

No. 626,084.

Patented May 30, 1899.

W. I. OHMER & W. M. KELCH.
PRINTING AND REGISTERING MACHINE.

(Application filed Dec. 3, 1897.)

(No Model.)

6 Sheets—Sheet 1.

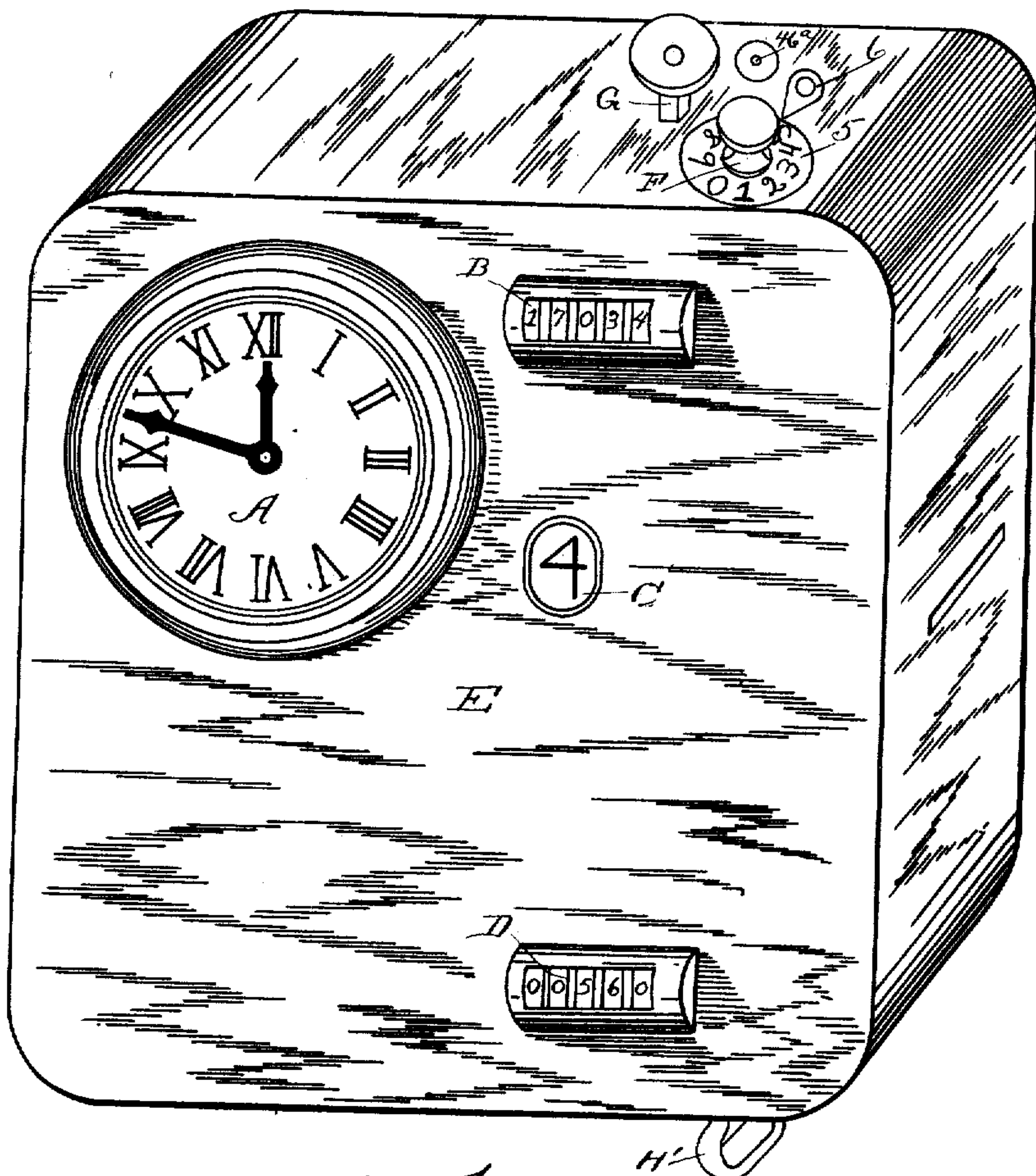


Fig 1

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INVENTORS.
By R. J. McCarty
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No. 626,084.

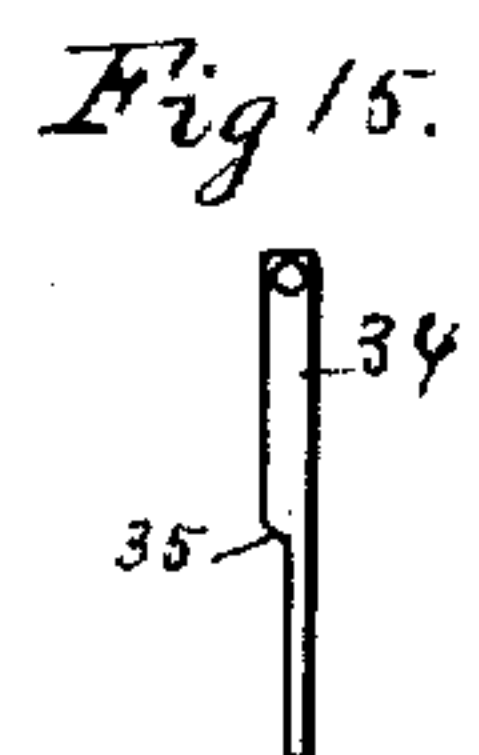
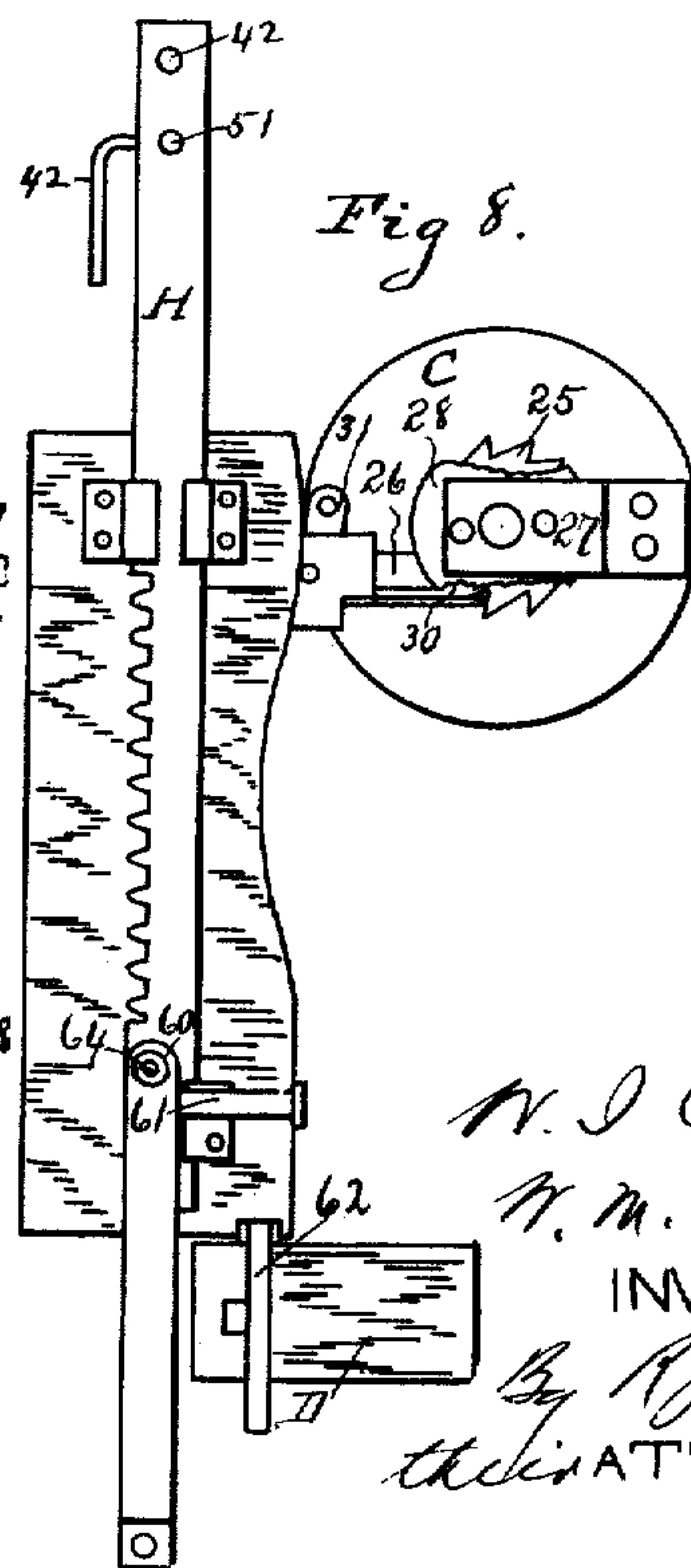
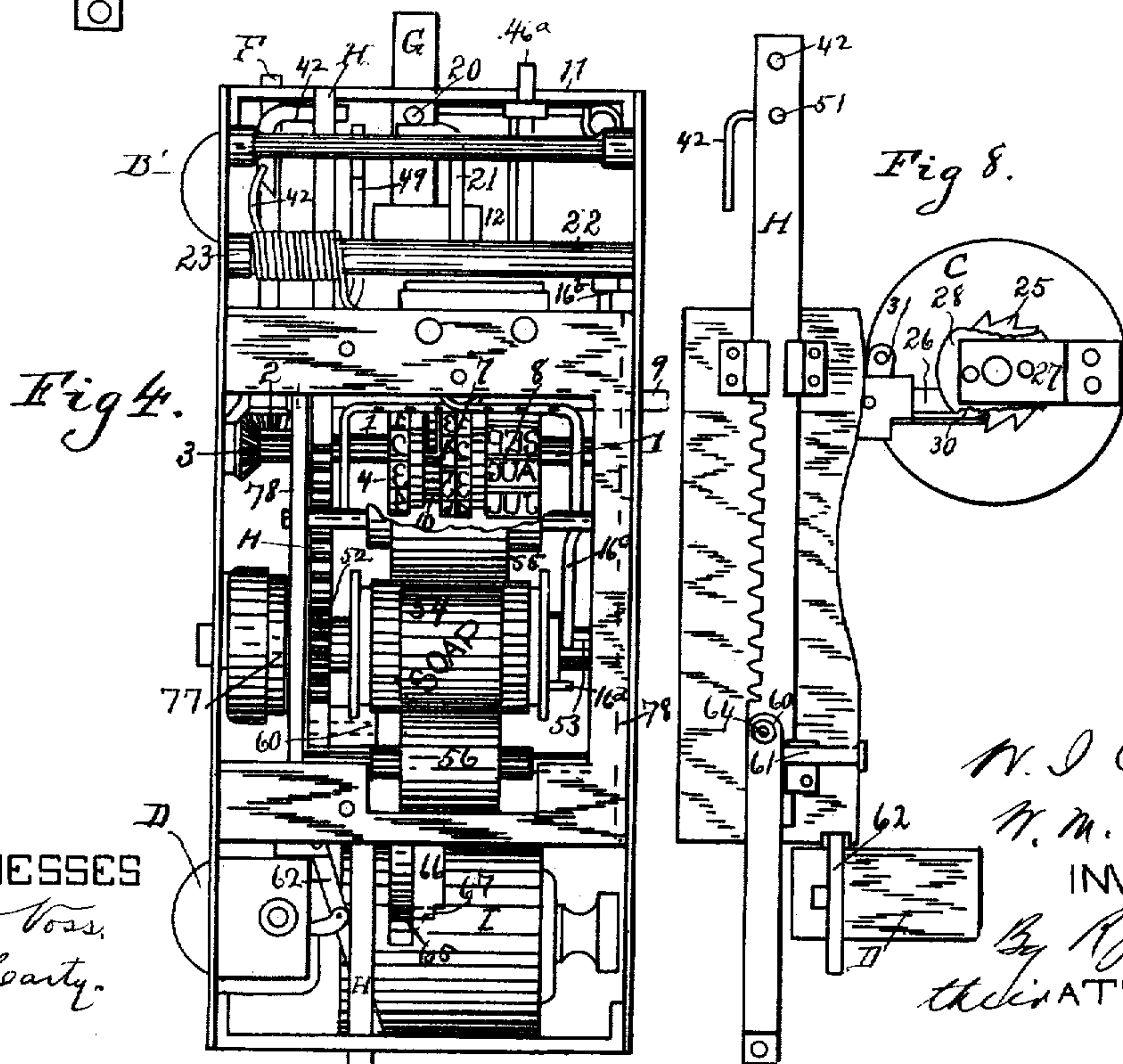
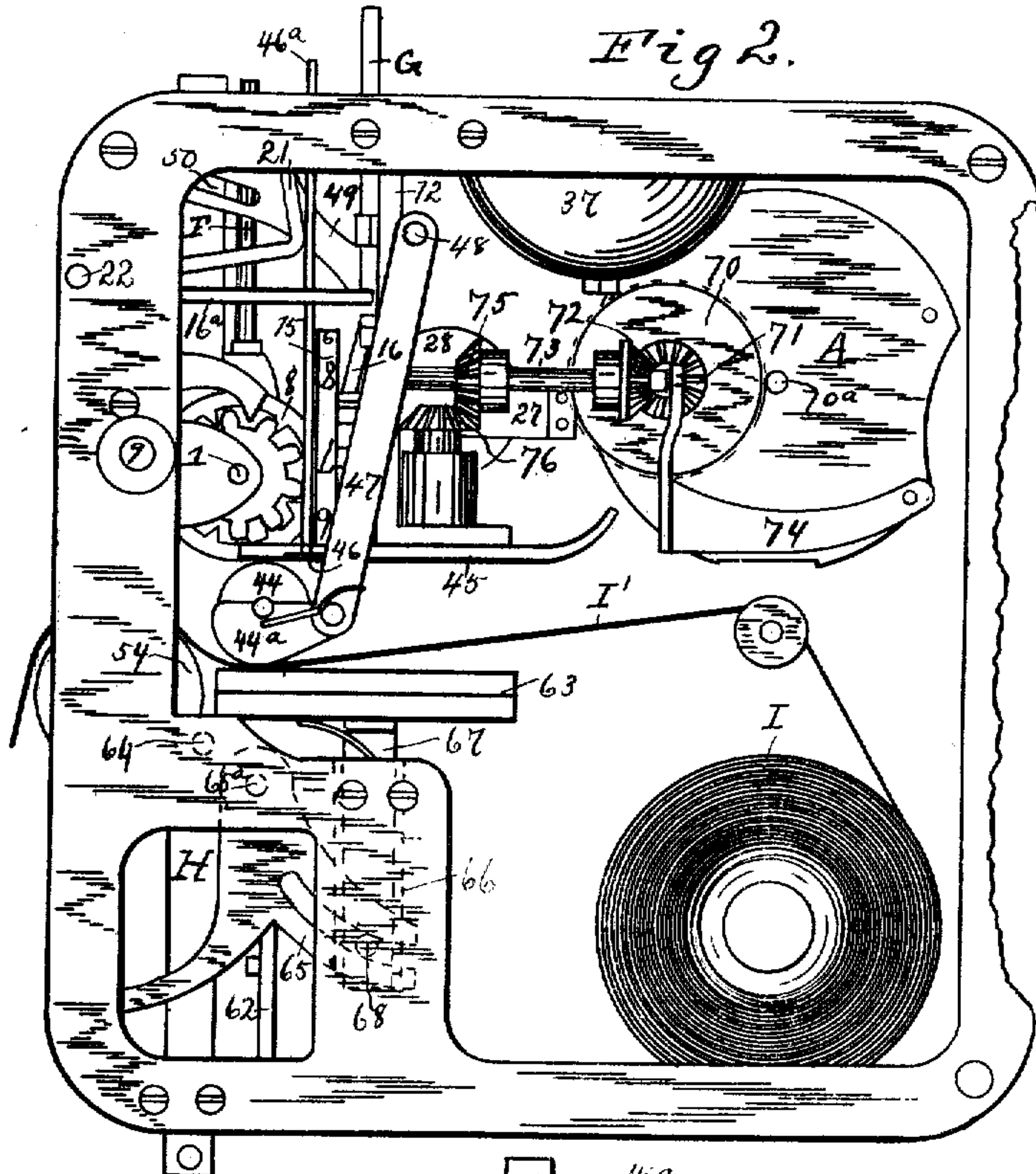
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6 Sheets—Sheet 2.



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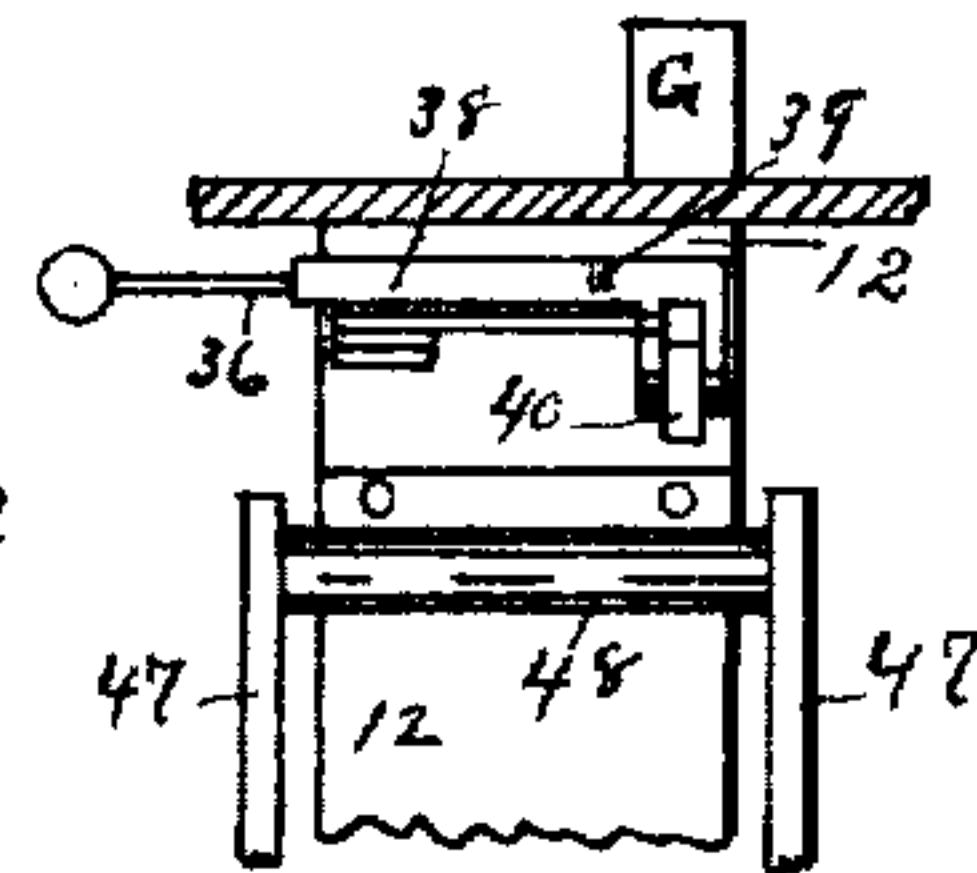
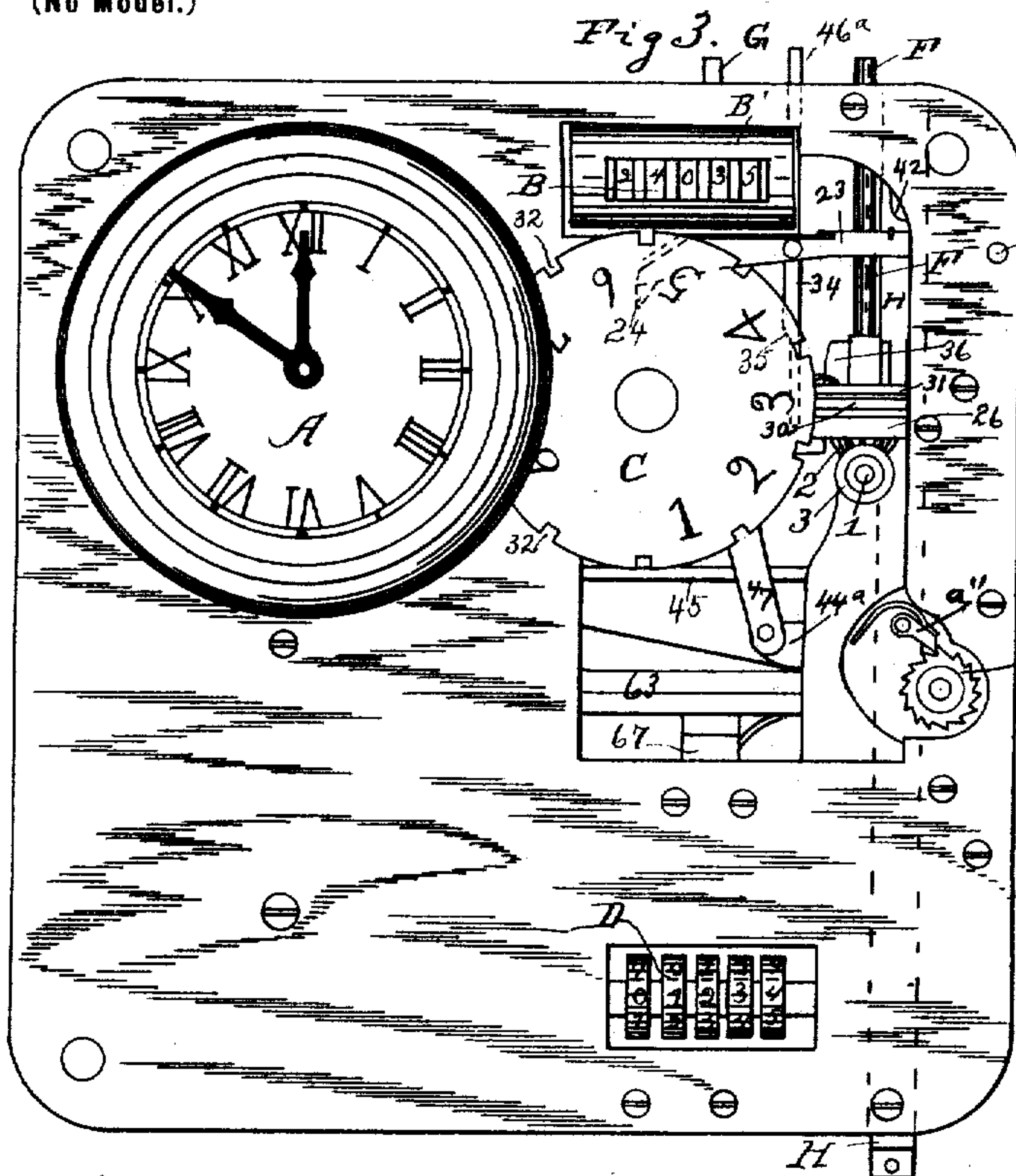


Fig. 13.

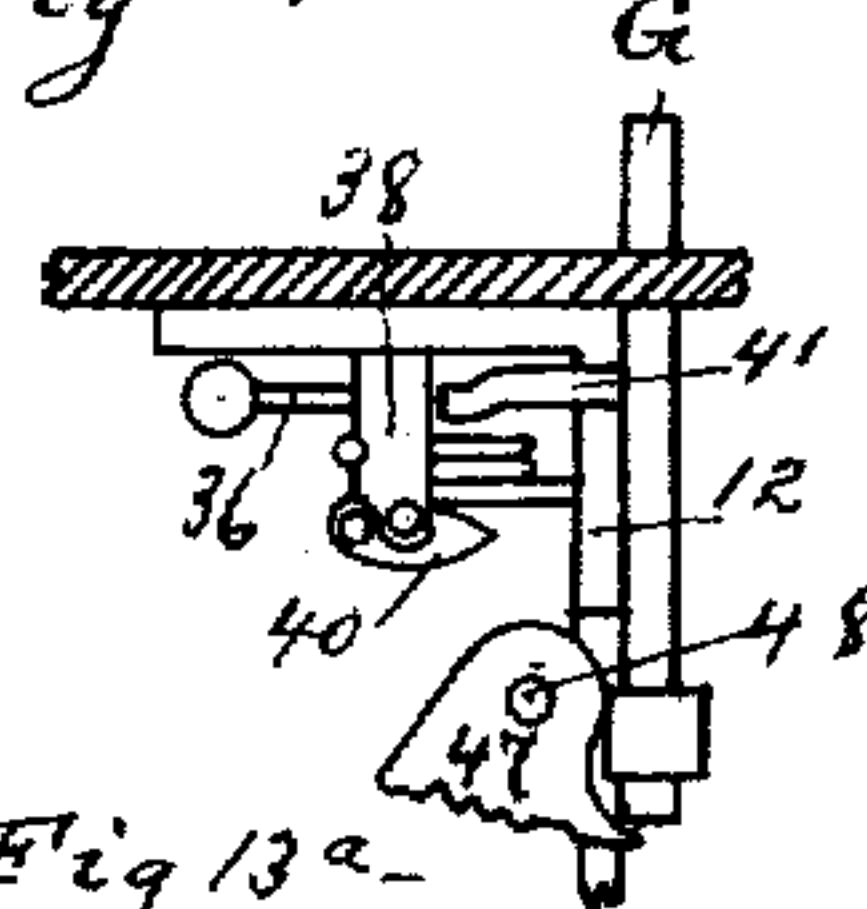


Fig. 13a.

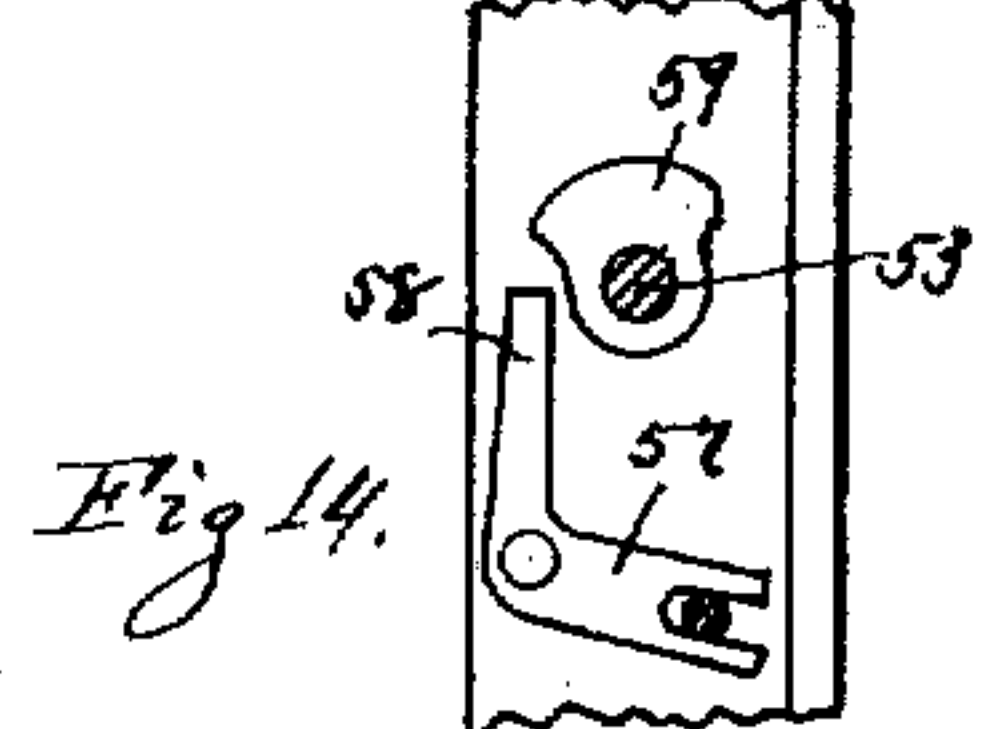


Fig. 14.

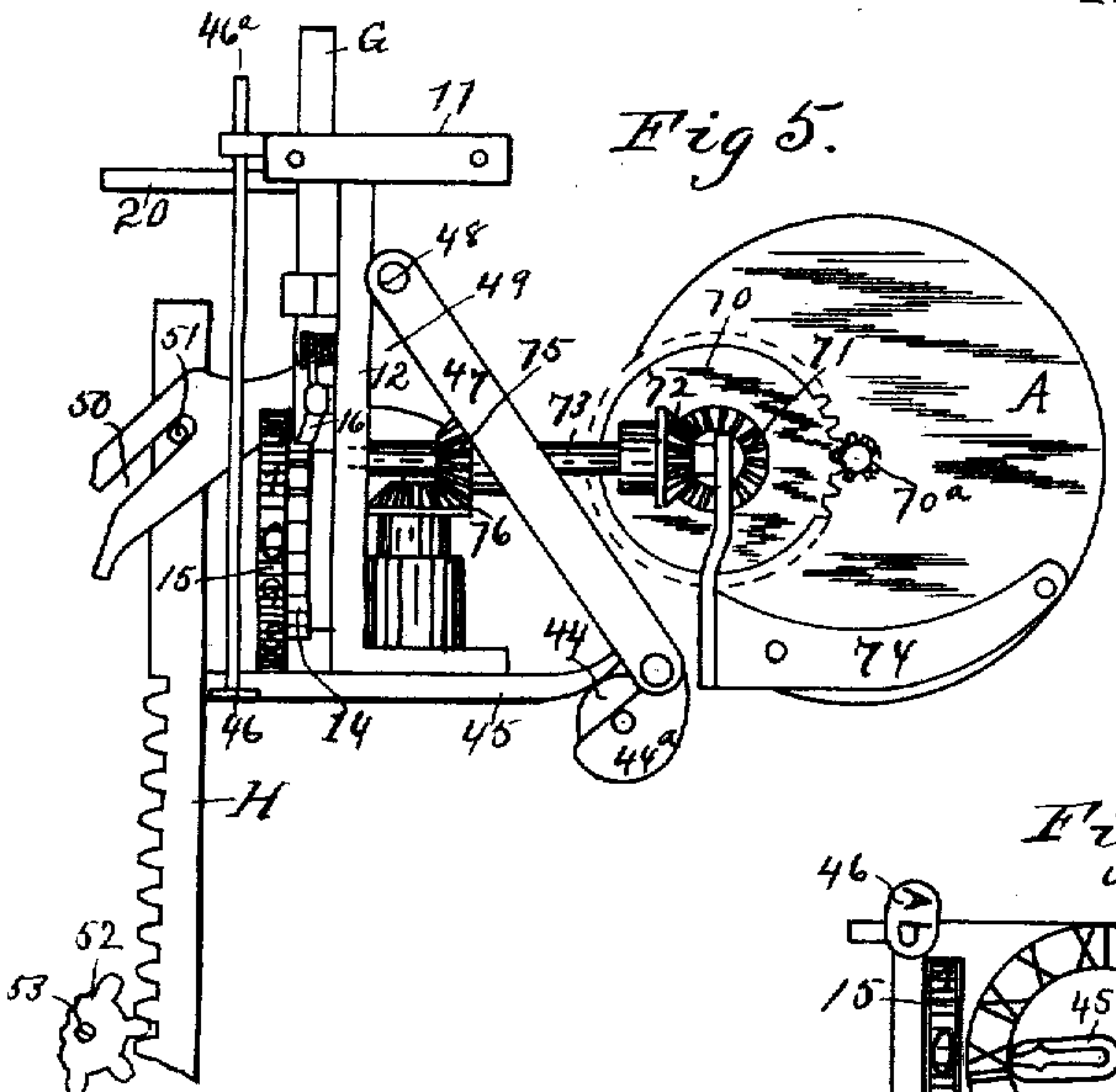


Fig. 5.

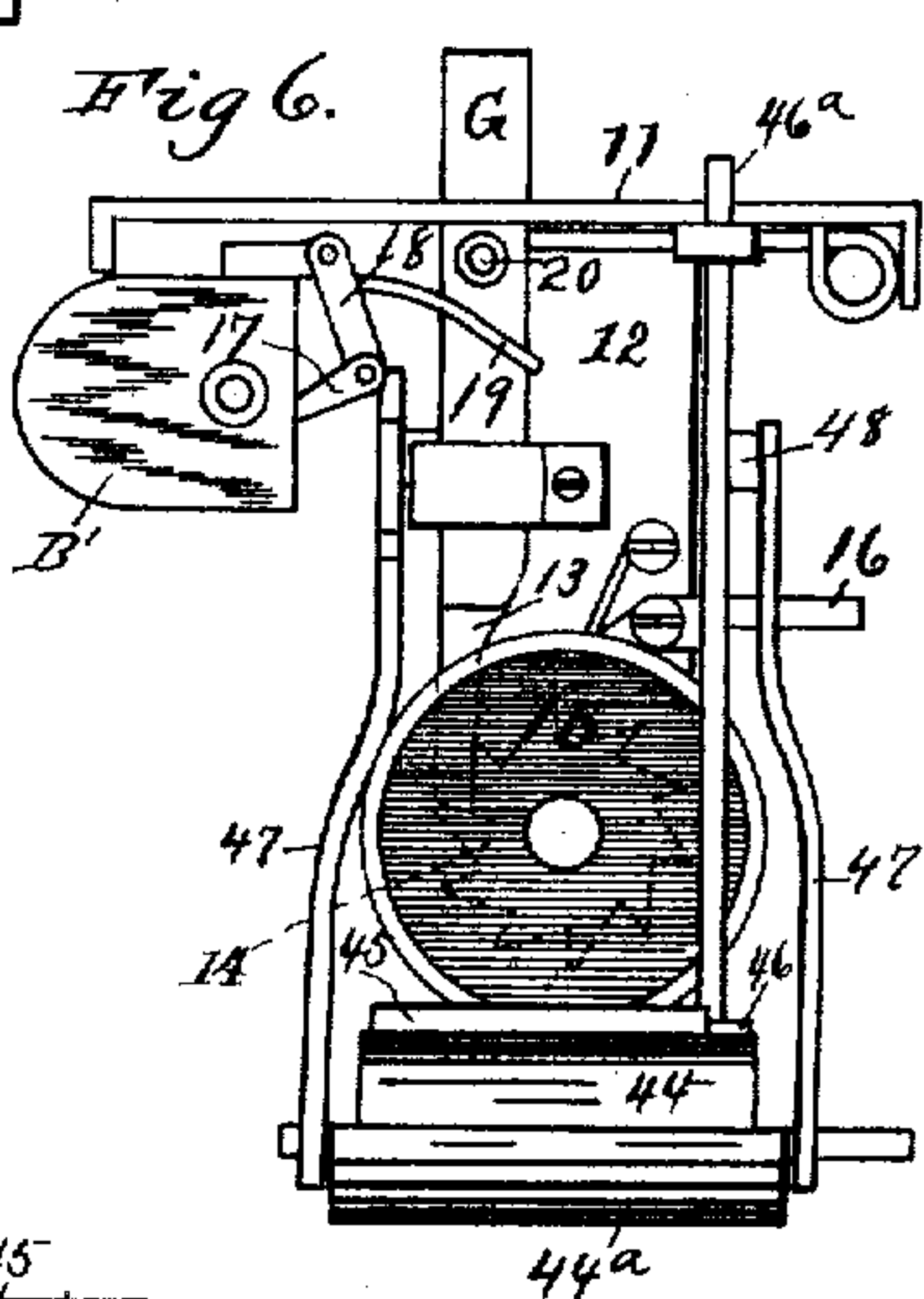


Fig. 6.

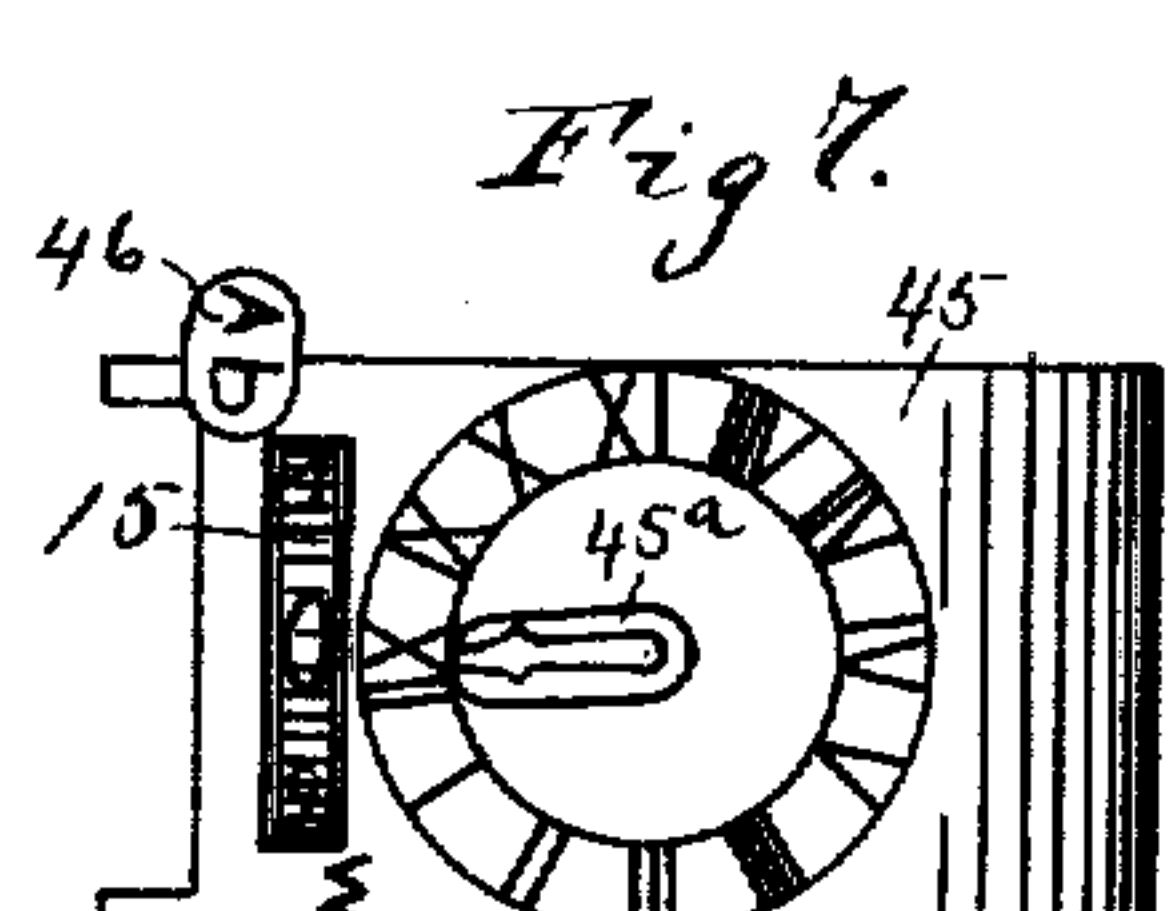


Fig. 7.

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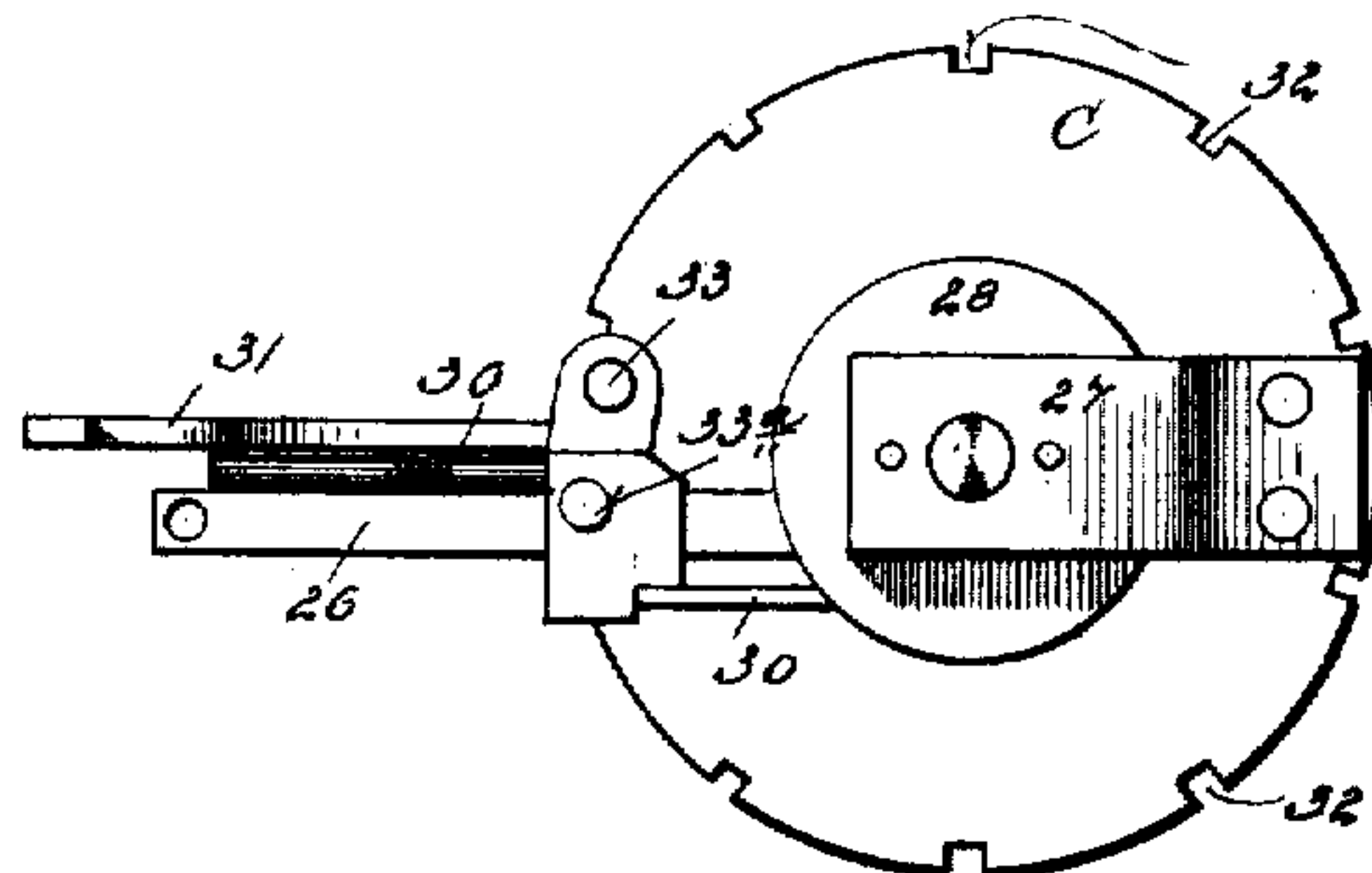


Fig. 9.

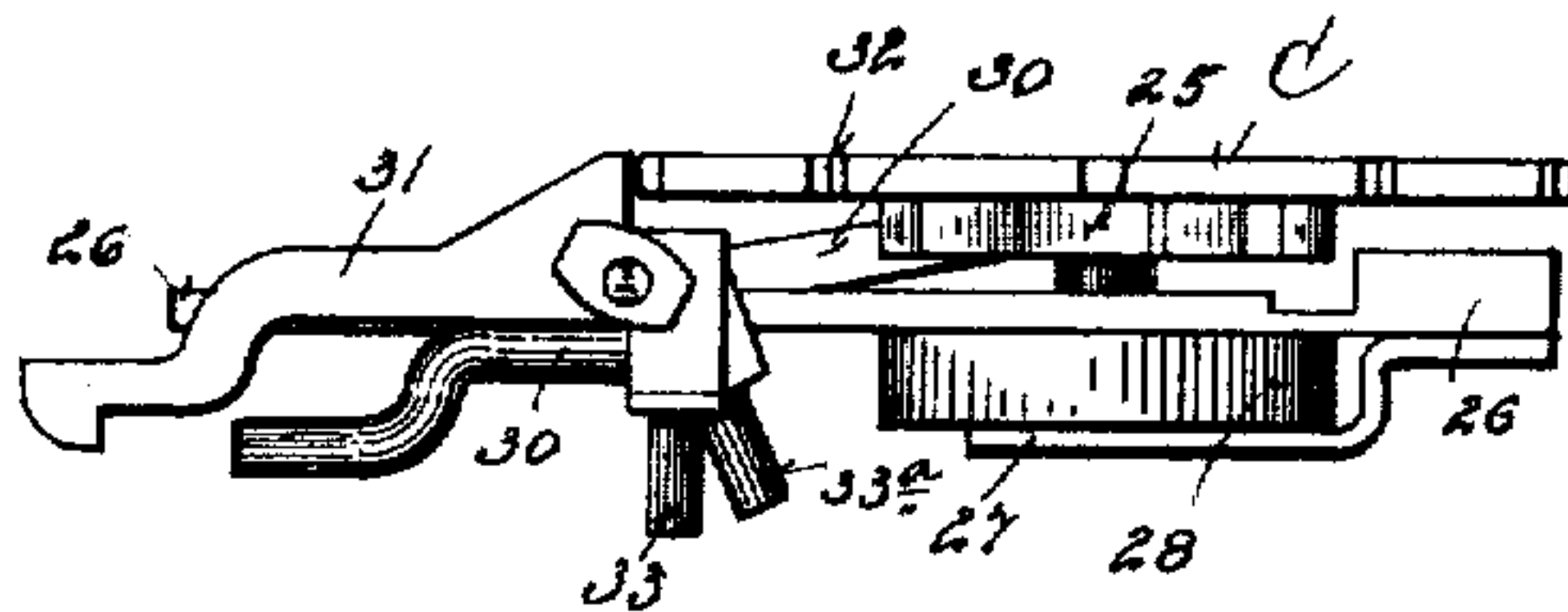


Fig. 10.

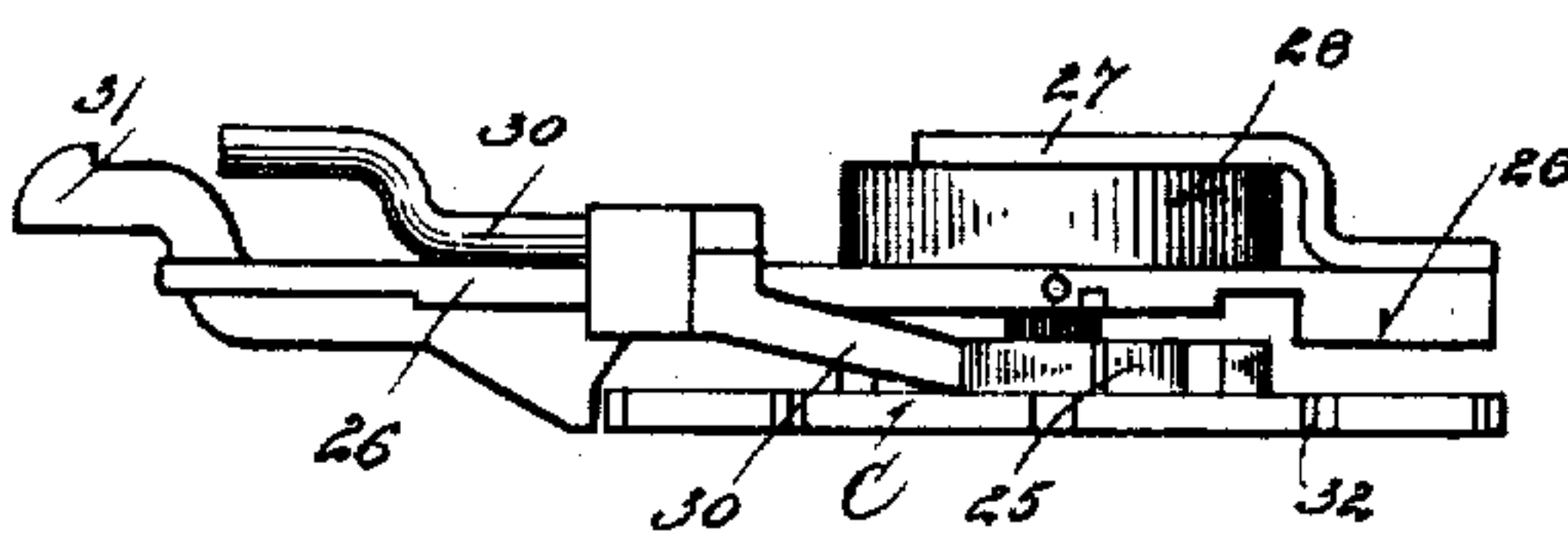


Fig. 11.

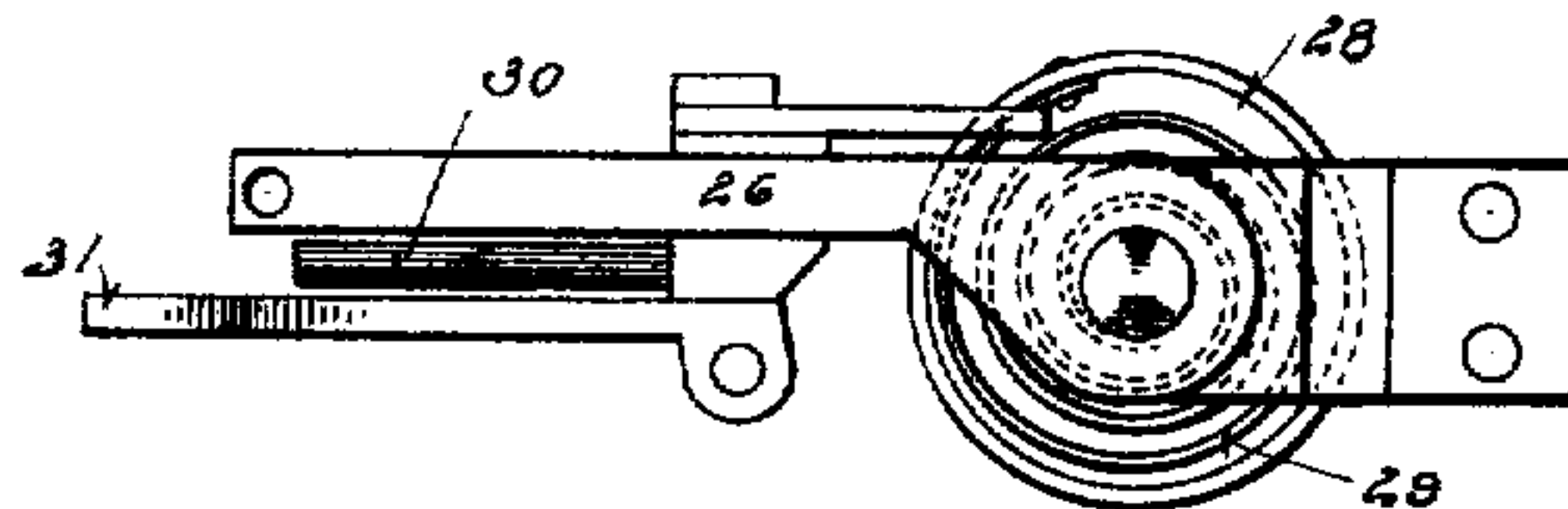


Fig. 12.

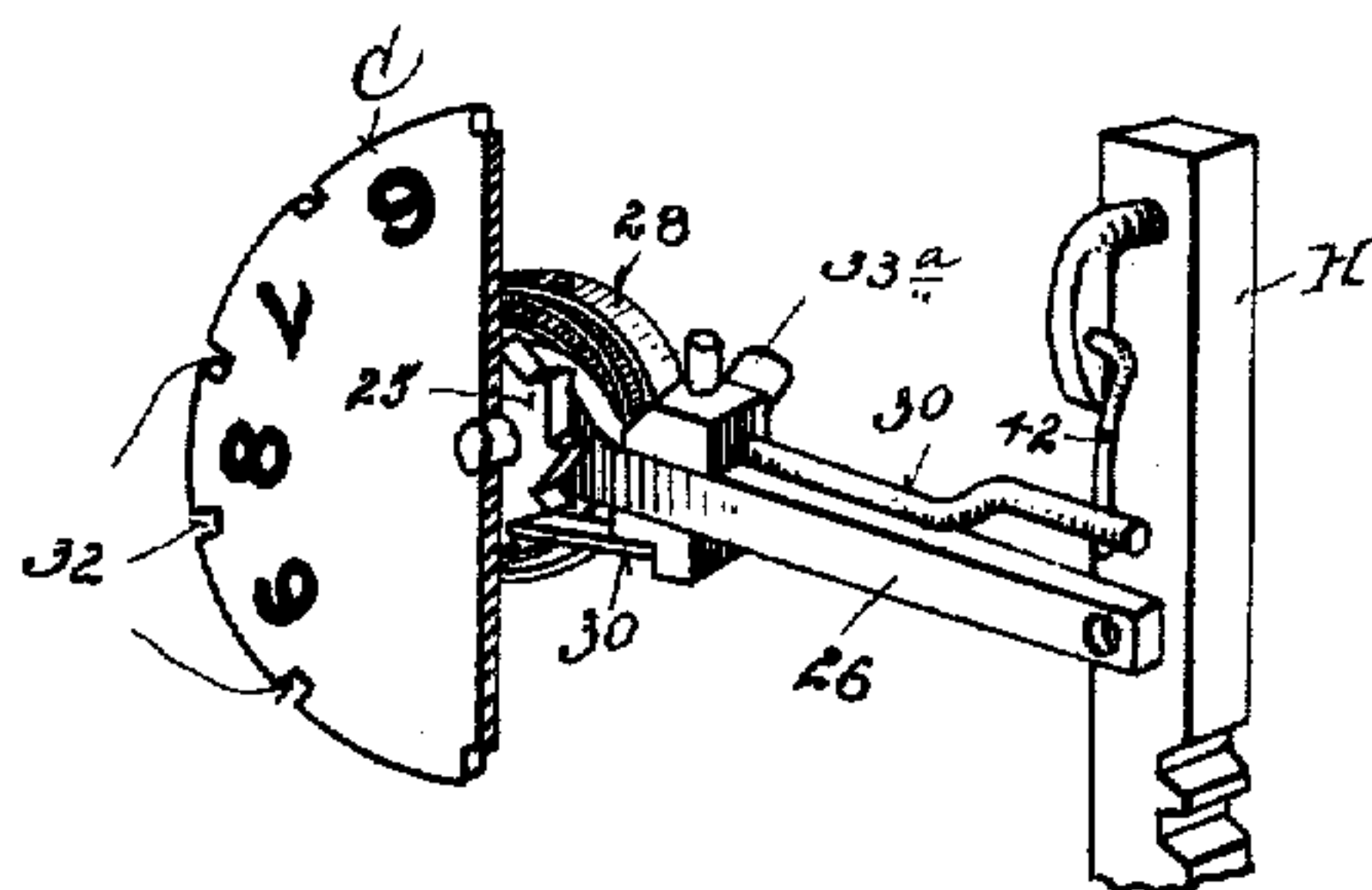


Fig. 12^a.

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(No Model.)

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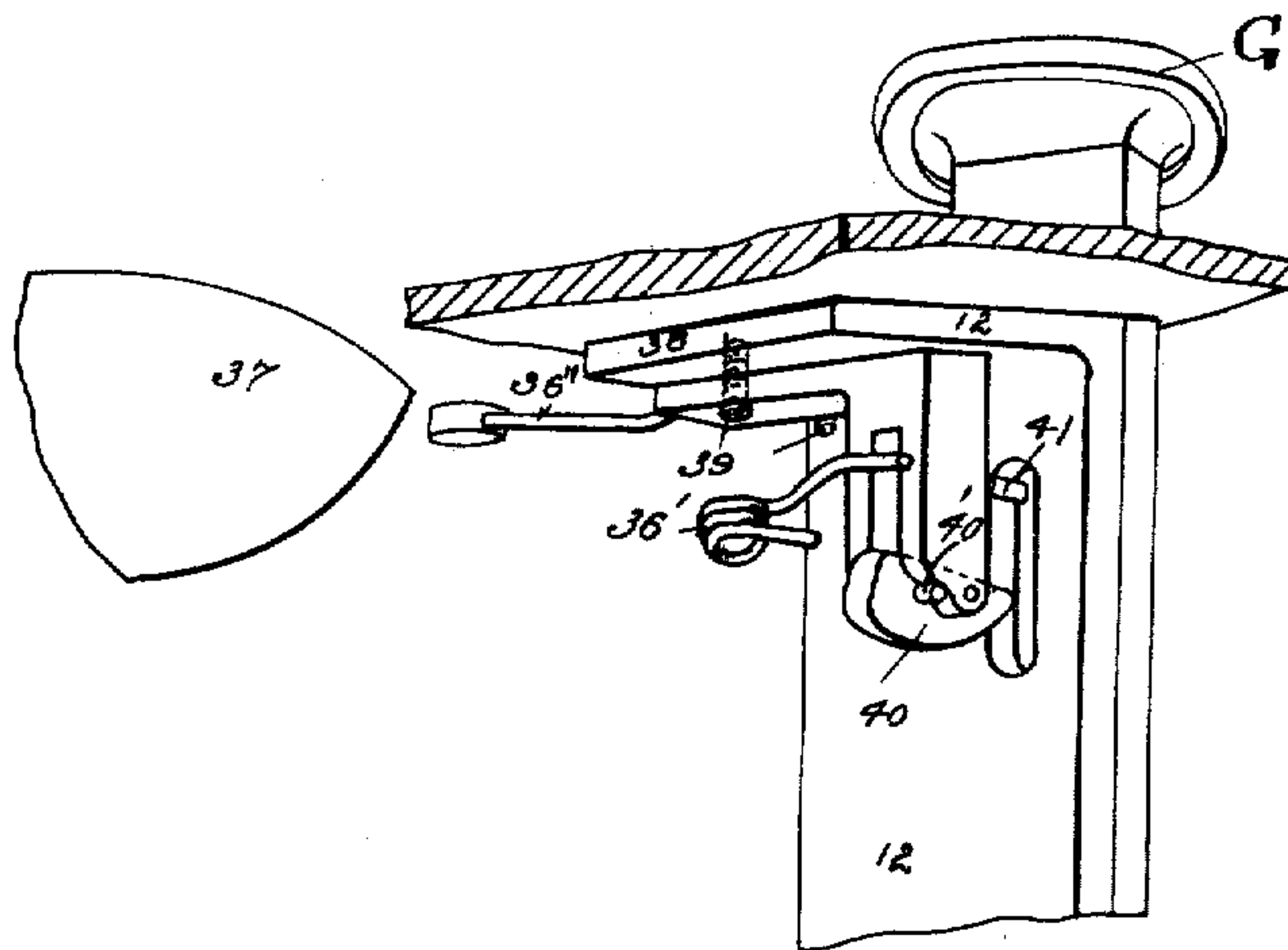


Fig. 16.

Fig. 17.

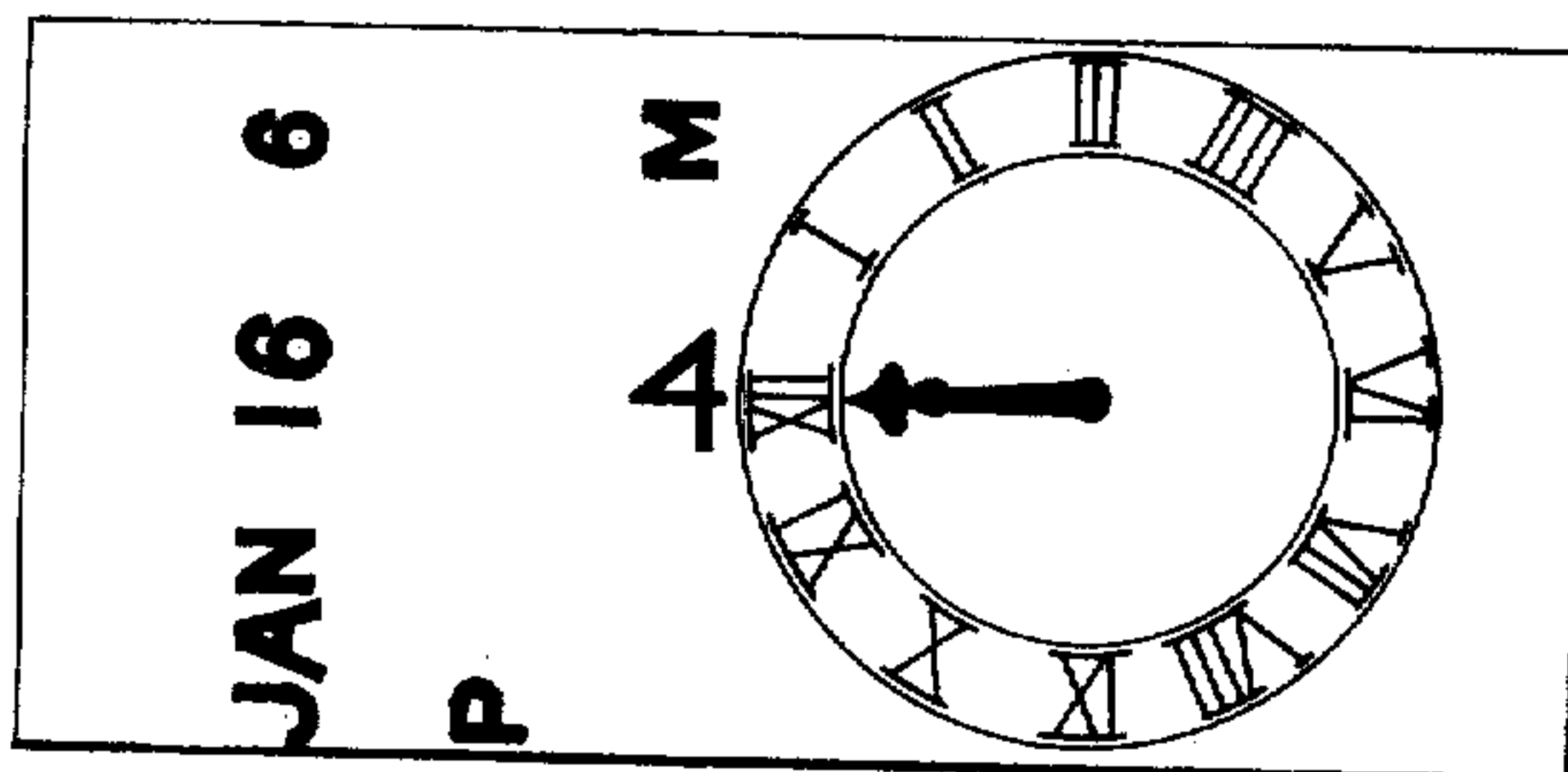
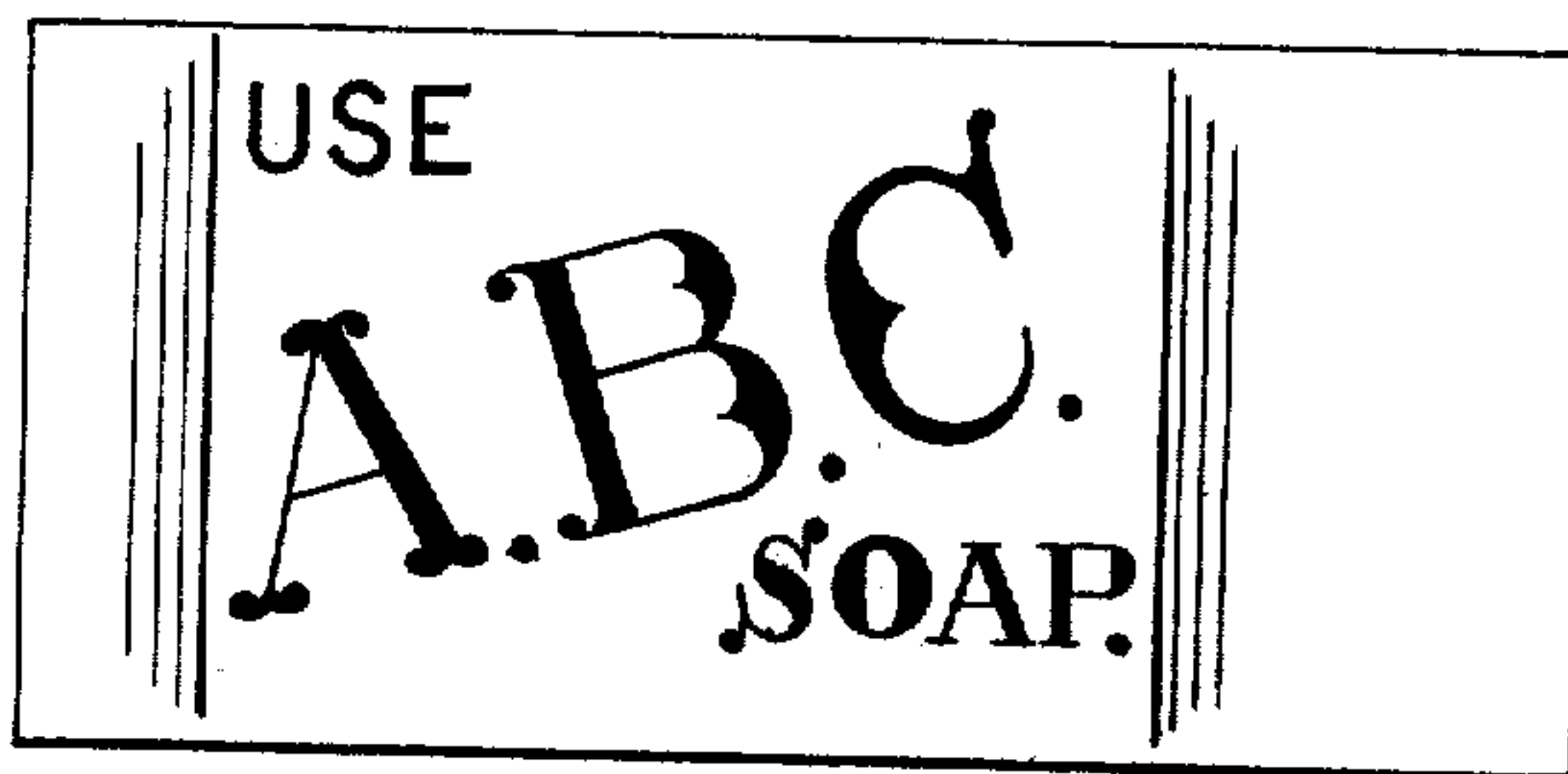


Fig. 18.



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No. 626,084.

Patented May 30, 1899.

W. I. OHMER & W. M. KELCH.
PRINTING AND REGISTERING MACHINE.

(Application filed Dec. 8, 1897.)

(No Model.)

6 Sheets—Sheet 6.

Fig. 19.

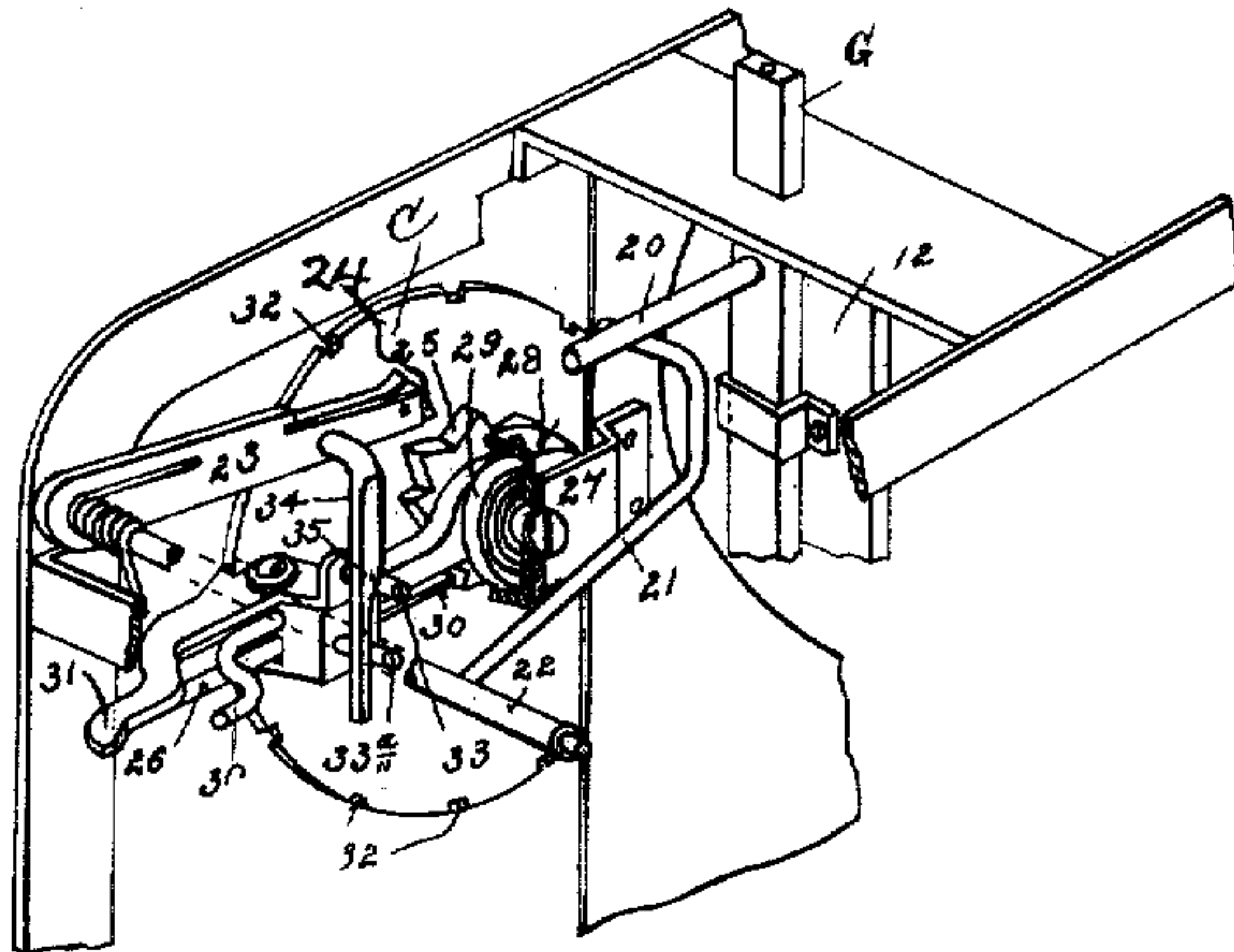


Fig. 20.

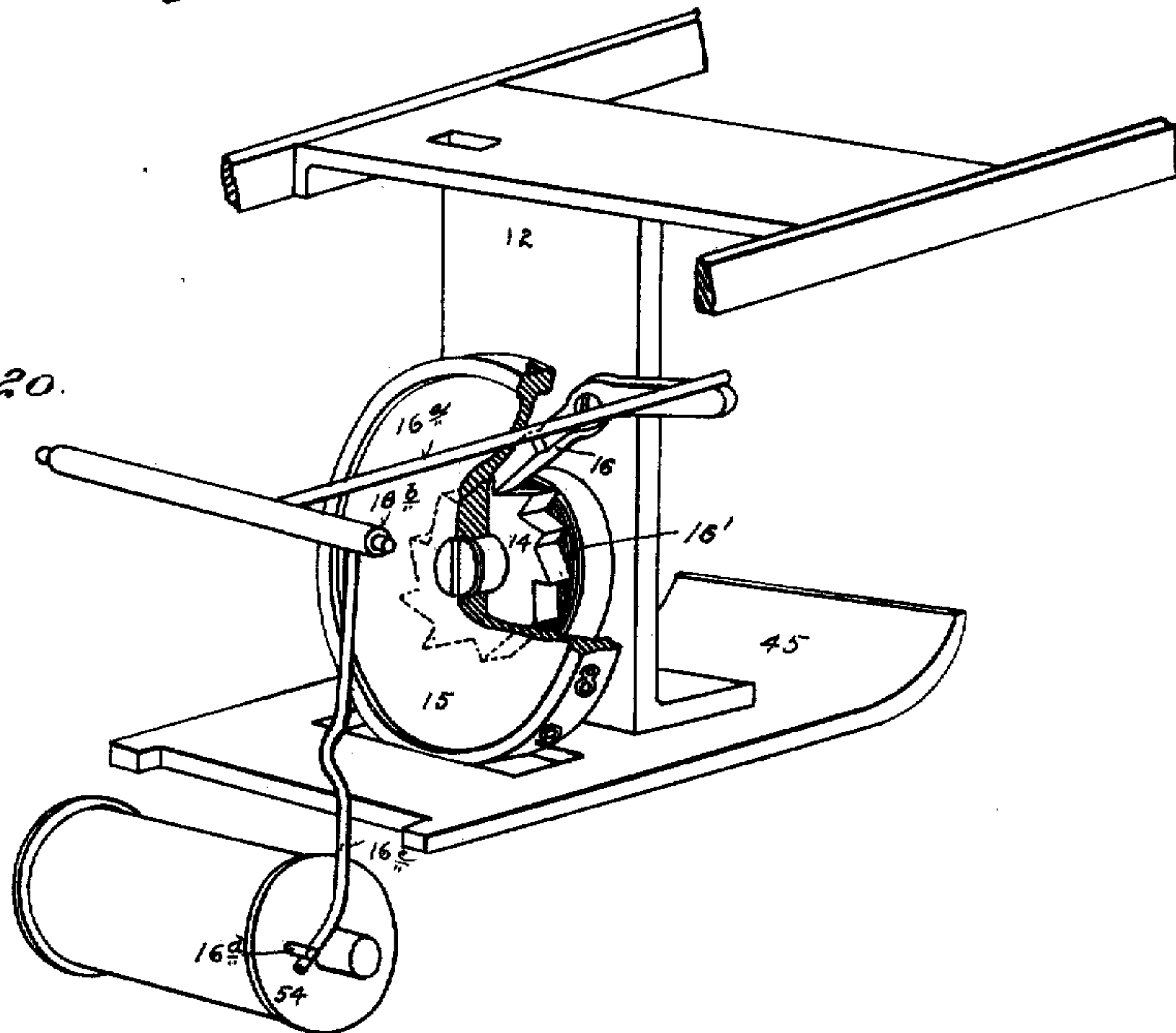
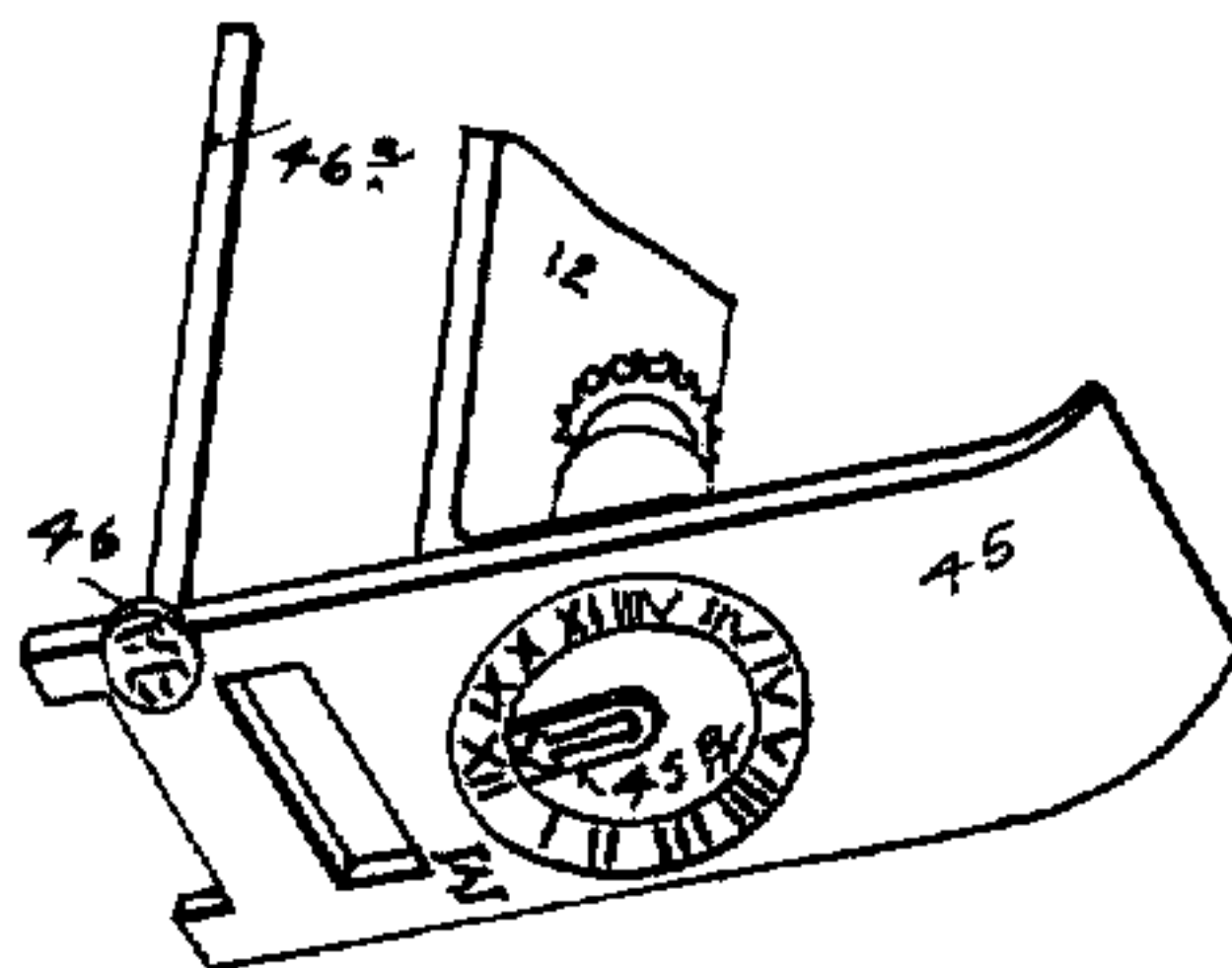


Fig. 21.



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UNITED STATES PATENT OFFICE.

WILFRED I. OHMER AND WALLACE M. KELCH, OF DAYTON, OHIO.

PRINTING AND REGISTERING MACHINE.

SPECIFICATION forming part of Letters Patent No. 626,084, dated May 30, 1899.

Application filed December 3, 1897. Serial No. 660,598. (No model.)

To all whom it may concern:

Be it known that we, WILFRED I. OHMER and WALLACE M. KELCH, 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 Printing and Registering Machines; and we do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

Our invention relates to improvements in printing and registering machines.

The object of the invention is to provide a machine of this character that registers and indicates the total fares paid, registers and indicates the number of passengers carried or tickets issued, indicates each specific fare, issues a ticket and prints thereon the amount of fare paid, the point of destination to which the ticket is issued, the time of issuing said ticket, and the date and month, and also prints an advertisement on the back of each ticket so issued. The mechanism through which the above results are obtained will be fully described in the following specification, reference being had to the accompanying drawings, of which—

Figure 1 is a perspective view showing our machine in full size. Fig. 2 is an elevation of the rear side of the frame and the mechanism therein removed from the case. Fig. 3 is a front elevation of the frame and the mechanism removed from the case. Fig. 4 is an end elevation of the frame and mechanism removed from the case. Fig. 5 is an elevation of the printing and time mechanisms removed from the case. Fig. 6 is a front elevation of the printing mechanism and adjunctive devices removed from the frame and case. Fig. 7 is a lower plan view of the auxiliary time-dial or printing-plate. Fig. 8 is a rear elevation of the specific-fare-indicating wheel and adjuncts. Fig. 9 is a rear elevation of the specific-fare-indicating mechanism. Fig. 10 is a top view of Fig. 9. Fig. 11 is a bottom plan view of Fig. 9. Fig. 12 is a front elevation of the mechanism shown in

Fig. 9 with the fare-indicating wheel removed; Fig. 12^a, a perspective view, partly in section, of the fare-indicating wheel, its ratchet-wheel, returning-spring, and supporting-bar, the pawl or detent for engaging with the ratchet-wheel, and the rack-bar and its device for actuating such pawl or detent. Fig. 13 is a detached view of the bell-sounding mechanism. Fig. 13^a is a side view of the same. Fig. 14 is a detail view of one of the inking-rolls and adjuncts for operating it. Fig. 15 is a detached view of one of the actuating-pieces; Fig. 16, an enlarged detail perspective view of the bell and bell-operating mechanism; Fig. 17, a face of the ticket printed by this machine; Fig. 18, a view of the back of the ticket printed by it, typifying the advertising use of the back of the ticket; Fig. 19, a detail perspective view of the fare-indicating wheel and its operating mechanism; Fig. 20, a detail view showing the fare-printing wheel, its returning-spring, and actuating-pawl and ratchet; Fig. 21, an inverted perspective view of the plate carrying the time-dial and the A. M. and P. M. printing type for printing the "A." and "P." for the forenoon and afternoon; and Fig. 22, a view showing the ratchet of the fare-printing wheel, the plunger, and the pawl which actuate said ratchet-wheel.

In the specification similar reference characters will be used to denote corresponding parts in the several views of the drawings.

In Fig. 1 the letter A is the timepiece, B the total-fare registering and indicating wheels, C the specific-fare-indicating wheel, and D is the number of ticket or passenger indicating wheels, all of which are exposed through sight-openings in the case E.

F is a rotatable shaft through which the station or point of starting or destination for which the ticket is issued is ascertained.

G is a plunger through which the total-fare indicating and registering wheels B, the specific-fare-indicating wheels C, and the bell-sounding mechanism are operated, and H designates the handle of a rack H, (not shown in Fig. 1,) through which the printing and certain other mechanisms hereinafter described are operated.

The shaft F gears with a horizontal shaft 1 through miter-gears 2 and 3. Upon shaft 1

a wheel 4 is rigidly mounted and carries on its periphery numerals denoting stations or points of destination for which the tickets are issued. Upon the top of the case there is a dial 5, having numerals that correspond with those on the wheel 4 and which turn with said shaft. A pointer 6, fixed to the top of the case, points to the figures on said dial and calls attention to the figures thereon which it is desired to print on the ticket from wheel 4. On the shaft 1 there are also wheels 7 and 8, that bear, respectively, numerals that denote the date and month to be printed on the tickets and which are loose on the said shaft. The date-wheels 7 are turned daily to set the proper date by a shaft 9, that lies parallel with shaft 1 and has on it a small toothed wheel that gears with a similar wheel 10 on the side of said date-wheel in a well-known manner. Shaft 9 has a finger-piece on the outside of the case, by which it may be turned. The plunger G is mounted to slide, and against brackets or plates 11 and 12. The lower end of the said plunger has a pawl 13, that when said plunger is pressed down engages with a ratchet-wheel 14, fixed to the side of the specific-fare-printing wheel 15, and turns said wheel to bring the proper figure thereon into a position to print. This plunger is so pressed a varying number of times, according to the figure it is desired to print, as to impress the ticket about to be issued with the amount of fare then to be charged. These same varying depressions of the plunger G likewise actuate the specific-fare-indicating wheel C through the intermediate detail devices to be mentioned presently. The said wheel 15 has a bearing in the vertical plate 12 and is prevented from turning back by a spring-pressed pawl 16, pivoted to said plate. The wheels B, upon which the total fares paid are registered, may or may not be inclosed in an offset or case B'. These wheels upon which the total fares are registered are operated by a pawl 17, that is carried on a pivotal arm 18. From said arm there projects an arm 19, that lies across the path of a shaft 20, that is carried on the plunger G. The downward movement of the said plunger thus actuates the said pawl to move the primary one of the wheels B, in addition to the movement of the wheel 15. The downward movement of said plunger further actuates a rock-arm 21, which is rigid on a rock-shaft 22, that is journaled in the frame. The rocking or oscillating movement is imparted to said shaft 22 by the shaft 20, which comes in contact with the angular lever or arm 21, projecting from said shaft 22. The end of the shaft 22 carries an arm 23, which has a pawl 24, that engages with a ratchet-wheel 25, fast on the inside of the specific-fare-indicating wheel C. (Shown in Fig. 3.) The shaft of wheel C is mounted in a central bearing-arm 26 and an inner bearing-arm 27, the latter being attached to the former and the former having an attachment with the frame.

28 is a housing having a fixed attachment with the arm 27. This housing incloses a winding-spring 29, one end of which is attached to the shaft of the wheel C and the other end is attached to a fixed part. There are pivoted to the bearing-arm 26 two oppositely-moving detents 30 and 31, the latter of which locks or frees the wheel C by engaging with or disengaging from the notches 32, (see Fig. 3,) as the case may be, and the former of which locks or frees the wheel by engaging with or disengaging from the ratchet 25, as the case may be. The said detents 30 and 31 have respectively a rigid pin 33 and 33^a projecting inwardly. (See Fig. 10.) Depending from the arm 23 is a loose arm 34, which has a part of its length reduced to provide an offset 35. The lower end of this arm normally lies against a projection 36, which causes it to move outwardly in an arc under the arc movement of the arm 23. When the said arm is borne down by the movement of the plunger, the depending piece 34 is moved out in contact with the pin 33 as the said piece descends. The offset or projection 35, coming in contact with the pin, moves the detent 31 out of engagement with the wheel C, at which time the spring 29 causes the said wheel to return to zero. The arm 34 continuing in its downward movement, the offset 35 next comes in contact with the pin 33^a and moves the detent 30 to a position to engage with the ratchet-wheel 25 immediately the pawl 24 engages with the said ratchet-wheel and moves it the necessary extent to rotate the wheel C and indicate the fare paid, the detent 30 preventing a backward movement of said wheel from the point at which it stopped. The downward movement of the plunger further actuates the bell-sounding mechanism through the bell-hammer 36' to sound the bell 37. The arm 38, carrying said hammer, is pivoted at 39 to the plate 12. The inner end of the arm 38 carries an antifriction pivotal piece 40, with which a projection or pin 41 on the plunger comes in contact and sounds the bell on the down movement of the plunger. The toothed rack R is operated downwardly by the finger-piece II'. It carries at its upper end a depending arm 42, which as said rack is moved down first comes in contact with the outer end of the detent 31 and moves it out to engage with a notch in the wheel C to hold said wheel in position. This takes place immediately after the said wheel has been moved to an indicating position. The arm 42, continuing to move down with the rack, next comes in contact with the outer end of the detent 30 and moves it away from the ratchet-wheel 25. This movement of said rack also actuates the inking-roller 44 to move it over the face of the type-plate 45, which consists of a time-dial with a rotating head 45^a and hand to point to the figures on the said dial, the fare-printing wheel 15, the plate 46 bearing letters or types indicating the forenoon and afternoon, (see Fig. 7,) the station or destination wheel 4,

and the date and month wheels 7 and 8. The type-plate 46 is turned by the rod 46^a to change from "A. M." to "P. M." The said inking-roller 44 has its lower side inclosed in a case or shield 44^a to prevent the ink from getting off of the roller onto the web I' of paper that passes from the roll I. The case 44^a is connected to two oscillating arms 47 47, that are hung on a shaft 48, journaled in the vertical plate 12. An oscillating movement is imparted to the said arms through an arm 49, that is rigidly secured to one of the arms 47. This arm 49 has a slot 50 in the end thereof, into which a pin 51 projects from a side of the rack.

52 is a pinion on shaft 53, meshing with the rack. Upon this shaft there is a printing-roller 54, which is designed to print an advertisement on the back of the ticket. This roller 54 and a roller 55 form also the feed-rollers, through which the web I' is passed.

56 is an inking-roller for the printing-roller 54. One of the journals of the said roller 56 is mounted (see Fig. 14) in a slotted arm 57 of a bell-crank lever, the upper arm 58 of which projects in the path of a cam 59 on the shaft of roller 54, and as said cam rotates the inking-roller is periodically moved against the roller 54 to ink it (see Fig. 14) for said lever and cam particularly.

60 designates a shoulder on rack II, from which there projects a pin 61. This pin moving downwardly with said rack comes in contact with a lever 62, that carries a pawl which actuates the primary wheel of the number of ticket or passenger indicating wheels D in a manner similar to the total-fare-registering wheels B. The platen 63 is operated simultaneously with the wheels C by a pin 64, that projects from a side of the rack II and comes in contact with the lower arm of a bell-crank lever 65. This lever has its fulcrum at 65^a on a lower guide 66, in which the sliding bar 67 moves. The platen 63 has a loose connection with the upper end of the bar 67. The inner arm of the bell-crank lever 65 has a slot in which a pin 68, projecting from bar 67, lies. (See dotted lines in Fig. 2.) An operation of the bell-crank moves upwardly the platen, which carries the web of paper against the time-plate 45, the wheel 15, the plate 46, and wheels 7 and 8. Just prior to this elevation of said pad the inking-roller moves against the type and out of the way of the said pad to a position as shown in Fig. 5. The printing-wheel 15 has a spring 16', that returns it to zero when the pawl 16 is disengaged therefrom. A disengagement of the said pawl is effected through a bell-crank lever 16^a, that lies across the upper side of said pawl. This lever has its fulcrum at 16^b on the side of the frame. The lower arm 16^c of this lever projects over one of the journals of the roller 54. A pin 16^d projects from an end of said roller and trips the lever as it is carried around, thus causing the horizontal

arm of said lever to press down the pawl 16. (See Fig. 4.)

We now refer to the time mechanism, by which we are enabled to print the time that each ticket is issued. (See Fig. 5.) This consists of a clock A, the center-pinion of which meshes, through an additional pinion 70^a, with an auxiliary wheel 70, that is mounted on the rear of the clock-frame. The shaft of wheel 70 carries a miter-gear 71, that meshes with a similar gear 72 on shaft 73, that is supported at one end in an arm 74, attached to the clock-frame, and at the other end in the vertical plate 12. The inner end of the shaft 73 has a miter-gear 75, that meshes with a similar gear 76 on the shaft that carries the rotating printing-block 45^a and the time-hand. (See Fig. 7.) The wheel 70, as above stated, is geared to the center-pinion of the clock by means of an additional pinion 70^a, and by being thus geared back by this small pinion engaging with this large gear there is therefore not sufficient additional labor put upon the clock-gearing to affect its time-keeping qualities. The well-known movement imparted to the center-pinion by the clock-spring rotates the said auxiliary wheel in a ratio corresponding to the movement of the hand on the dial of the clock. The shaft 53 has a convolute spring 77 on it to cause the pinion 52 to return the rack II to its upper or normal position, the pawl a'' and ratchet b'' for this spring being shown incidentally in Fig. 3, where the frame is broken away. The shafts of feed-roller 55, advertising-printing roller 54, and inking-roller 56 are journaled in the side plates 78 in the inside of the frame.

We do not desire to limit ourselves to the means shown for pressing the web of paper against the printing-wheel, as other means may be employed. For example, a roller may be mounted on the arms that carry the pressure-pad for this purpose.

It will be understood that we have provided a machine designed to be used principally by street-railway and omnibus companies engaged in carrying passengers and that this machine is to be carried by the conductors of such conveyances. When the conductor approaches the passenger to take up the latter's fare, he will say "Where to?" or words to that effect, meaning to what point the passenger proposes to ride, if the particular line is one having rates of fare for different distances, or in the case of lines having but one fare for conveying passengers this question will be omitted. Then the conductor will issue a ticket to the passenger. This ticket will, as seen in Figs. 17 and 18, bear on its face the day of the month, the division of the day, as P. M., the hour of the day by the clock-dial and hand printed thereon, and the amount of the fare, as four cents. The back of the ticket is printed upon for advertising purposes, as typified in Fig. 18. This ticket is handed to the passenger, and the amount of fare indi-

eated thereon is collected from him. The amount so collected is also indicated by the indicating-wheels C, (see Figs. 1 and 3,) which are operated in the manner hereinbefore described. During the preparation and issuing of this ticket the gong of the machine is sounded, so that the attention of the passengers is called to the fact that the conductor is doing his duty. It will further be seen that the amount of the fare paid was registered by the registering mechanism typified by the wheels B and operated through the reciprocating bar G and the pawl mechanism, (more particularly shown in Fig. 6;) also, that the number of this passenger or ticket in the series of passengers or tickets since the machine was last set at zero is recorded by the recording mechanism typified by the wheels D, which are operated by the pawl mechanism 62. (Shown in Figs. 2, 4, and 8 and fully described hereinabove.) The time of day printed on the ticket is shown by a correspondence with the time indicated by the clock A, also as above described. Thus it will be seen that this machine comprehends means for printing the amount of fare, which we call the "fare-printing" mechanism; means for printing the date and the time of day, which we call the "time-printing" mechanism; means for printing advertising matter on the ticket, which we call the "advertising-printing" mechanism; means for registering the amount of the fare, which we call the "fare-registering" mechanism; means for registering the number of the passenger or ticket issued, which we call the "ticket" or "passenger" registering mechanism; means for indicating the amount of fare printed on the ticket and collected, which we call the "specific-fare-indicating" mechanism, (which we call "specific" because indicating each fare as distinguished from the wheels B, which incidentally indicate the fares as well as register them,) and a sounding mechanism, which we call the "gong." We have described and illustrated one type of detail construction and organization, being that which we have tried and deemed to be efficient and perhaps the best, but such detail mechanism organized to perform these respective functions and to constitute these respective mechanisms may be varied without departing from our invention in the inventive sense.

Having fully described our invention, we claim—

1. In a printing and registering machine, the combination with a plunger, of total-fare registering and indicating wheels, a specific-fare-indicating wheel, and a specific-fare-printing wheel, all actuated through said plunger, and mechanism for presenting tickets to the fare-printing wheel, substantially as described.

2. In a printing and registering machine, the combination with a plunger, of a specific-fare-indicator wheel, oppositely-moving detents for controlling said wheel, and mechanism

actuated by said plunger for imparting proper movements to said wheel and detents, substantially as shown and described.

3. In a printing and registering machine, the combination with a plunger, of a specific-fare-indicating wheel, oppositely-movable detents for controlling said wheel when released by its actuating mechanism, a printing-wheel bearing numerals corresponding with those on the indicator-wheel, and means for presenting tickets to said wheel, substantially as described.

4. In a printing and registering machine, the combination with a plunger, of a specific-fare-indicator wheel, a printing-wheel bearing numerals corresponding with those on the said indicator-wheel, ticket-feeding rollers, mechanism to present tickets to said printing-wheel, and a rack adapted to actuate said feed-rollers and the ticket-presenting mechanism, substantially as described.

5. In a printing and registering machine, the combination with a plunger, a specific-fare-indicating wheel, and a rack, of oppositely-moving detents controlling the positions of the said indicating-wheel at different periods, the said detents being operated in opposite directions at different times by the plunger and rack to hold and release the indicating-wheel, substantially as described.

6. In a printing and registering machine, the combination with a rack and pinion, and feed-rollers operated thereby to advance a web of paper, of a type-plate having a time-dial thereon and a revolving time-hand within the dial, a printing-wheel bearing numerals denoting the specific denominations of fares, a printing-wheel bearing numerals denoting the station or point of destination to which tickets are issued, and printing-wheels bearing numerals denoting dates and months, all being arranged in a common plane, an oscillating ink-roller movable by said rack to ink said wheels and platen, and a platen subsequently elevated by said rack to press a web of paper against said wheels and type-plate, substantially as and for the purposes specified.

7. In a printing and recording machine, the combination with a rack and pinion, and inking and ticket-feeding rollers driven thereby, of wheels adapted to print the destination, the amount of fare paid, the time in which each ticket is issued, and the date and month, an inking-roller actuated by said rack, a platen actuated by said rack to elevate the ticket against said printing devices, and a series of fare or passenger indicating wheels also simultaneously actuated by said rack, substantially as and for the purposes specified.

8. In a printing and registering machine, the following instrumentalities: a self-returning plunger, fare-registering mechanism, fare-indicating mechanism, fare-printing mechanism, intermediate devices actuated by said plunger to operate each of said mech-

anisms, whereby when the conductor actuates said plunger he registers the amount of the fare paid, he exhibits to the public the amount of said fare, and he prints the amount of said fare, all by the one operation; a spring-returned rack or bar, ticket or passenger registering mechanism, printing mechanism for printing on the ticket the date, destination, division of the day and hour, suitable inking mechanism for said printing mechanism, mechanism to present the ticket to said printing mechanism, and intermediate devices actuated by said rack to operate said ticket or passenger registering mechanism, said inking mechanism and said presenting mechanism, whereby when the conductor operates said rack or bar he registers in series the ticket or passenger, he inks the printing mechanism, and he presents the ticket to such printing mechanism, and a time mechanism connected with and operating the movable part of said printing mechanism which designates the hour.

9. In a printing and registering machine, the following instrumentalities: a self-returning plunger, fare-registering mechanism, a fare-indicating plate or disk, a fare-printing wheel, intermediate devices actuated by said plunger to operate said fare-registering mechanism, pawl-and-ratchet devices to rotate said fare-indicating disk or plate, cam and detent devices to lock and unlock said disk or plate, all operated by said plunger, whereby when the conductor actuates said plunger he registers the amount of the fare paid, he rotates said plate or disk to exhibit to the public the amount of said fare, and then locks said disk or plate, and he rotates said printing-wheel to print a figure corresponding with that exposed on the disk or plate and that registered, all by one operation of the plunger, a spring-returned rack or bar, ticket or passenger registering mechanism, ticket-printing disks for printing on the ticket the month, date, destination-station, division of day, and hour, an inking-roll, a platen to present the ticket to said printing mechanism, and intermediate devices actuated by said rack to operate said ticket or passenger registering mechanism, cam devices to lock and unlock said disk or plate, vibrating arms to operate said inking-roller and said pad, whereby when the conductor operates said rack or bar he registers in series the ticket or passenger, he inks the printing-disks, he presents the ticket to such printing devices, and locks the disk or plate by engaging one detent with it and then disengages the other detent from it, so that on the next operation of the plunger, the now-engaged detent will be thrown out and the disk returned to zero, a time-hand forming a part of the printing devices, and a time mechanism connected with said hand.

10. In a printing and registering machine, the combination with a plunger, fare-registering mechanism, a fare-indicating disk moved

to zero by a spring and having a ratchet-wheel, a fare-printing wheel having a ratchet-wheel, devices actuated by the plunger to operate said registering mechanism, a detent to lock the disk and a detent to engage with its ratchet, a pawl operated by the plunger to rotate the disk by engagement with its ratchet and carrying a cam-arm that unlocks one detent from the disk which permits the operating-pawl to slightly rotate the disk, and that throws the other pawl into the ratchet after the disk is so operated, an operating-pawl actuated by the plunger to rotate said printing-wheel and a locking-detent for the printing-wheel and means to disengage it.

11. In a printing and registering machine, the combination with a plunger and a rotatable fare or indicating disk or plate having notches, a ratchet-wheel and a returning spring, of a detent for engaging with said notches and another detent for engaging with the ratchet-wheel, an operating-pawl actuated by the plunger to rotate the disk by engagement with its ratchet-wheel, a cam-arm also operated by the plunger and adapted to throw one detent out of engagement with the disk-notches, to permit the disk to be then slightly rotated, and then to throw the other detent into engagement with the disk-ratchet to lock it in a position to expose the figure indicating the fare, and a rack or bar having cam projections, the one adapted to throw one of the detents into the disk-notches and the other to then throw the other detent out of the disk-ratchet, whereby on operating first the plunger and then the rack or bar the fare-disk is unlocked as to one detent and allowed to fly back to zero, then rotated, then locked as to the other detent, then relocked as to the first detent with the fare-figure exposed, and unlocked as to the second detent.

12. In a printing and registering machine, the combination with printing mechanism consisting of a time-hand, a time-dial, a fare-disk, a month-disk, a date-disk, and an advertisement-printing roller, of a rack with intermediate devices to rotate the roller in one direction, a platen and an inking-roller, and other intermediate devices for operating the pressure-pad and said inking-roller.

13. In a printing and registering machine, the following instrumentalities: a spring-returned plunger, a fare-registering mechanism, a fare-indicating disk or plate, pawl, ratchet, detent and cam mechanism operated by the plunger to actuate said registering mechanism and to unlock, rotate and lock said disk, a ticket-printing wheel and a pawl and ratchet to operate it through said plunger, a spring-returned rack or bar, a ticket or passenger registering mechanism, an advertising-printing roller with its inking and feed rollers, pawl and ratchet and gearing to operate said printing-roller through said rack or bar and its spring, printing mechanism for printing the month, date destination-station, division of the day and hour, including a time-

hand, a timepiece-back geared with said time-
hand, an inking-roller and a platen for said
printing mechanism, and arms to operate said
printing-roller and platen which are connect-
5 ed with said rack or bar, and a support for a
continuous ticket-strip, whereby such strip
being drawn upon by the advertising-roller
and its feeding-roller, is carried between said
pad and said printing mechanism, a cam de-
10 vice also carried by said rack or bar and
adapted to throw one detent into locking en-

gagement with the fare-indicating disk and
the other detent out of engagement therewith,
all substantially as shown and described.

In testimony whereof we affix our signa- 15
tures in presence of two witnesses.

WILFRED I. OHMER.
WALLACE M. KELCH.

Witnesses:

R. J. McCARTY,
WILLIAM H. YOUNG.