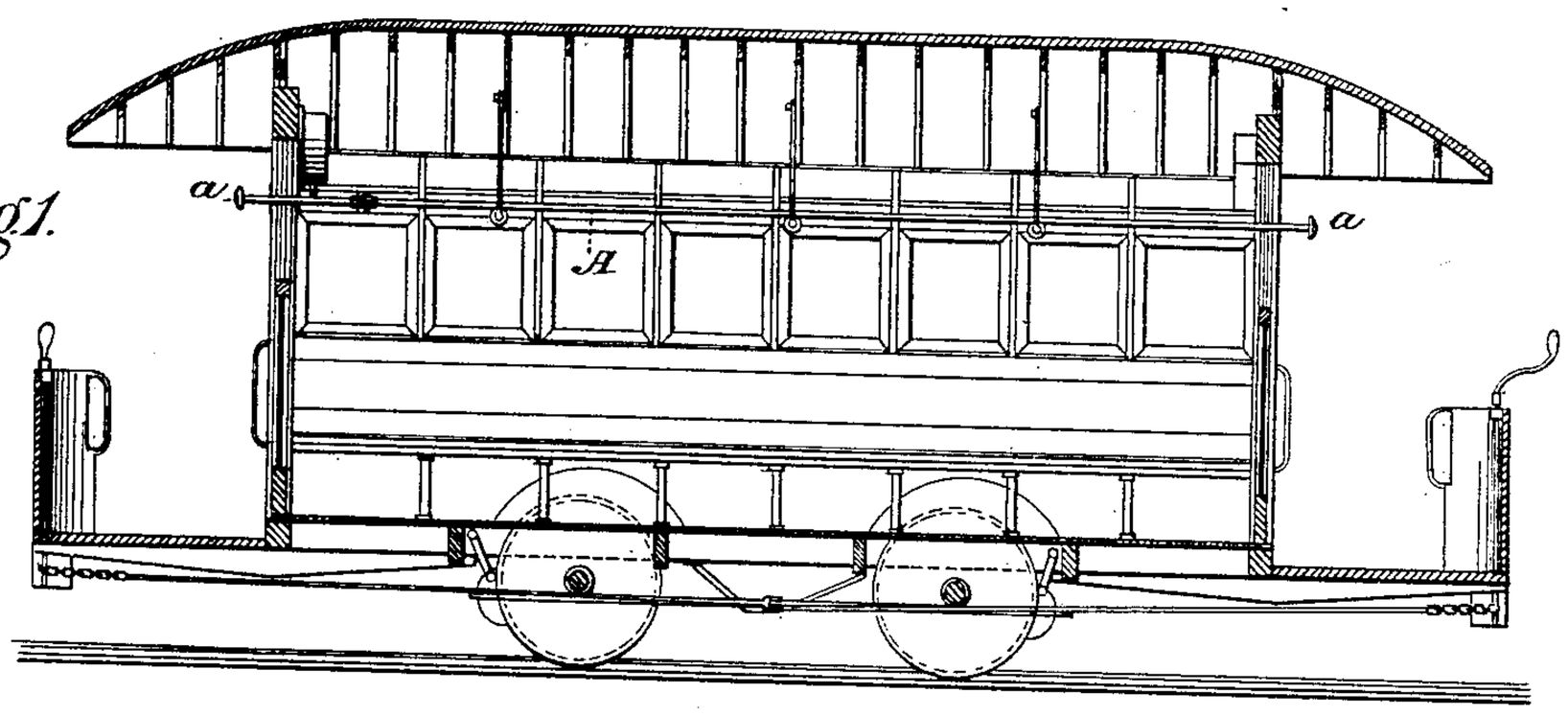
(No Model.)

J. M. HAMM.

DEVICE FOR RINGING FARE REGISTERS.

No. 387,355. Patented Aug. 7, 1888.

Fig. 1.



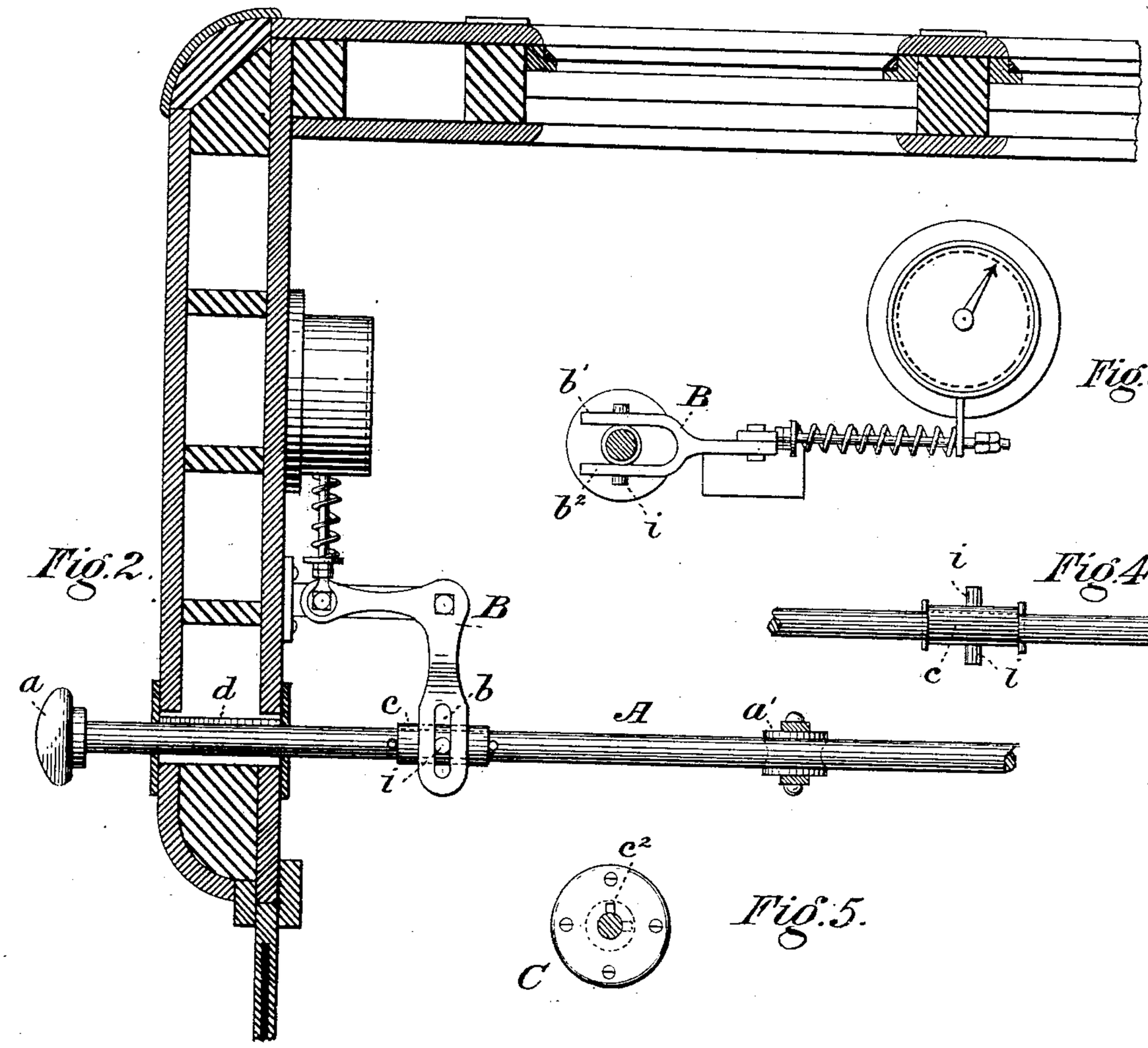


Fig. 2.

Fig. 3.

Fig. 4.

Fig. 5.

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JACOB M. HAMM, OF PITTSBURG, PENNSYLVANIA.

DEVICE FOR RINGING FARE-REGISTERS.

SPECIFICATION forming part of Letters Patent No. 387,355, dated August 7, 1888.

Application filed March 1, 1888. Serial No. 265,847. (No model.)

To all whom it may concern:

Be it known that I, JACOB M. HAMM, of Pittsburg, county of Allegheny, State of Pennsylvania, have invented or discovered a new and useful Improvement in Devices for Registering Car-Fares; and I do hereby declare the following to be a full, clear, concise, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—like letters indicating like parts—

Figure 1 is a vertical sectional view of a street-car, showing the position and manner of attachment of my device for ringing the fare-register. Fig. 2 is a horizontal view, partly in section, of the front end and a portion of the side of the car, showing in detail the manner of attachment to the register. Fig. 3 is a face view, drawn to an enlarged scale, of the operative part of my device. Fig. 4 is a detailed view of the portion of the operative rod in my device which is provided with a sleeve on which are mounted pins to engage corresponding slots in the arm of a bell-crank. Fig. 5 is a face view of the plate at the end of the car through which the rod passes and by which it registers and is retained in position when locked.

The object of my invention is to provide means for ringing the register of a street-car, which will act with certainty and convenience when called into use, and which may at the same time be readily thrown into such a position and locked there as to preclude the possibility of its being used to ring the register by design or mistake until it is released.

The ordinary method now in use for ringing the fare-register consists of attaching a cord or strap to the register, which the conductor pulls as he takes each fare. The resemblance to the ordinary bell-rope or strap is so great and the proximity of the two is such that the passengers very often, and sometimes even the conductors, pull the wrong rope, to the vexation and permanent loss of the conductor; or, if the fare-register be locked, a sudden pull on it by means of the strap tends to strain it and throw it out of order. To overcome these difficulties and annoyances has been my effort, and to this end I have provided means which, by reference to the drawings, I will proceed to describe more in detail.

A shows a rod, which may be made of brass tubing or any suitable material, running lengthwise of the car and projecting at both ends far enough to provide a convenient hand-hold on both platforms. This rod is also provided with balls or brass knobs *a* at both ends to aid the hand-hold. Inside the car the rod is supported at suitable intervals by rollers *a'*, hung from the roof. Near the forward end of the rod is placed a collar, *c*, confined in place by pins preventing longitudinal motion of the sleeve on the rod. On the sleeve *c* are mounted pins *i*, which engage in the slots *b* of one arm of a bell-crank, B, which by means of its other arm connects with the ordinary fare-register of a street-car, and which, when actuated by the longitudinal motion of the rod A, it rings. The construction of the outer arm of the bell-crank B is shown at Fig. 3, it being subdivided into arms b' and b^2, inclosing the rod A around the collar *c*, and engaging with it by means of the pins *i* of the sleeve *c* through the slots *b* of the arms b' and b^2.

On the rod A, where it passes through the forward end of the car, is mounted the fin *d*, which registers with the slot c^2 of the plate C, and which, when out of register with the slot c^2, confines the rod A by passing back of the plate C, as shown in dotted outline in Fig. 5, thus preventing longitudinal motion of the rod.

The operation of my device will be readily apparent. Movement of the rod A backward will, of course, put in motion the bell-crank B, which, being connected with the register, rings in the fare, so that if the conductor pulls the rod toward him when standing on the end of the car opposite the register the ordinary spring of the register will draw the rod back to its place as soon as he lets it go. When he reverses ends on the car, he would, of course, push on the rod instead of pull, so that from either end or inside the car my device will be equally effective. When in use, the rod A must be turned so as to register with the slot c^2 of the face-plate C, being held in position thereby. When not in use, the rod is to be pushed in until the fin *d* just clears the plate

C, it being made of proper length for that purpose, then given a slight turn, when it is at once locked, and the register cannot be rung until the rod is so turned as to again cause the fin *d* to register with the slot c^2.

Having thus described my invention, what I claim herein, and desire to secure by Letters Patent of the United States, is—

1. In a device for ringing the register of a street-car, the combination, with a rod running lengthwise through the car, of a bell-crank having a slotted divided arm engaging the rod and connecting with the register, which it rings, by means of the other arm, substantially as and for the purposes set forth.

2. In a device for ringing the register of a street-car, the bell-crank B, having one arm connected with the register, which it rings, and the other arm divided into two parts, b' and b^2, each slotted to engage with pins above and below the rod A by which it is actuated, substantially as set forth and described.

3. In a device for ringing the register of a street-car, the rod A, having mounted thereon the sleeve *c*, provided with pins *i*, engaging corresponding slots in the arms of a bell-crank connected with the register, which it rings, substantially as specified.

In testimony whereof I have hereunto set my hand.

JACOB M. HAMM.

Witnesses:
W. A. SCHMIDT,
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