

(No Model.)

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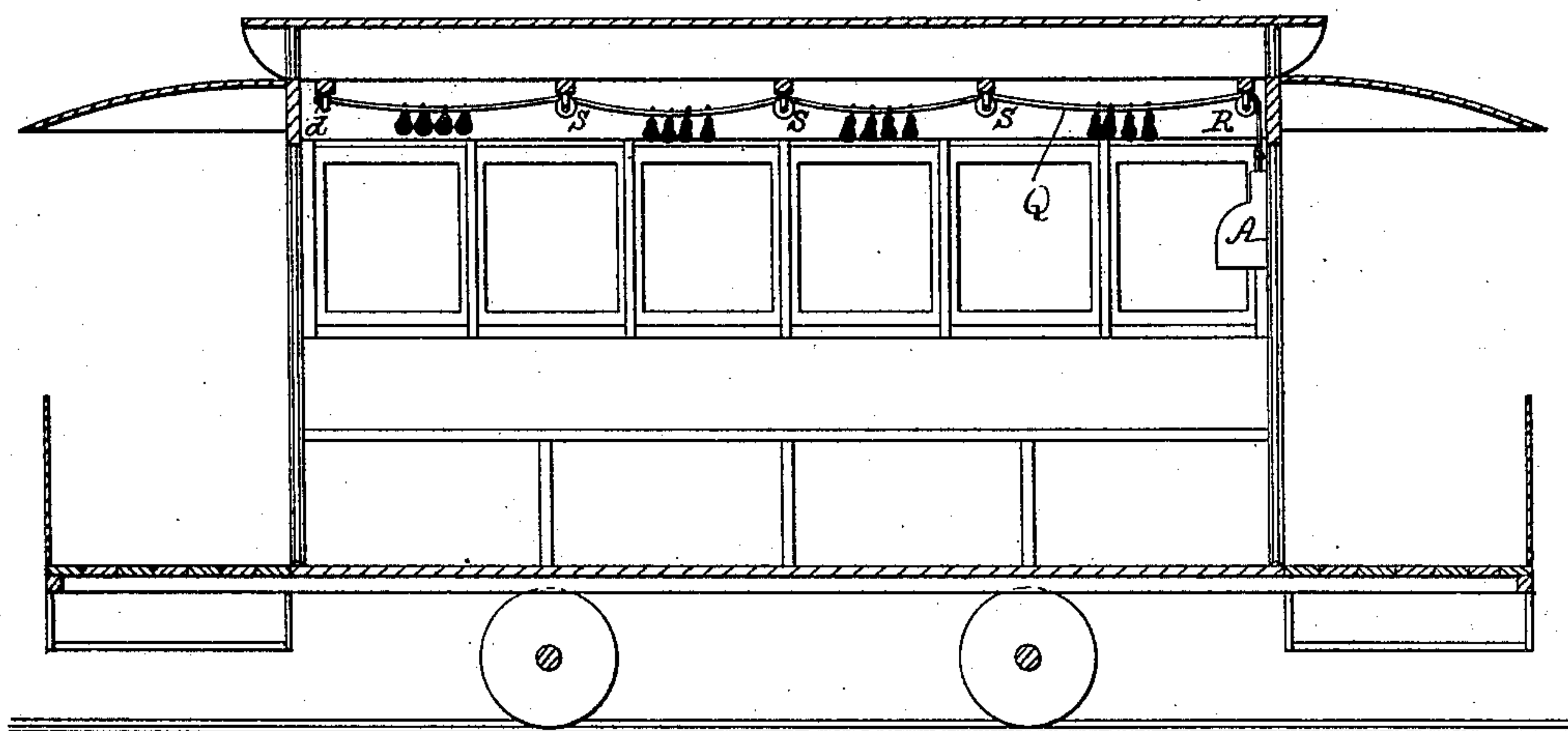
J. H. PATTERSON & I. P. DAVIS.

FARE REGISTER AND INDICATOR.

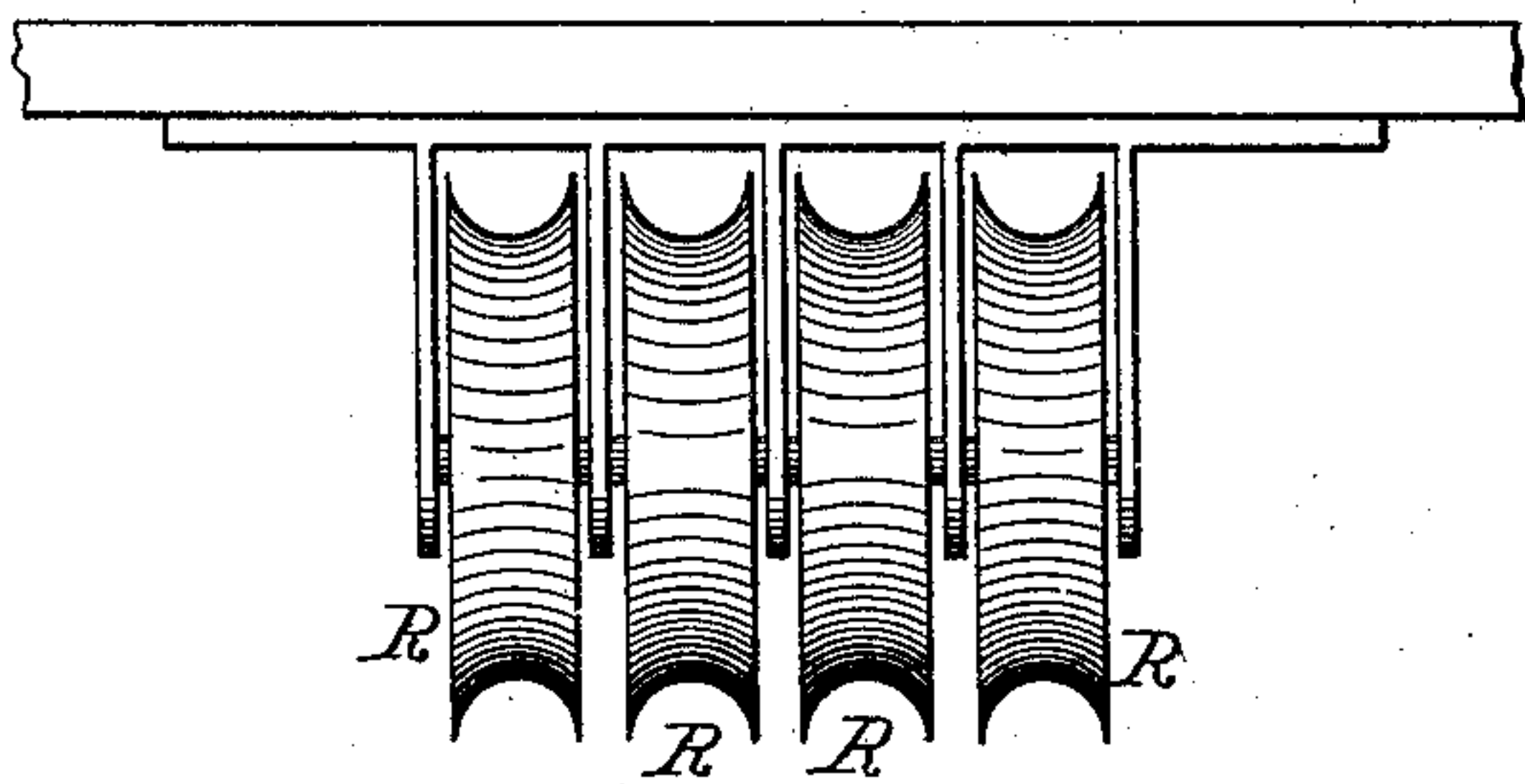
No. 362,176.

Patented May 3, 1887.

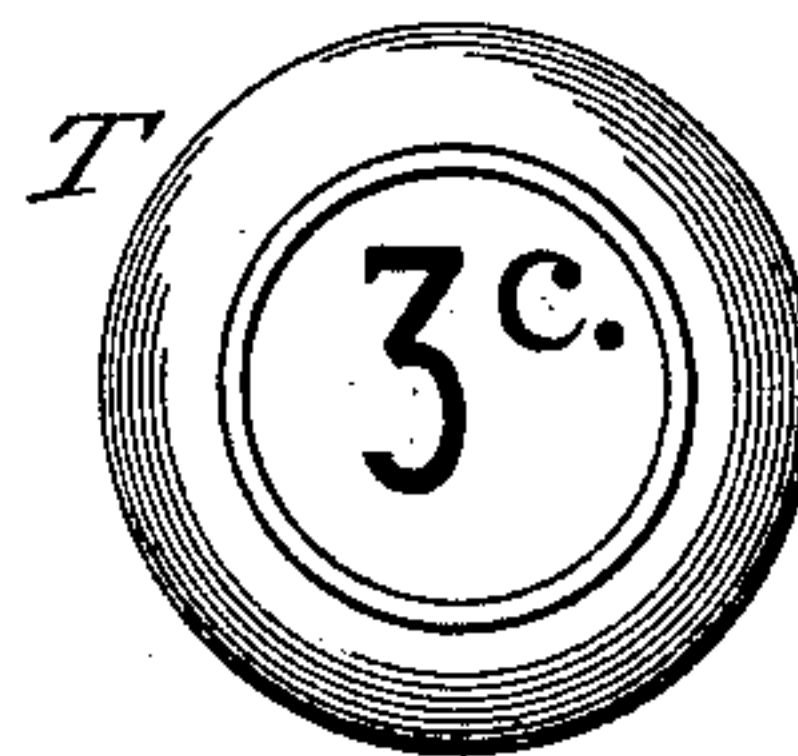
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



Witnesses:  
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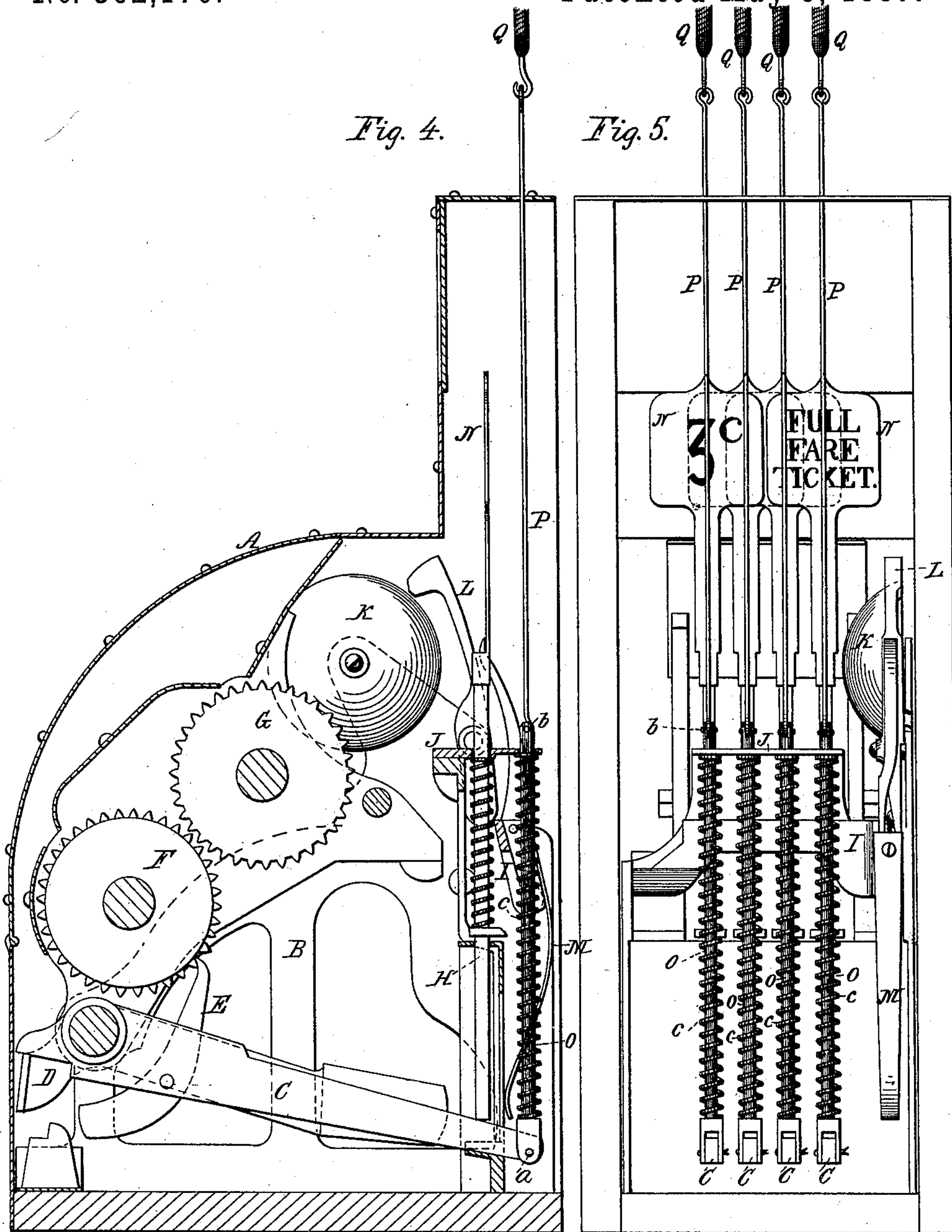
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2 Sheets—Sheet 2.

J. H. PATTERSON & I. P. DAVIS.  
FARE REGISTER AND INDICATOR.

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Patented May 3, 1887.



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# UNITED STATES PATENT OFFICE.

JOHN H. PATTERSON AND ISAAC P. DAVIS, OF DAYTON, OHIO, ASSIGNORS  
TO THE NATIONAL CASH REGISTER COMPANY, OF SAME PLACE.

## FARE REGISTER AND INDICATOR.

SPECIFICATION forming part of Letters Patent No. 362,176, dated May 3, 1887.

Application filed November 20, 1886. Serial No. 219,453. (No model.)

*To all whom it may concern:*

Be it known that we, JOHN H. PATTERSON and ISAAC P. DAVIS, citizens of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Fare Registers and Indicators, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

Our invention relates to that class of fare registers and indicators designed more particularly for use on street-cars, omnibuses, and like public vehicles; and it has for its object the provision of means whereby the conductor is enabled to operate the register from any part of the car.

The novelty of the invention will be herein set forth, and specifically pointed out in the claims.

In the accompanying drawings, Figure 1 is a longitudinal section of a street-car containing our improved fare register and indicator and its operating mechanism. Fig. 2 is an enlarged detail elevation of the guide-pulleys and their connection. Fig. 3 is a bottom plan view of one of the indicating pulls or knobs. Fig. 4 is a sectional side elevation of the register. Fig. 5 is a rear elevation of the same.

The same letters of reference are used to indicate identical parts in all the figures.

With the exceptions to be pointed out, the registering and indicating mechanisms may be that illustrated and described in Patents No. 271,363, dated January 30, 1883, to Ritty & Birch, and No. 344,982, dated July 6, 1886, to Patterson & Davis. This construction is illustrated in Figs. 4 and 5, and need only be described by saying that A is the box or case, secured to one end of the car, or at whatever point it is desired to have it, and containing the registering and indicating mechanism, of which B is the supporting-frame; C, the operating-levers; D, the vibrating frame; E, the dogs, pivoted to the levers and engaging with the lower bank of registering-disks, F; G, the upper bank of disks; H, the tablet-rods; I, the supporting-wing; J, the guide for the tablet-rods; K, the gong; L, the gong-hammer; M,

the resetting-spring for the wing and gong-hammer, and N the tablets.

The upper part of the case is provided with glass covered openings, through which the tablets, when elevated, are exposed to view.

In the patents above referred to the operating-levers extended through the front of the case to form keys, by depressing which the mechanism is operated. In the present instance the levers C extend forward only far enough to engage over the edge of the vibratory frame, as shown. Their rear ends are extended, and have pivoted to each, as at *a*, vertical rods O, which extend up through perforations in a rearward extension of the guide J. A resetting-spring, *c*, is coiled around each of said rods and bears against the under side of said guide.

To each of the rods O, at its top, is pivoted, as at *b*, a rod or wire, P, which extends up through a perforation in the top of the case A, and is connected at its top to a cord or rope, Q. These ropes extend up over pulleys R, Figs. 1 and 2, and thence back, near the top of the car, over other sets of pulleys, S, and have their rear ends secured in any suitable manner, as at *d*.

The present machine is provided with but four operating-levers, tablet-rods, and tablets. The tablets are marked 3c 5c, half-fare ticket and full-fare ticket, respectively, and each of the ropes or cords is provided with knobs or pulls T at various intervals along the car, each knob marked to correspond with the value of the tablet, which would be exposed by pulling it.

The operation is as follows: The conductor, as he collects each fare, pulls a knob bearing the sign corresponding to the amount of the fare or the ticket received, whereupon a tablet bearing a corresponding sign is exposed to view in the register, the gong sounded, and the amount of the fare registered. In pulling any of the cords or ropes the rod P, in being drawn up, will pull up its rod O, and thereby raise the rear end of the operating-lever C, to which it is pivoted, which, in its vibration, depresses the frame D to operate the gong-hammer and wing, raises the tablet-rod sup-



ported upon said lever to expose its tablet, and, through the medium of the dog E, operates the registering - disks. Upon the release of the cord the spring c assists the vibrating frame in  
5 retracting the rods O and P and in drawing the cord up again.

Having thus fully described our invention, we claim—

1. The combination, with the operating-le-  
10 vers of a fare register and indicator provided with registering-disks, gong mechanism, tablet-rods, and tablets indicating various fares, substantially as described, of a series of ropes  
15 connected with said operating-levers at their rear ends and extending along the car, whereby the fares as collected can be registered and individually indicated by pulling said ropes at any point in the car.

2. The combination, with the operating-le-  
20 vers of a fare register and indicator provided with registering-disks, gong mechanism, tablet-rods, and tablets indicating various fares,

substantially as described, of a series of rods pivoted to the rear ends of said levers, and a series of ropes connected to said rods and ex- 25  
tending along the car, whereby the fares as collected can be registered and individually indicated by pulling said ropes at any point in the car.

3. The combination and arrangement of the 30  
operating-levers C, tablet - rods H, carrying-tablets indicating various fares, rods O, pivoted to said operating-levers, rods P, extending from the upper ends of the rods O through the top of the case A, and cords Q, passed 35  
over pulleys R and extending along the top of the car, substantially as and for the purpose specified.

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