

F. W. BROOKS.

Registering and Recording Machine.

No. 167,982.

Patented Sept. 21, 1875.

FIG. 1.

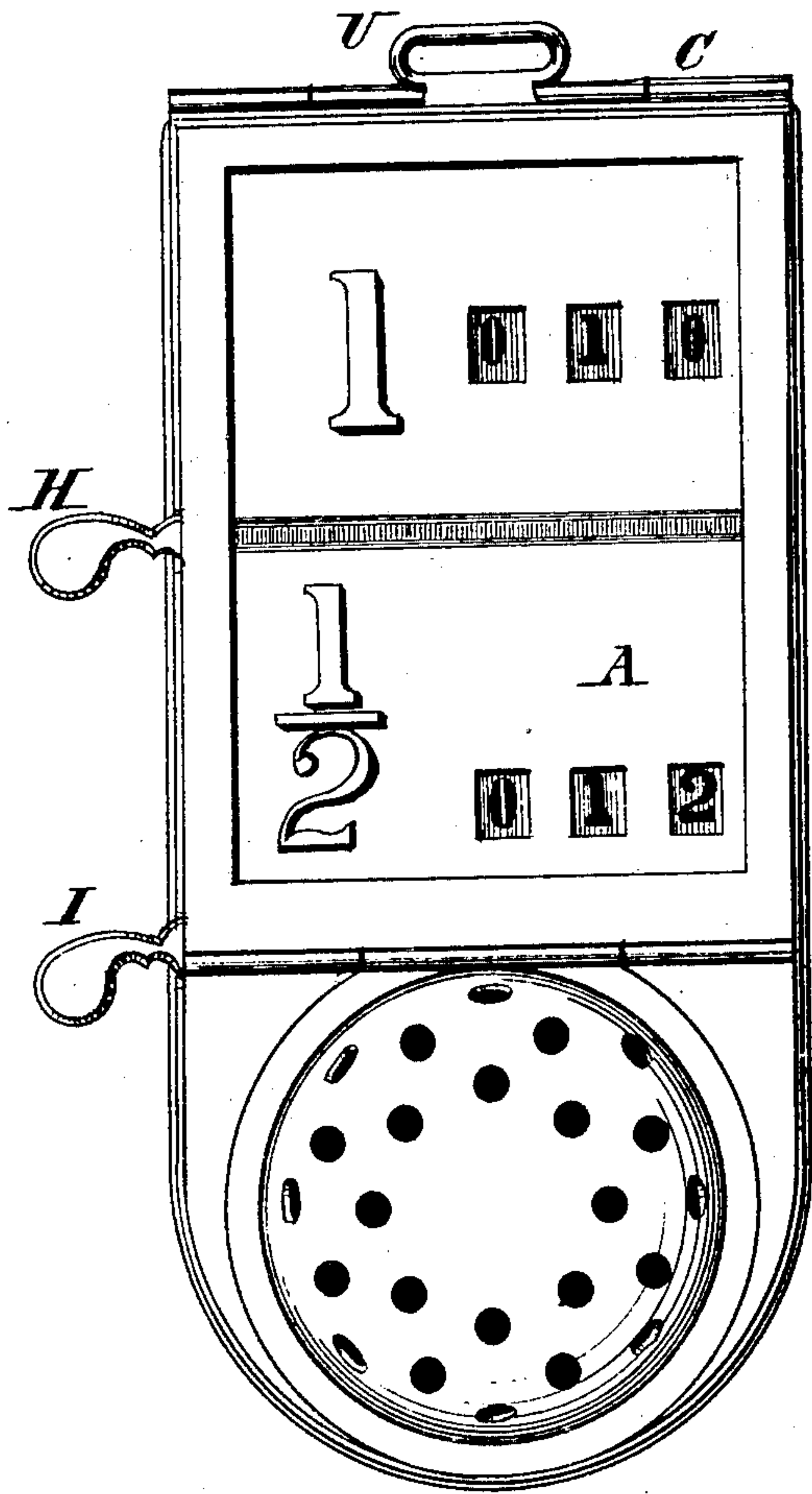


FIG. 2.

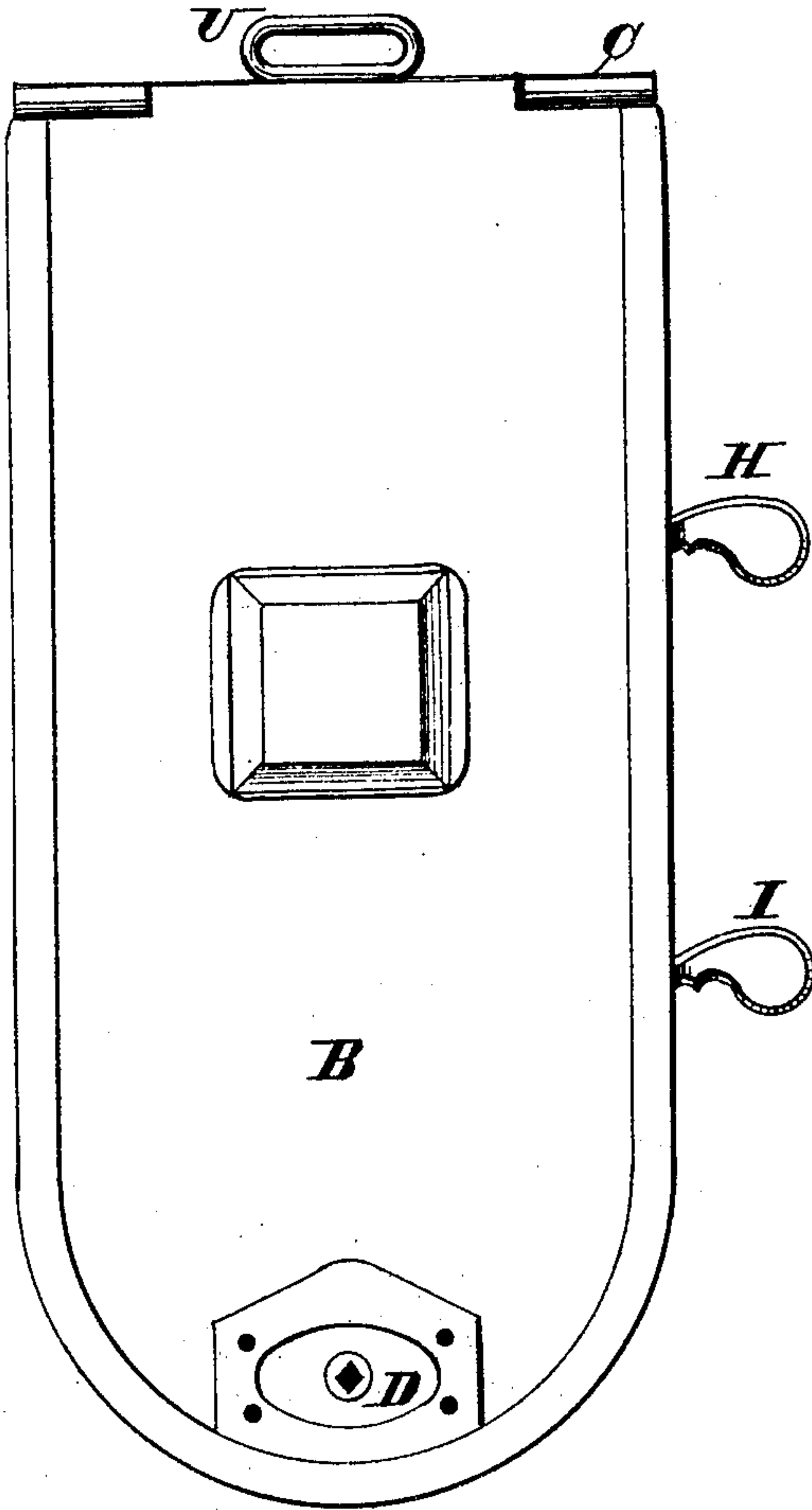
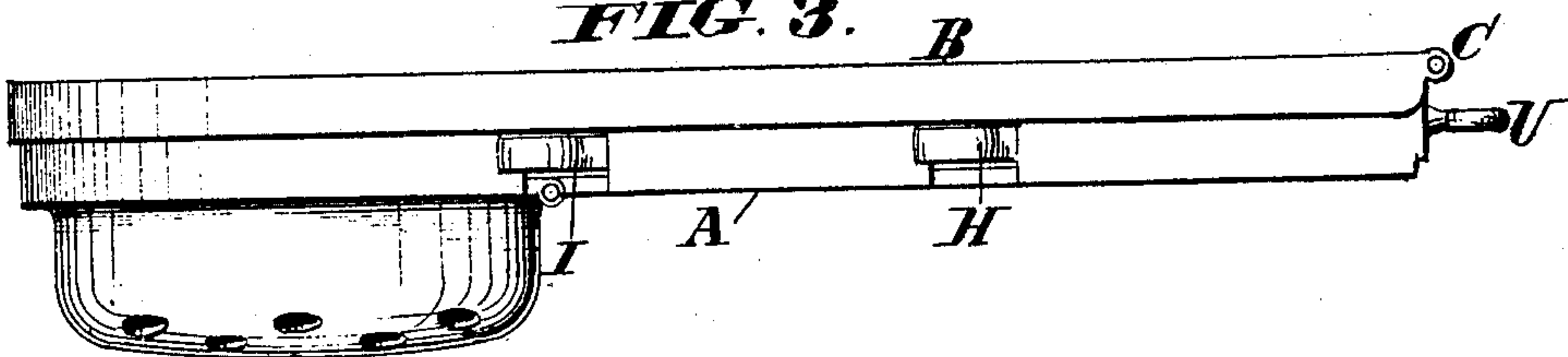


FIG. 3. B



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FIG. 6.

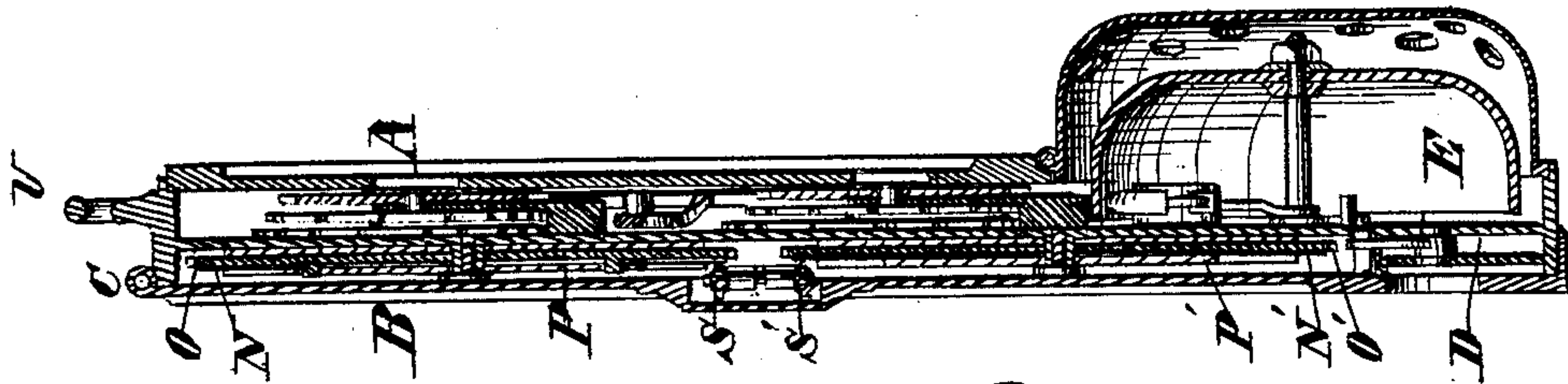


FIG. 5.

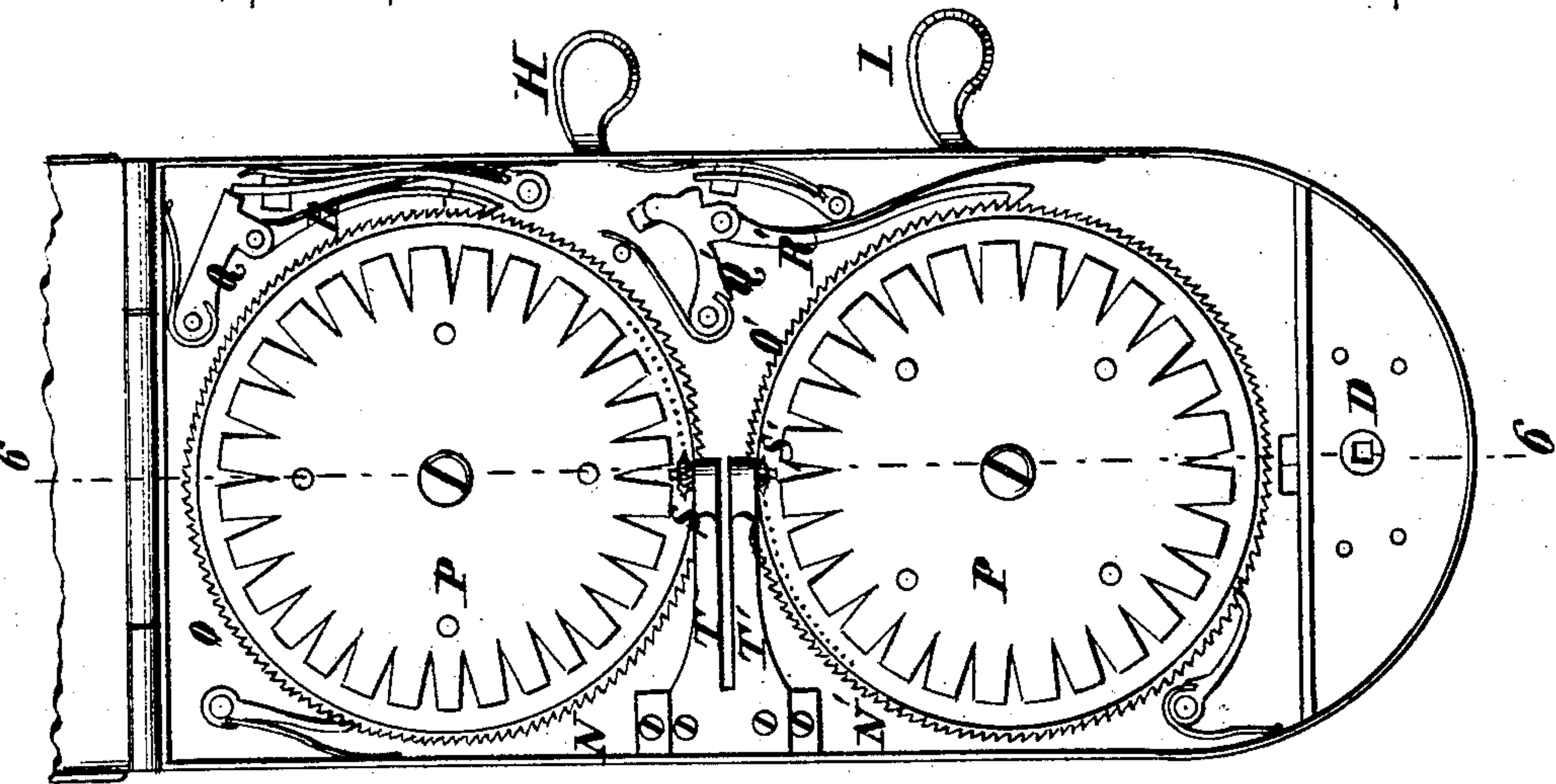
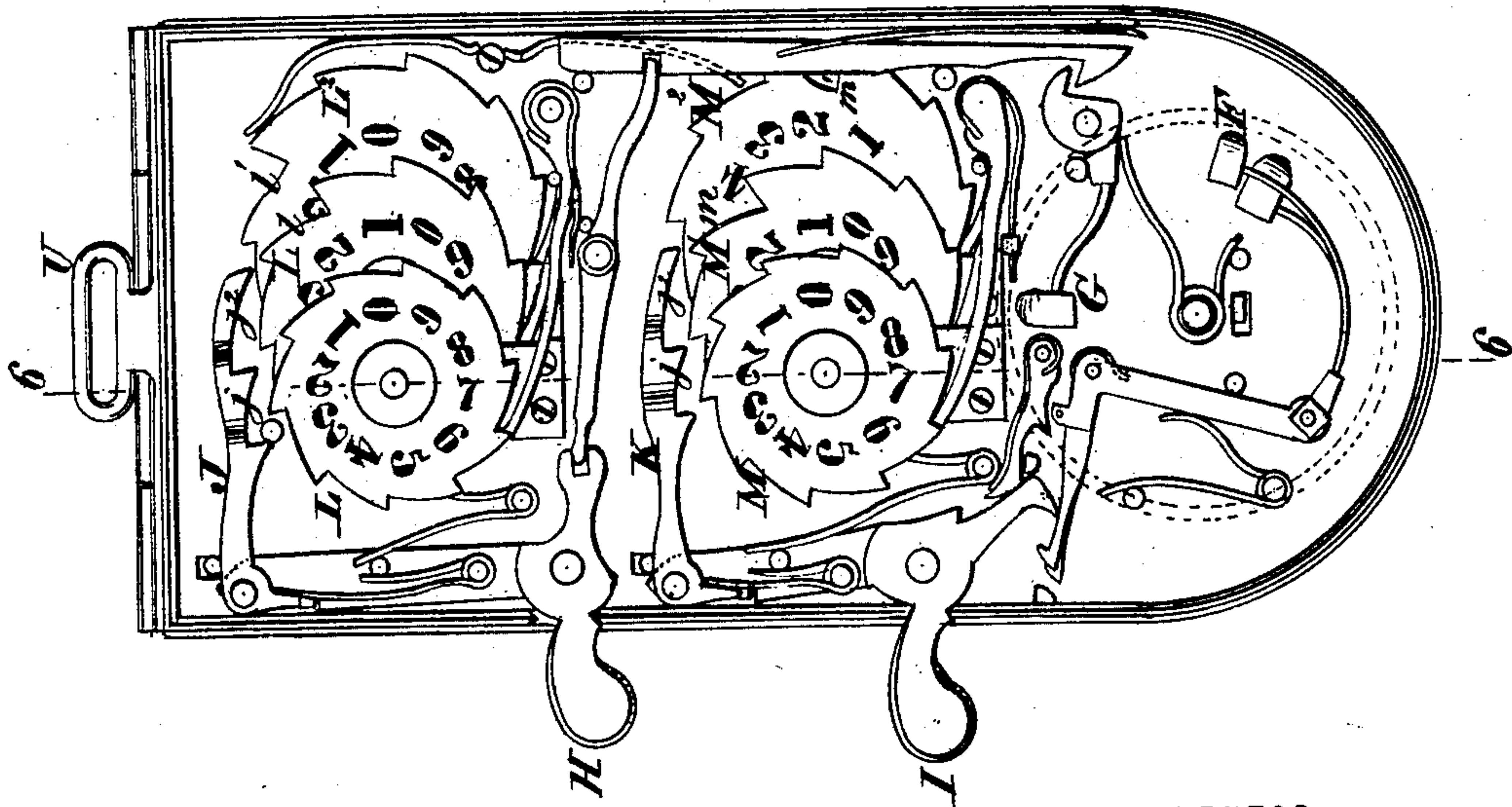


FIG. 4.



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UNITED STATES PATENT OFFICE.

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IMPROVEMENT IN REGISTERING AND RECORDING MACHINES.

Specification forming part of Letters Patent No. **167,982**, dated September 21, 1875; application filed September 2, 1875.

To all whom it may concern:

Be it known that I, FRANKLIN W. BROOKS, of the city, county, and State of New York, have invented a new and Improved Recording Passenger-Indicator, of which the following is a specification:

The subject of my invention is a device for use in public conveyances, or in other places where it is desired to retain a record of fares or other payments received, or the number of parties paying the same. The invention consists in combining with a passenger-indicator a device which will furnish a permanent record of the number of fares received, such record being made by the indicator mechanism, and being capable of removal from the instrument by the proper officer for reference at any future time.

In the accompanying drawings, Figure 1 is a front view of an indicator and recorder illustrating the invention. Fig. 2 is a rear view of the same. Fig. 3 is a side view thereof. Fig. 4 is a front view with the face-plate removed. Fig. 5 is a front view of the instrument as opened for the removal of the recording disks. Fig. 6 is a section on the lines 6 6.

A B represent, respectively, the front and back of a casing connected by a hinge, C, and secured together by a lock, D. The case contains a bell, E, which is struck by spring-hammers F G, operated through the medium of suitable rods and levers by separate handles H I. The handle H communicates also with a pawl, J, formed with two or more teeth, to operate a series of register-wheels, L L¹ L², which are numbered, as shown, and have each of them ten circumferential ratchet-teeth corresponding in number and position with the figures on the face of the wheel. The wheels and the numbers thereon are so arranged that one number on each wheel will be exposed through an aperture in the face-plate, as illustrated in Fig. 1, said apertures being arranged in a horizontal line, so that the three numbers may be read consecutively or in connection. The notch of one tooth of each wheel, excepting the last, is formed of greater depth than the remainder, as shown at *l l'* in Fig. 4, in order to permit the pawl J, in the act of moving the wheel from the figure 9 to 0, to drop so far that the pawl-tooth *j¹ j²*, as the

case may be, will catch the second or third wheel and move it simultaneously with the first, so that the first two wheels will move together as the first is turned from 9 to 0, and all three will move together when the second is turned from 9 to 0. The handle I in like manner communicates, by a pawl, K, with a second set of register-wheels, M M¹ M², numbered on their faces, and each having ten ratchet-teeth on its periphery, with one deep notch, *m* or *m'*, in each of the first two wheels. It will now appear that every motion of the handle H will cause the wheels L L¹ L² to expose a whole number increased by one, and that a similar motion of the handle I will cause the wheels M M¹ M² to show a number one higher through their apertures in the face of the instrument, and, further, that every motion of either handle will cause the alarm-bell to sound.

In order to cause the instrument to furnish, in addition to the register here shown of the number of fares, a permanent record of the same, which will be beyond the reach of the operator, and capable of removal from the instrument by the proper officer, I provide, in addition to each set of register-wheels, a removable disk, N N', secured between a toothed plate, O, and a clamp-plate, P, causing the disk to be revolved in unison with the said clamp-plate. The latter receives a slight rotation at each motion of the handle H or I, as the case may be, through the medium of a lever, Q Q', and pawl R R'. The face of each record-disk N N' is pressed by puncturing-wheels S S'. These wheels are carried by springs T T', tending to press them against the face of the respective disks near their peripheries. The said disks are, preferably, made of pasteboard or other material adapted to receive an impression from each tooth of the puncturing-wheels S S', which are so proportioned in distance asunder that one such impression will be made by each motion imparted to the disk by the pawl R R'. The approach to the lock D is preferably closed by a glass or paper seal, so that any attempt to open the instrument by any other than the proper officer will be immediately detected. It will now appear that when the conductor gives his returns, the instrument being opened

by the receiver or any officer of the company, the recording disks may be taken out, and, being incapable of change, they will constitute a permanent record of the amount of fares received, which can be compared with the indicator on the face of the instrument, and kept for future reference. The disks which receive indications of fares of different values are correspondingly and distinctly marked. They also receive marks indicating the date on which they are used, the number or name of conductor, and the number of the car or other vehicle, and the signature of the superintendent. The instrument may be furnished with a loop, U, adapting it to be suspended conveniently by a strap around the neck of the conductor.

I claim as my invention and desire to secure by Letters Patent—

One or more removable tablets, each complete in itself, combined with a passenger-register, and operated by the register mechanism while beyond the reach of the operator thereof, and constituting, when removed from the instrument, a permanent record of the number of fares received, which cannot be readily diminished or changed without detection.

FRANKLIN W. BROOKS.

Witnesses:

L. W. PIERCE,
E. J. BROOKS.