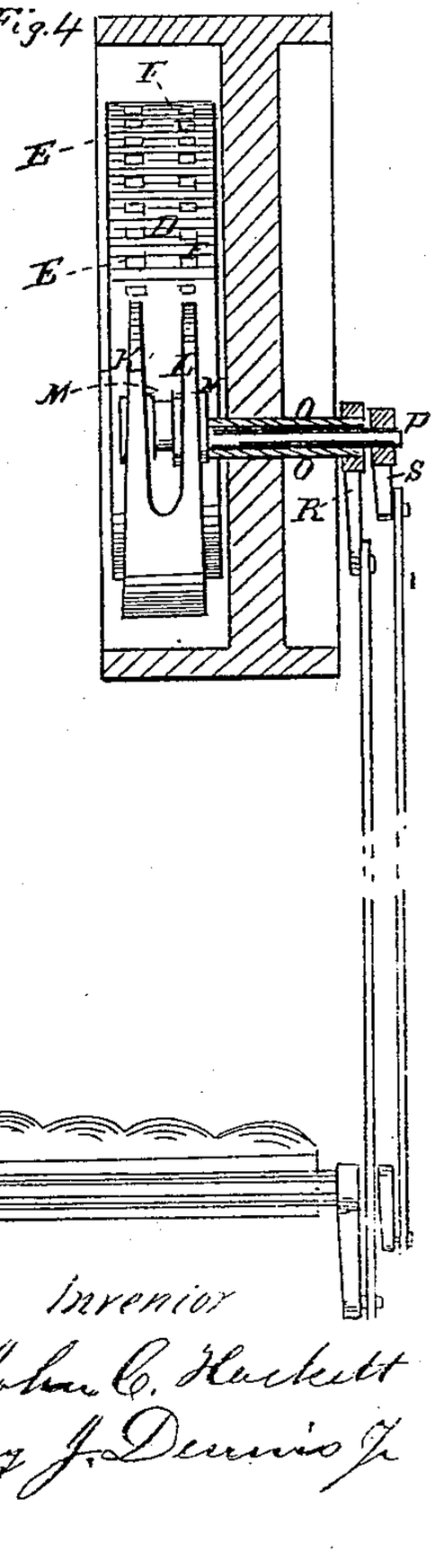
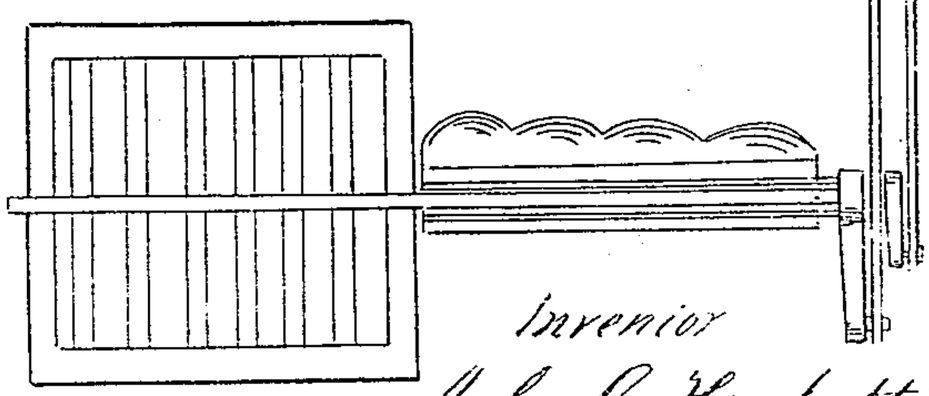


Fig 4





Witnesses
W. H. Dennis

Inventor
John C. Hackett
By his Attorney J. Dennis Jr

United States Patent Office.

JOHN CORNELL HACKETT, OF SACRAMENTO, CALIFORNIA.

Letters Patent No. 93,531, *dated August* 10, 1869.

IMPROVEMENT IN PASSENGER AND STATION-REGISTER.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, JOHN CORNELL HACKETT, of the city and county of Sacramento, State of California, have invented an Improved Passenger-Register and Station-Calendar combined; and I do hereby declare the following description and accompanying drawings are sufficient to enable any person skilled in the art or science to which it most nearly appertains, to make and use my said invention or improvements, without further invention or experiment.

The object of my invention is to provide an improved mechanism to be attached to railroad-cars, so constructed that the various stations along the line will be indicated, so that each passenger can be informed, without the necessity of calling out the names. By this device the number of passengers that enter the car and seat themselves at any station along the road is registered; and it is also a register of how long any passenger remained on, and at what particular station he left the car.

To accomplish the objects above mentioned, I use a circular disk, which has the names of all the stations from the point from which the cars start to the end of the line, and back, painted on its outer face, in the order in which they occur along the road.

This disk is to be placed in the wall of the car, opposite each seat, and a small opening in the wall allows the passenger to see at a glance the name on the disk, which is inside.

The disk is placed over a circular box, and has a rim, which is perforated with two rows of holes, in which the ends of two springs strike when the disk is revolved. A strip of paper, which may be marked either with the names of the stations or the prices of fare, is coiled inside the box, and passes out between the rim of the box and the rim of the disk. Two arms control the springs, and are attached to the seats below. When the seats are unoccupied, they stand on their edge, and the springs perforate the strip of paper when the disk is turned, but when the seat is pressed down and occupied, the springs are raised, so that the disk will turn without having the springs touch them.

To more fully explain my invention, reference is had to the accompanying drawings and letters marked thereon, of which—

Figure 1 is a front view, showing the apparatus in position.

Figure 2 is a front view, with a portion of the disk broken away, to show the interior mechanism.

Figure 3 is a back view, showing its attachment to the seat.

Figure 4 is an end sectional view, also showing the attachment to the seat.

Figure 5 shows an enlarged view of the perforating-apparatus.

Similar letters of reference in each of the figures indicate like parts.

In my present drawings, the apparatus is represented as enclosed in a box, but in practical use one will be placed in the wall of the car, between each of the windows and opposite to a seat.

A is a small door, connecting with the interior, and having a slot, or opening, B, through which the names of the different stations or towns appear as they are approached.

These names are painted around the outer edge of a circular metal plate, or disk, C, commencing at the station from which the cars start. The names are placed in their order to the end of the route, and from thence, in reverse order, to the starting point, as shown, so that the disk may be always turned the same way, whether going or coming.

The disk has a rim, D, in which are two rows of holes, E and F, as shown in fig. 4, each pair of holes corresponding with one of the names on the disk.

A shallow circular cup, or box, H, of somewhat smaller diameter than that of the rim D, is fastened to the inner wall by the flange G or other convenient device.

A driving-spindle, I, passes through the centre of the box H, and the hub of the disk C passes on to this spindle, and is made to revolve with it by means of a feather, or a pin and slot.

The rim D passes outside the rim of the box H, so that it forms a sort of loose revolving cover.

The box H contains a coiled strip or strips of paper, which pass through a slot, J, to the space between the rims H and D. This strip of paper may be marked with the names of the stations as they occur on the face of the disk, and as the disk is revolved so as to bring the name of the station opposite the opening B, the corresponding name on the paper will be marked.

The marking-apparatus consists of two steel springs, K and L, bent so that their points will enter the holes E and F, respectively, as the rim D is revolved, and thus mark or indent the paper between the rims.

Each of these springs is controlled by an eccentric, or similar device, as shown at M and N, fig. 5, so that they may be raised or lowered at pleasure.

In these drawings, the eccentrics are attached to the shafts O and P, the shaft O being hollow, and P passing through it. (Fig. 4.)

Two arms, or cranks, R and S, are attached to the ends of the shafts O and P, and by means of similar cranks and shafts attached to the seats and connecting-rods, as shown at figs. 3 and 4, the springs may be raised so as not to mark by simply turning down a seat.

The disks are revolved by the gear-wheels T and V, one of which is fastened to the spindle I, before mentioned, and the other to a shaft, or rod, X, extending

the whole length of the car, and operated by a hand-wheel, W, at the end, so that as the conductor and brakeman turns it one notch, all the calendars on that side of the car indicate the station approached.

The seats, when unoccupied, are intended to turn on end, as shown in the drawings, and when the car is approaching a station, the brakeman turns the hand-wheel one notch, which brings the name of the approaching station opposite the opening in the door, and at the same time the click of the spring directs the attention of the passengers to it. The name on the paper corresponding to the name of the station is also moved forward, and the springs attached to the unoccupied seats make a puncture in the name, and should a passenger get on board the cars and seat himself at this point, the arm which is attached to the seat will be thrown up, and free the spring from contact with the rim of the disk, and allow it to revolve and the paper to pass without puncturing it, until he gets off, when, the spring being released, the operation of puncturing the stations on the paper is again commenced.

After passing over the road, it is only necessary for the superintendent or other person to open the door, remove the disk, and detach that portion of the paper which has been fed out between the two rims, to calculate how many persons rode on the cars, at what station they got on, at what station they got off, and how long they remained aboard, thus furnishing a complete passenger-register and station-calendar, saving much money, time, and labor.

Having thus described my invention,

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

The combination, with the station-indicator C, of the registering-device, consisting of the perforated rim D, and springs L and K, operated by the eccentrics M and N, connected with the car-seats, the whole being constructed and arranged substantially as described, for the purposes set forth.

In witness whereof, I have hereunto set my hand and seal.

JOHN CORNELL HACKETT. [L. S.]

Witnesses:

J. L. BOONE,

C. W. M. SMITH.