

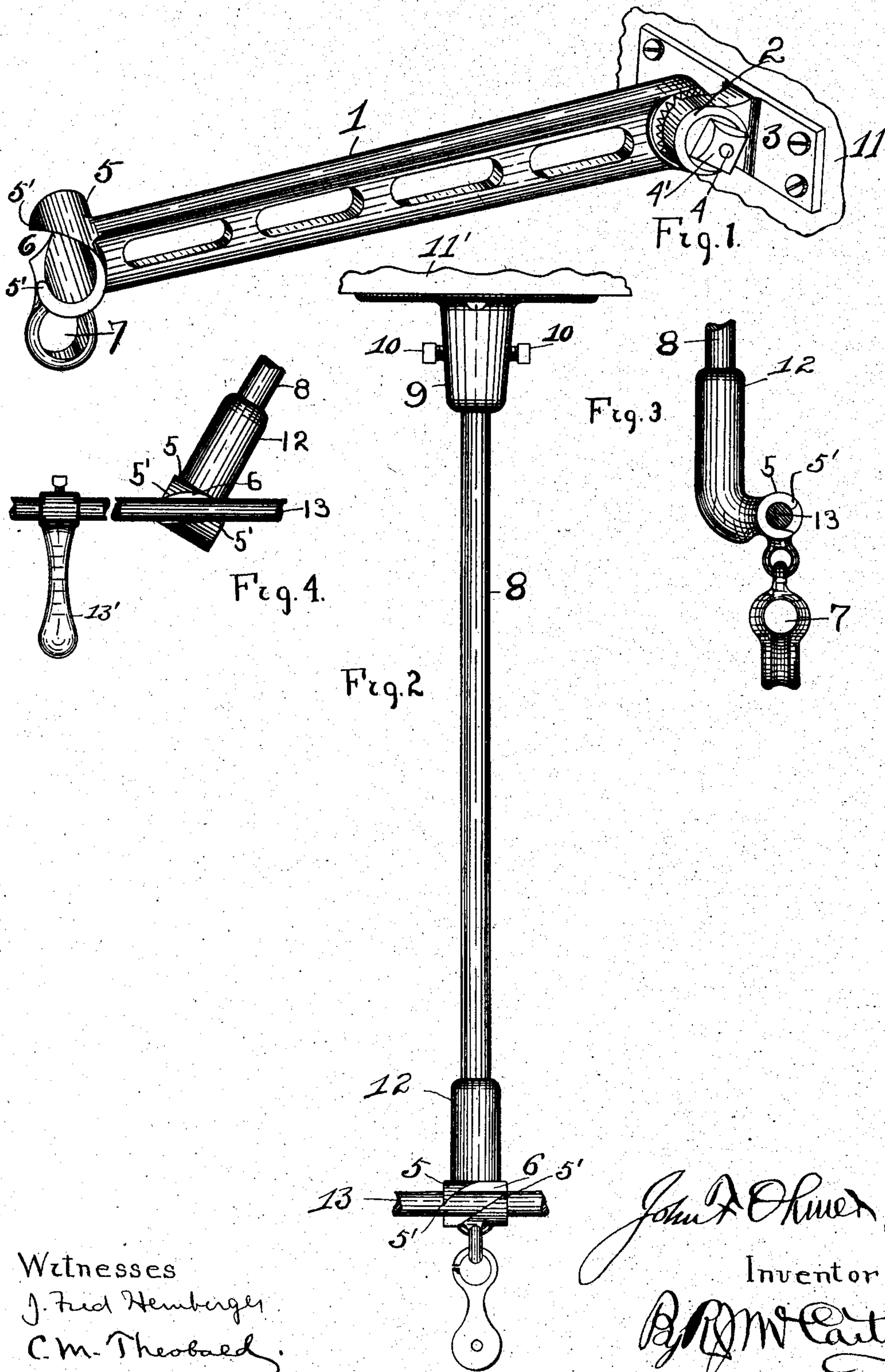
No. 781,224.

PATENTED JAN. 31, 1905.

J. F. OHMER.

BRACKET FOR OPERATING RODS OF FARE REGISTERS.

APPLICATION FILED JUNE 27, 1904.



Witnesses  
J. Fred Hemberger  
C. M. Theobald.

John F. Ohmer,  
Inventor  
B. M. McCarty,  
Attorney.



# UNITED STATES PATENT OFFICE.

JOHN F. OHMER, OF DAYTON, OHIO, ASSIGNOR TO OHMER FARE REGISTER CO., OF ROCHESTER, NEW YORK.

## BRACKET FOR OPERATING-RODS OF FARE-REGISTERS.

SPECIFICATION forming part of Letters Patent No. 781,224, dated January 31, 1905.

Application filed June 27, 1904. Serial No. 214,242.

*To all whom it may concern:*

Be it known that I, JOHN F. OHMER, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Brackets for Operating-Rods of Fare-Registers; and I 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 figures of reference marked thereon, which form a part of this specification.

This invention relates to improvements in brackets for supporting the operating-rods of fare-registers. These operating-rods are placed on the interior of street-cars or other like conveyances and are manipulated by the conductor in the registration of each fare collected, so that it will be seen such operating rod or rods are called upon to withstand a considerable amount of strain. In the operations of registering fares by manipulating the said operating-rods the said rods are turned in one or the other direction to operate the register or to set the fares to be registered, after which the mechanism of the fare-register so set by the operating-rod is actuated through a pull on a rod or rope in a manner that is well known to those familiar with the art. These operating-rods vary in length from twelve to fifty feet and are required to be supported in a true horizontal position throughout their length at various points by means of brackets, which are attachable to the interior of the car or elsewhere. The strain upon the operating-rods is of course transmitted to the supporting-brackets, and these brackets occasionally have to be replaced on account of breakage or bending or otherwise becoming unserviceable. Heretofore in order to replace one of these brackets it was necessary to detach the entire rigging comprising the operating-rod, the remaining brackets, and other adjunctive devices. This required considerable time, often consuming several hours of laborious work.

The object, therefore, of the present inven-

tion is to provide a bracket which may be replaced without the necessity of dismounting the entire rigging of the car in substituting a new bracket.

Preceding a detail description of the invention reference is made to the accompanying drawings, of which—

Figure 1 is a perspective view of a bracket adapted to be attached to the interior side of a car. Fig. 2 is a bracket in the form of a hanger which is designed to be suspended from the ceiling of a car. Fig. 3 is a view of the lower end of the bracket as shown in Fig. 2. Fig. 4 is a view of the lower end of said bracket, showing the position of the bracket in detaching the same from the operating-rod.

In a detail description of the invention similar reference characters indicate corresponding parts.

The bracket, as shown in Fig. 1, is designed to be, as before stated, attachable to the interior side of the car, and the same is adjustable and consists of an arm 1, the inner end of which has a notched connection with a boss 2, projecting from a plate 3, said plate being attached to the side 11 of the car. A bolt 4 passes through the notched end of the arm 1 and through the notched boss 2, and by means of a nut 4' the said parts are rigidly connected. To lower or raise the arm 1, the nut 4' is sufficiently loosened to permit of a new engagement between the notched surfaces of said arm and the boss 2. The free end of the arm 1 terminates in an elongated socket 5, which lies at right angles to the plane of the arm or bracket and has a worm-slot 6 in its outer surface extending from end to end of said socket. The operating-rod 13 enters the socket 5 when the bracket is moved to such a position that brings the worm-slot 6 parallel with the rod, and after the rod is thus inserted or permitted to enter the socket 5 the arm or bracket is moved to a position at right angles to said operating-rod, and the latter rod becomes securely inclosed within the socket 5. The ends 5' 5' of the socket overlap to a sufficient extent to prevent the operating-rod from becoming dis-



placed, or, in other words, prevent any possible disconnection of the two parts—namely, the operating-rod and the bracket.

7 designates an eye formed below the rod-socket 5 and designed to support the rope or other flexible connection which is used to effect a registration of a fare after the operating-rod 13 has set the fare.

Referring to Fig. 2, 8 designates a hanging bracket which is suspended from the ceiling 11' of a car by means of a socket 9, which is attachable to said ceiling. The suspended bracket 8 is secured within this socket 9 by set-screws 10. The lower end of said bracket terminates in an enlargement 12, upon the end of which the rod-socket 5 is contained.

It will be understood from the foregoing description that in the event of any particular bracket becoming inoperative by reason of its breaking the arm 1 may be readily disconnected from the boss 2 and the said arm moved to a position to bring the worm-slot 6 therein parallel with the operating-rod 13, at which time the said bracket may readily be detached and a new arm replaced. The same is true of the hanging bracket 8, as shown in Fig. 2. This may be detached by loosening the set-screws 10 and the said hanging bracket moved to the

position shown in Fig. 4 to detach the bracket from the operating-rod. The eyes 7 are intended to support a flexible member—such, for example, as a rope. (Not shown.) When such rope is used, the rod 13 is only operated to set the register mechanism, and the rope is pulled to operate said mechanism to record and indicate the fares. In cases where said rope is dispensed with the operating-rod performs the function thereof in addition to the other functions enumerated above and is therefore provided with a suitable number of handles 13', by which it may be moved longitudinally.

Having described my invention, I claim—

In a bracket for supporting operating-rods of fare-registers, an arm, a socket on the free end of said arm, said socket lying at right angles to the length of the arm, a worm-slot in said socket extending from end to end thereof, and an eye below said socket, substantially as set forth.

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

JOHN F. OHMER.

Witnesses:

R. J. McCARTY,

CAROLYN M. THEOBALD.