

No. 736,861.

PATENTED AUG. 18, 1903.

B. B. MOAD.
FARE REGISTER OPERATING DEVICE.
APPLICATION FILED OCT. 28, 1902.

NO MODEL.

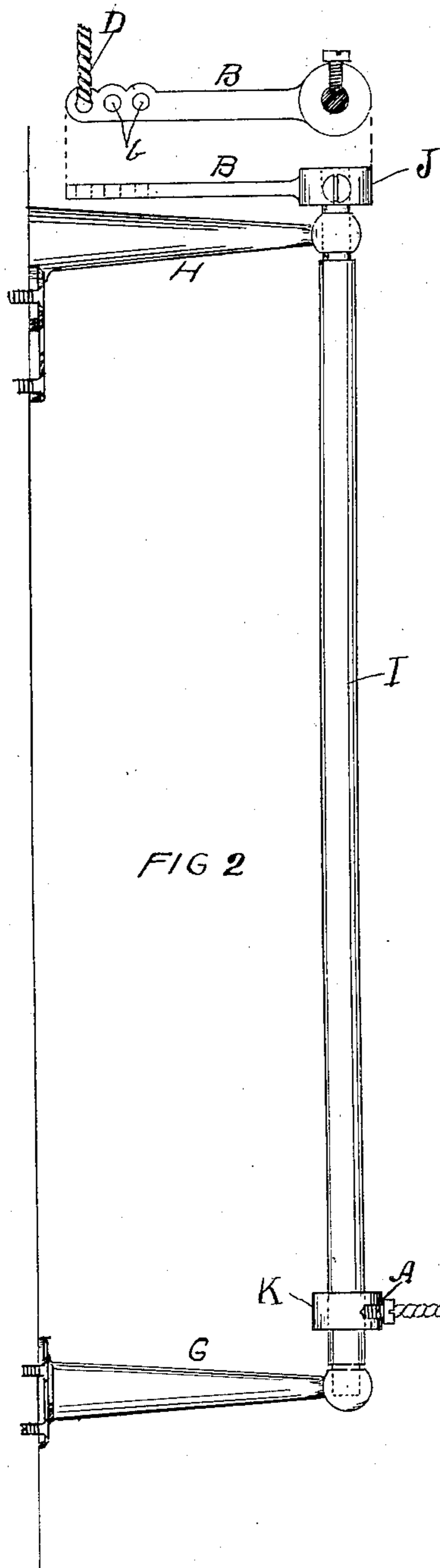


FIG 2

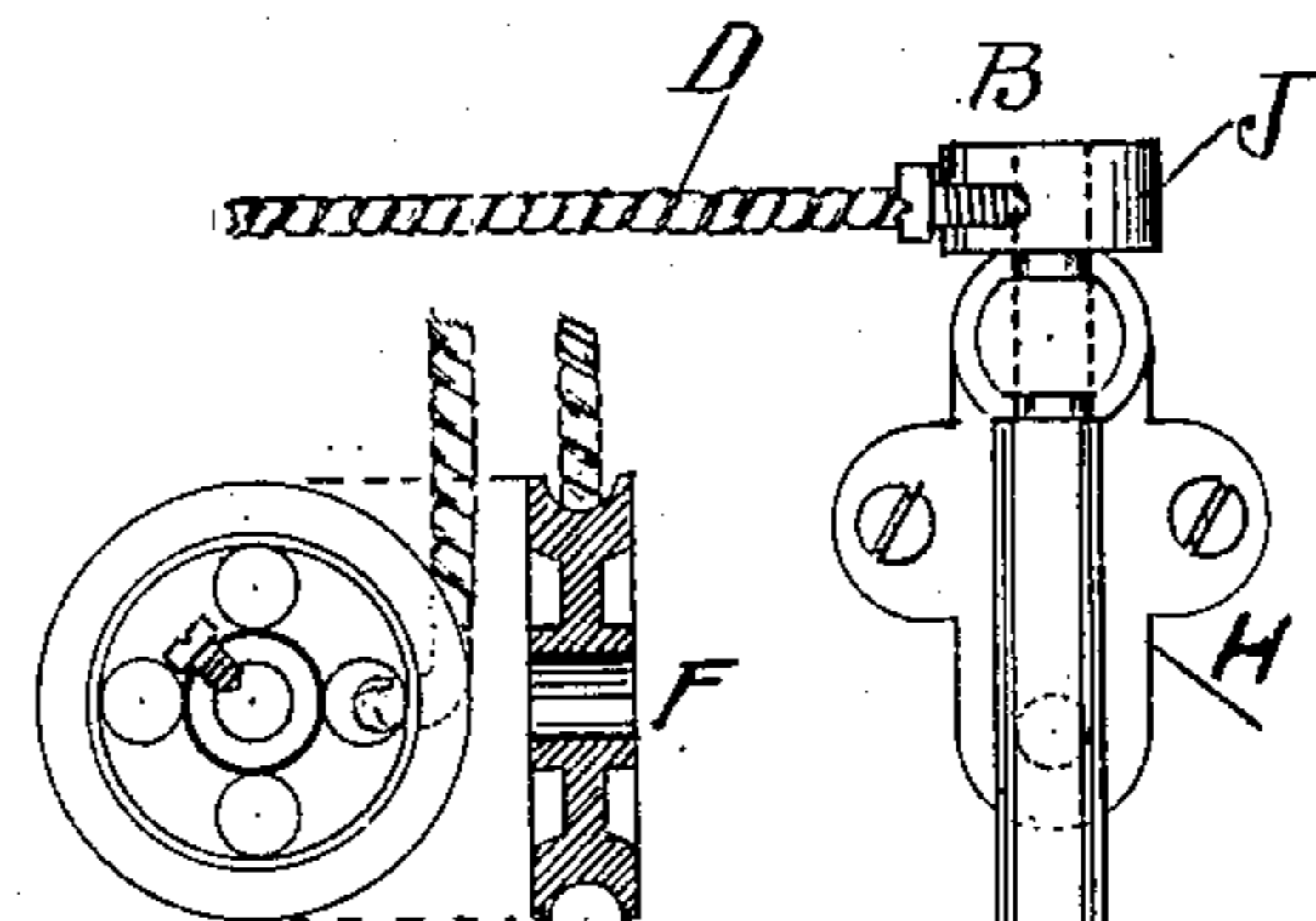


FIG 4

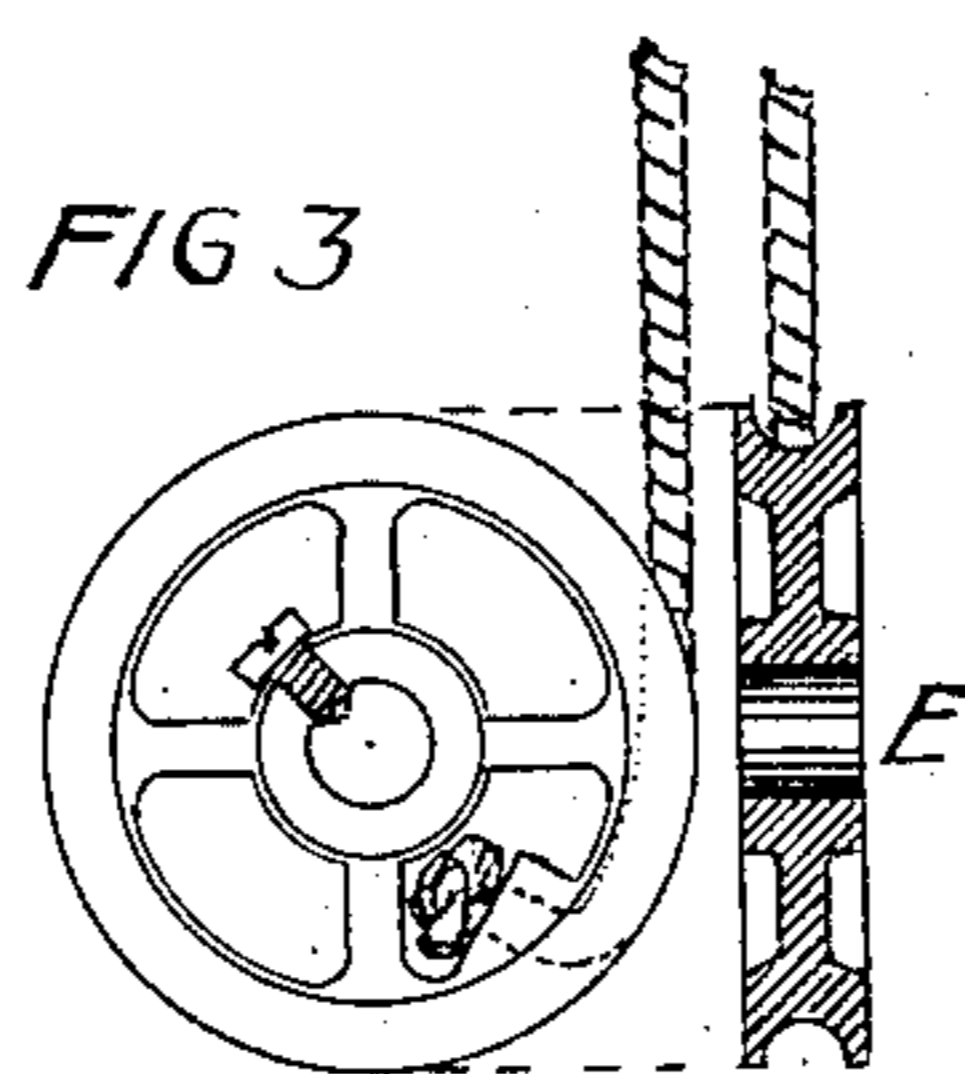


FIG 3

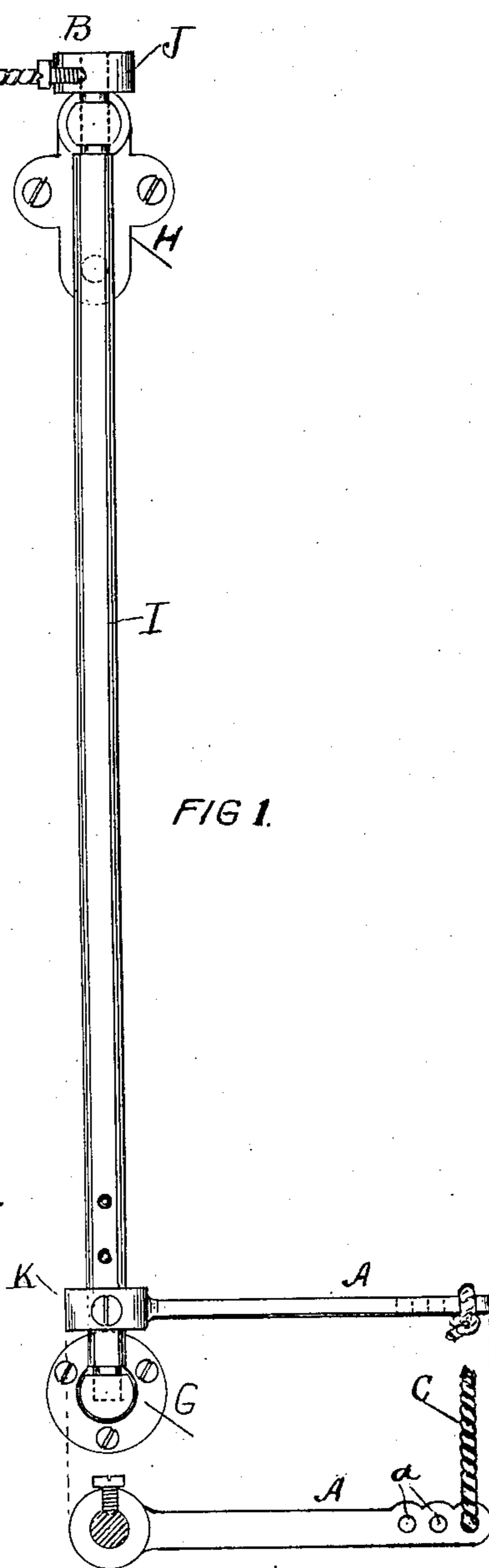


FIG 1

WITNESSES:
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INVENTOR

UNITED STATES PATENT OFFICE.

BUREN B. MOAD, OF WEBB CITY, MISSOURI.

FARE-REGISTER-OPERATING DEVICE.

SPECIFICATION forming part of Letters Patent No. 736,861, dated August 18, 1903.

Application filed October 28, 1902. Serial No. 129,162. (No model.)

To all whom it may concern:

Be it known that I, BUREN B. MOAD, a citizen of the United States, residing at Webb City, in the county of Jasper and State of Missouri, have invented a new and useful Fare-Register-Operating Device, of which the following is a specification.

My invention relates to new and useful improvements in registers for recording fares collected in cars and other vehicles, and it is more especially an improvement in the means employed for operating the same. Its object is to provide a rod which is so constructed and arranged as to obviate the necessity of arranging the ordinary operating-cord at various angles at points adjacent to the register and which permits the use of an operating-cord which extends in a straight line from one end of the car to the other.

With the above and other objects in view the invention consists in providing brackets at a point adjacent to the register and mounting a revoluble rod therein. An arm is connected to each end of the rod, and to one of these is fastened one end of the operating-cord, while the other arm is connected by a cord or other suitable means to the register.

The invention also consists in the further novel construction and combination of parts hereinafter more fully described and claimed, and illustrated in the accompanying drawings showing the preferred form of my invention, and in which—

Figure 1 is a front elevation of the device constituting my invention and also shows a bottom plan view of the lower arm of the device. Fig. 2 is a side elevation of the complete device and a plan view of the upper arm thereof, and Figs. 3 and 4 are elevations in sections of pulleys which may be substituted for the arms illustrated in Figs. 1 and 2.

Referring to the figures by letters of reference, G H are brackets which are adapted to be secured to the wall of a car or other vehicle at points adjacent to a register, and within these brackets is journaled a shaft I, the upper end of which is inclosed by a collar J, which is locked thereon in any suitable manner and is provided with a laterally-extending arm B, having a series of apertures b therein. At a point adjacent to the lower

end of shaft I is arranged a collar K, adapted to be locked to said shaft at any suitable point thereon and from which projects a laterally-extending arm A, which is preferably arranged in a plane at right angles to the arm B. A flexible strip D is adapted to be secured within any one of the apertures b and serves to connect the arm B with a register. The lower arm A is provided with a series of apertures a, and any one of these is adapted to receive the end of a cord C, which may extend the entire length of the car in which the device is arranged.

It will be seen that when the cord C is pulled by the person registering a fare collected arm A is moved therewith and causes shaft I to rotate within brackets H. Arm B will, as is obvious, move in unison with its shaft, and cord D will be drawn outward from the register and operate the same.

Instead of providing arms A and B upon shaft I, I may, if desired, locate thereon pulleys E and F, such as illustrated in Figs. 3 and 4. When these pulleys are used, the cords C and D are secured in the grooves thereof in any suitable manner and are so arranged that when cord A is pulled by the operator it will rewind from its pulley E and cause pulley F to wind cord D thereupon.

By employing a device such as herein described it will be seen that it is unnecessary to arrange the operating-cord at various angles at points adjacent to the register, and said cord is thereby relieved of undue strain or wear, and as a result may be used for a longer period.

In the foregoing description I have shown the preferred form of my invention, but I do not limit myself thereto, as I am aware that modifications may be made therein without departing from the spirit or sacrificing any of the advantages thereof, and I therefore reserve the right to make such changes as fairly fall within the scope of my invention.

Having thus described the invention, what is claimed as new is—

A fare-register-operating device comprising a cord adapted to extend the length of a car and to be manually operated by the conductor, a second cord adapted to be attached to an operative element of a register and means

adapted to operatively connect said cords and
consisting of a rotating shaft disposed at an
angle to the first-named cord and provided
at one end with a crank extending in a given
5 radial direction therefrom and connected to
said first-named cord and another crank at
approximately the other end of said shaft and

extending in a radial direction different from
the first-named crank and directly connected
to said second-named cord.

BUREN B. MOAD.

Witnesses:

W. R. BROWN,
W. R. McLANE.