

No. 647,985.

Patented Apr. 24, 1900.

L. P. PICHETTE.

FARE RECEIVER AND REGISTER.

(Application filed Dec. 13, 1899.)

(No Model.)

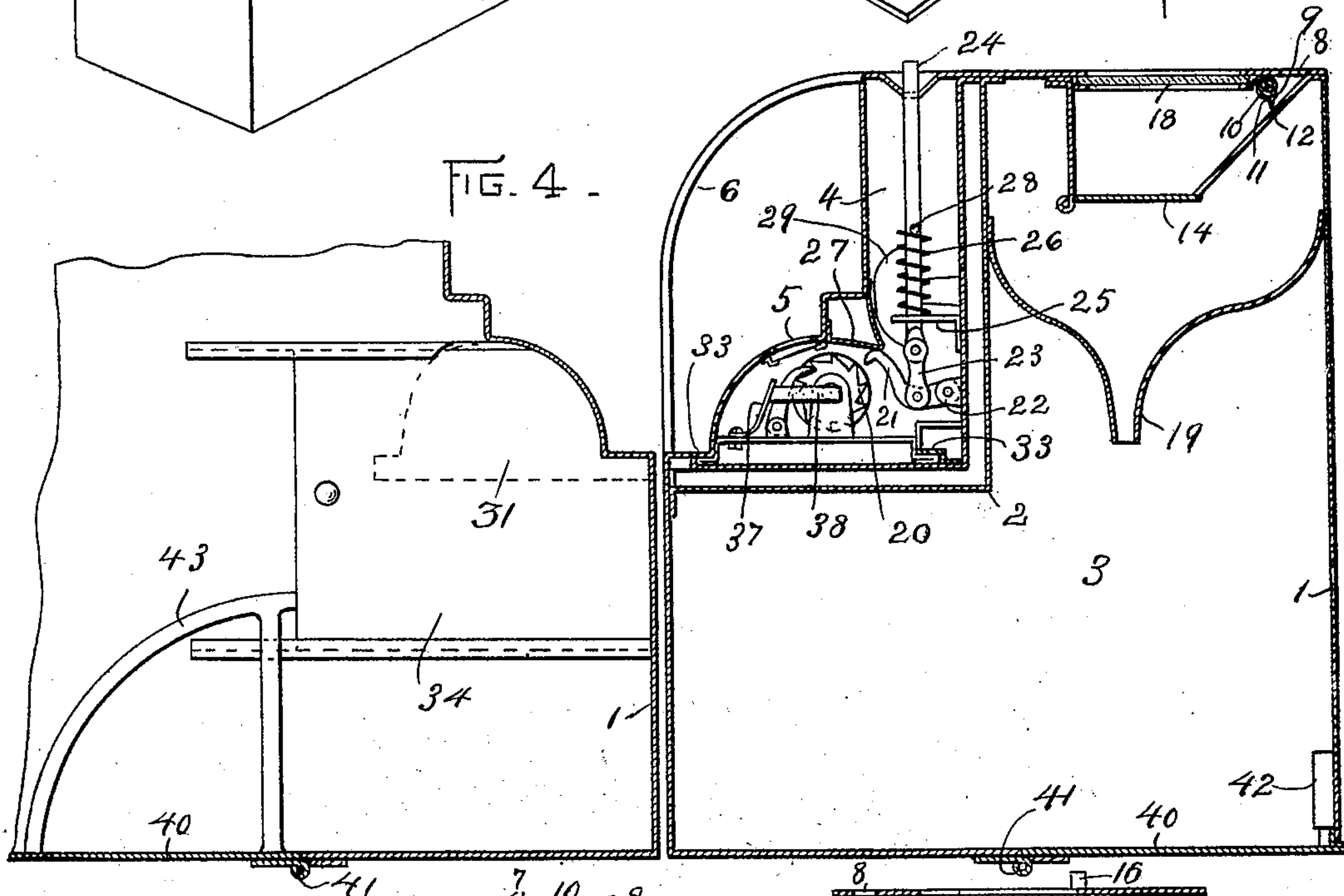
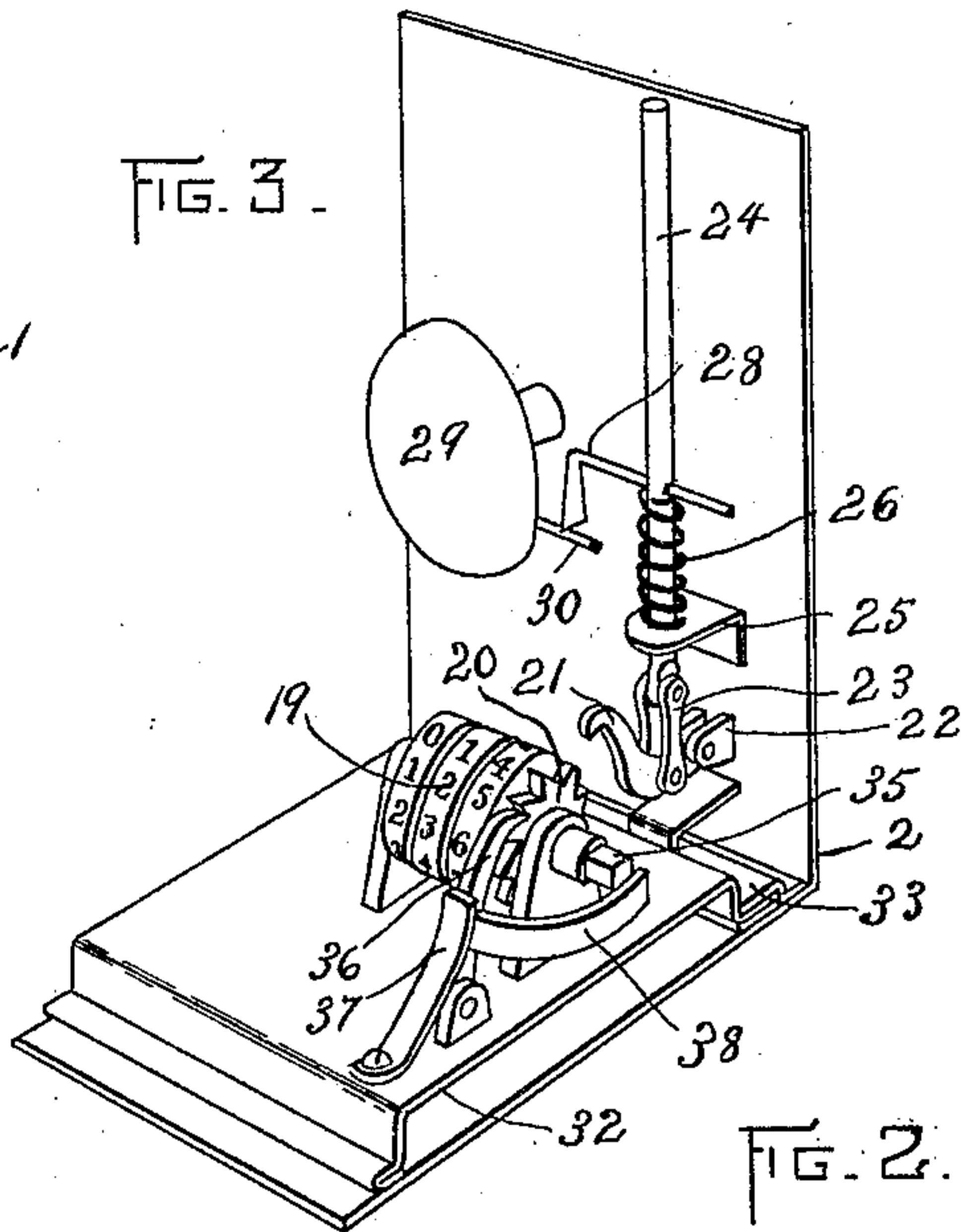
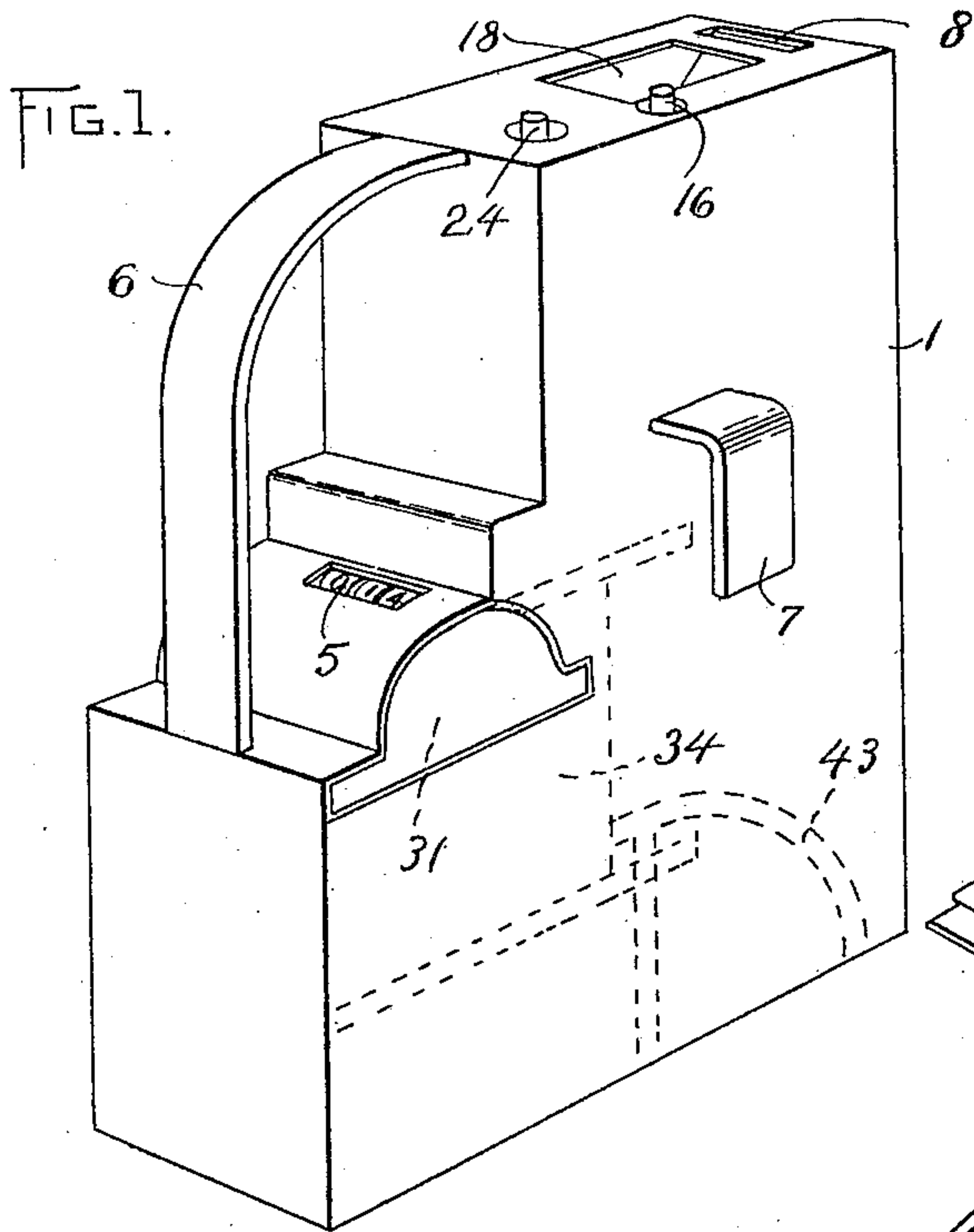


FIG. 6.

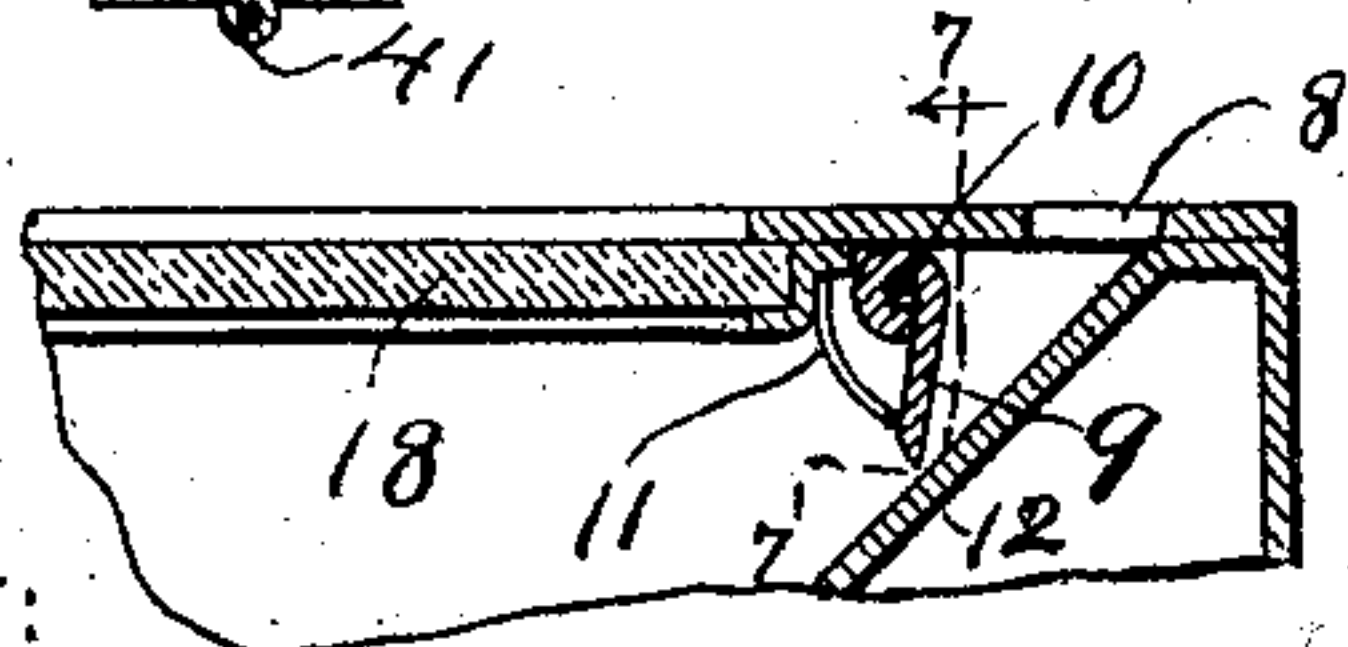


FIG. 7.

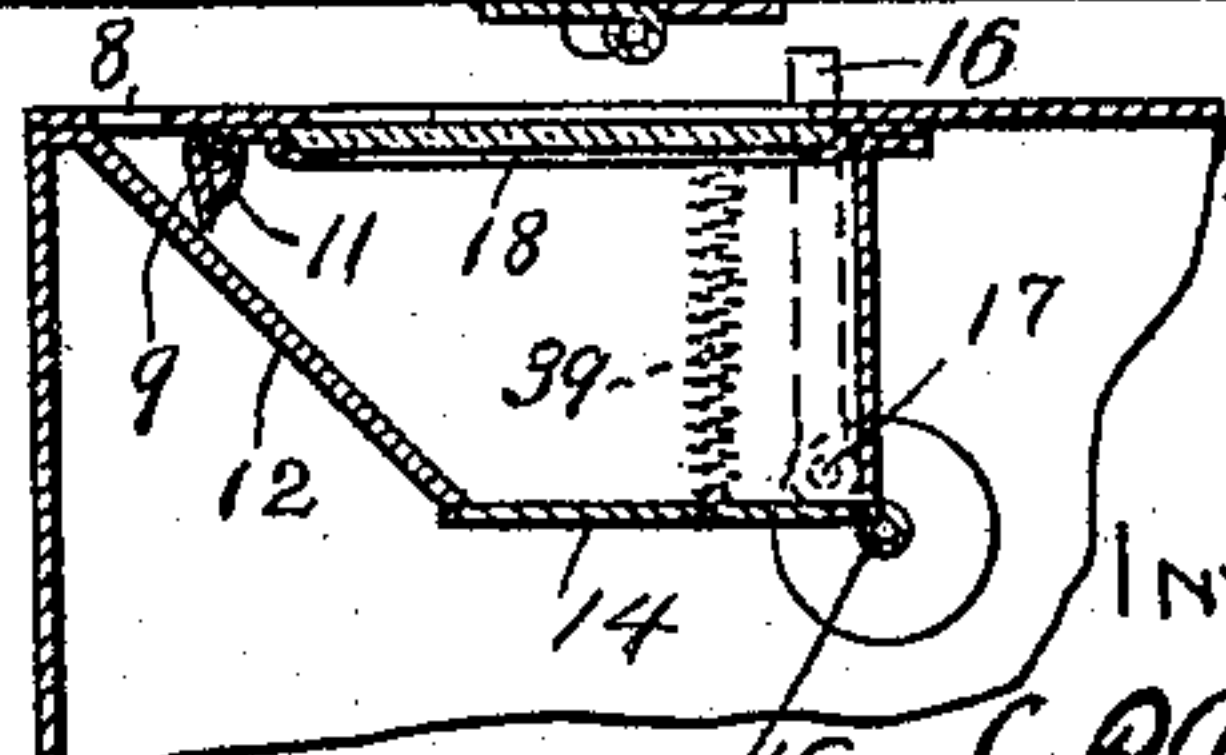
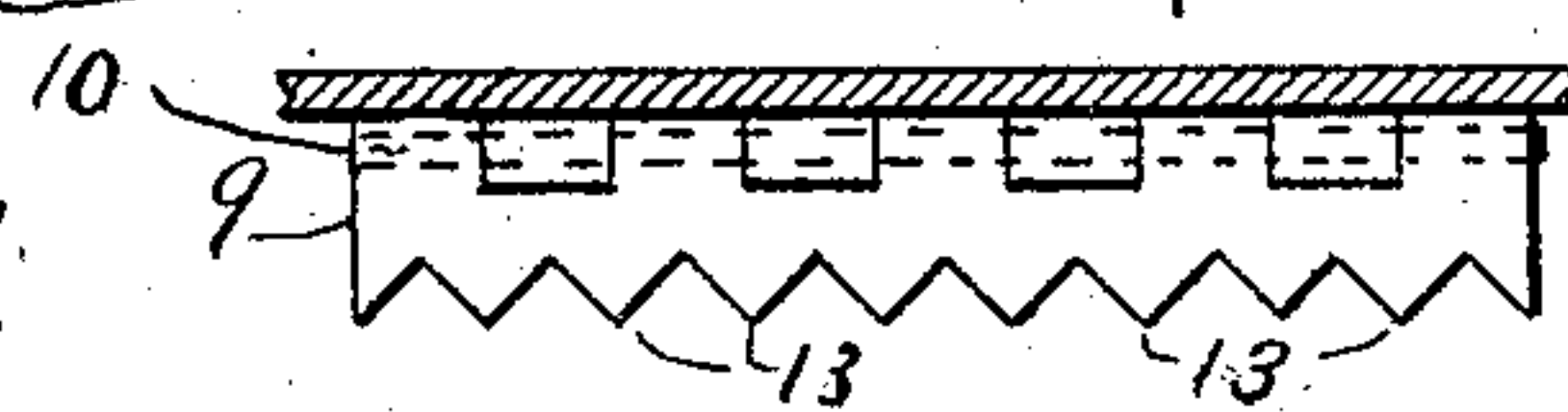


FIG. 5.

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LOUIS P. PICHETTE, OF LAWRENCE, MASSACHUSETTS.

FARE RECEIVER AND REGISTER.

SPECIFICATION forming part of Letters Patent No. 647,985, dated April 24, 1900.

Application filed December 13, 1899. Serial No. 740,170. (No model.)

To all whom it may concern:

Be it known that I, LOUIS P. PICHETTE, of Lawrence, in the county of Essex and State of Massachusetts, have invented certain new and useful Improvements in Fare Receivers and Registers, of which the following is a specification.

This invention relates to devices for receiving and registering fares and is adapted to be used by conductors on street-cars.

It consists in certain novel features of construction and arrangement, which I shall now proceed to describe and claim.

Of the accompanying drawings, Figure 1 represents a perspective view of a fare receiver and register constructed in accordance with my invention. Fig. 2 represents a longitudinal vertical section thereof. Fig. 3 represents a detail perspective view of the registering mechanism. Fig. 4 represents a partial vertical section taken just inside of one of the side walls of the casing and looking toward said wall. Fig. 5 represents a partial vertical section of the upper portion of the casing looking in the opposite direction from Fig. 2. Fig. 6 represents an enlarged detail section of parts shown in Fig. 2. Fig. 7 represents a section on line 7 7 of Fig. 6.

The same reference characters indicate the same parts in all the figures.

Referring to the drawings, 1 designates a casing divided internally by an L-shaped partition 2 into two chambers 3 4, which I term, respectively, the "fare-receiving chamber" and the "registering-chamber." The front of the registering-chamber is formed by a somewhat angular recess or depression in one corner of the outer casing 1 and is provided with a glazed opening 5, through which the numbers on the registering-wheels, hereinafter described, are visible. A handle 6 for holding and transporting the device spans the recessed corner of the casing, and said casing may also be provided with a downwardly-projecting hook on one side for attaching the device to a conductor's belt or other suitable support.

In the top wall of the fare-receiving chamber 3 is a slot 8, through which the coins, transfers, or other fares are adapted to be inserted. Said slot is normally closed by means of a gate 9, pivoted at 10 and opening inwardly against

the tension of a spring 11, said gate forming a V-shaped bottom to the slot in connection with an inclined partition or abutment 12. The lower edge of the gate 9 is serrated or provided with teeth 13 13, which operate to prevent the retraction of the fare after it has been introduced into the slot 8, past the lower edge of the gate. The teeth operate by catching on the irregularities of the coin-surface or becoming embedded in the surface of the transfer-ticket, bill, or other fare. At the lower end of the inclined abutment 12 is an L-shaped shelf 14, pivoted at 15 and forming, together with the inclined abutment 12 and the top of the chamber, a receptacle or inclosure which may be termed a "sight-chamber," the top of which is provided with a glazed opening 18, through which the fare which has been inserted in the slot 8 may be viewed. As soon as it is seen that the fare has been properly deposited the shelf 14 is tilted or depressed by a suitable arrangement, which may consist of a short push-rod 16, normally elevated by a spring 39 and connected at its lower end 17 to the shelf 14 on one side of the pivotal point 15 of said shelf. When the rod 16 is depressed, the shelf 14 will be tilted on its pivot and will release the fare into the receiving-chamber 3. The fare falls through a V-shaped contracted chute 19 onto the bottom of the chamber 3, from which chamber the accumulated fares may be removed when desired through a door 40, hinged at 41 to the body of the casing 1 and provided with a suitable lock 42. The construction and arrangement of the V-shaped chute 19 prevent the fares from being removed from the lower part of the chamber 3 by shaking or otherwise after having been once inserted therein.

As each fare is deposited a registering and bell-ringing device is manually actuated to give a signal and at the same time register the fare, said device, as herein shown, being constructed as follows: 19 represents a series of registering-wheels provided with numbers on their peripheries from "0" to "9," one row of said numbers at a time showing through the glazed sight-opening 5 in the front of the casing. The first of said wheels is provided with a ratchet 20, having ten teeth, and suitable mechanism is provided whereby one

complete rotation of each of the wheels in order moves the next succeeding wheel one-tenth of a revolution, such registering mechanism being well known. To rotate the ratchet 20, I provide a pawl 21, pivoted at 22 to the partition 2 and connected by a link 23 to a vertically-movable push-rod 24. The latter is mounted at its upper end in an aperture in the top of the casing 1 and near its lower end in an apertured ear 25, affixed to the partition 2. A spring 26, surrounding the rod 24, normally elevates said rod. The upper end of the rod is exposed on the outside of the casing, and when the operator depresses the same the pawl 21 will be moved against the ratchet 20 and will cause the first registering-wheel to be rotated a distance of one-tenth of a revolution.

29 is a bell mounted on the partition 2 and having a projecting operating lever or dog 30, which is adapted to be engaged and depressed during the downward movement of the rod 24 by an arm 28, projecting from said rod. The same movement of the rod therefore actuates the register and rings the bell. The retractive movement of the pawl 21 is limited by means of an abutment or stop 27. (Shown in Fig. 2.)

I have shown the registering mechanism as mounted upon a base 32, adapted to slide laterally into and out of engagement with guides 33 33. The side of the casing 1 is provided with an opening 31 opposite the registering mechanism of sufficient size to allow of the passage of said registering mechanism, and said opening is normally covered by means of a slide 34, mounted in suitable guides within the casing, said slide being accessible when the door 40 is opened. The registering mechanism need ordinarily be removed only at rare intervals for repairs or adjustment. Provision is made for resetting it at any time by squaring the end of the arbor 35, which carries the ratchet 20, so as to fit a key, which may be inserted when the slide 34 is withdrawn. The reverse rotation of the ratchet 20 is prevented by a check-pawl 36, pressed against the ratchet by a spring 37 and having a projection 38, whose end extends into alignment with the arbor 35. When the key is inserted, it is first given a lateral movement to engage the projection 38 and move the check-pawl 36 out of engagement with the ratchet 20. The key is then slipped over the end of the arbor 35, and the registering-wheels may be rotated in either direction to reset the register. During this movement the check-pawl 36 is held out of action by the abutment of the projection against the stem of the key.

When the door 40 is closed, a quadrant-shaped stop 43 on said door abuts against the slide 34 and locks the latter in place.

I claim—

1. A fare receiver and register, comprising a casing having a fare-receiving compartment and a registering-compartment, a door in the wall of the fare-receiving compartment for removing its contents, a registering mechanism removably mounted in the registering-compartment, an opening in the wall of said compartment for removing the registering mechanism, and an internal slide covering said opening and accessible from the fare-receiving compartment through the door of the latter.

2. A fare receiver and register, comprising a registering-compartment, registering-wheels contained therein, the ratchet 20 for revolving said wheels, the pawl 21 pivoted to a fixed support and adapted to rotate said ratchet, the push-rod 24 connected at one end to said pawl and having its other end extended through the wall of the registering-compartment, a spring for retracting said rod and pawl, the arm 28 projecting from said rod, and the bell 29 having the operating-lever 30 located in the path of said arm, whereby the bell is rung and the register actuated by a longitudinal operative movement of the rod 24.

3. A fare receiver and register, comprising a casing having a fare-receiving compartment and a registering-compartment, a door in the wall of the fare-receiving compartment for removing its contents, a slide in the wall of the registering-compartment, and means operated by closing the door, for locking the slide in place.

4. A fare receiver and register comprising a casing having a slot for the introduction of fares, a registering mechanism mounted in said casing and having an arbor provided with a ratchet and formed to receive a key for setting back the mechanism, a check-pawl engaging said ratchet to normally prevent such movement of the mechanism, said pawl having a lug which projects into alignment with the arbor, said lug resting against the key when the latter is fitted to the arbor, and holding the pawl away from the ratchet, an opening in the wall of the casing for inserting the key, and a closure for said opening.

In testimony whereof I have affixed my signature in presence of two witnesses.

LOUIS P. PICHETTE.

Witnesses:

P. W. PEZZETTI,
C. F. BROWN.