

No. 830,748.

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J. A. STOWE.
FARE REGISTER OPERATING DEVICE.
APPLICATION FILED APR. 17, 1906.

Fig. 1

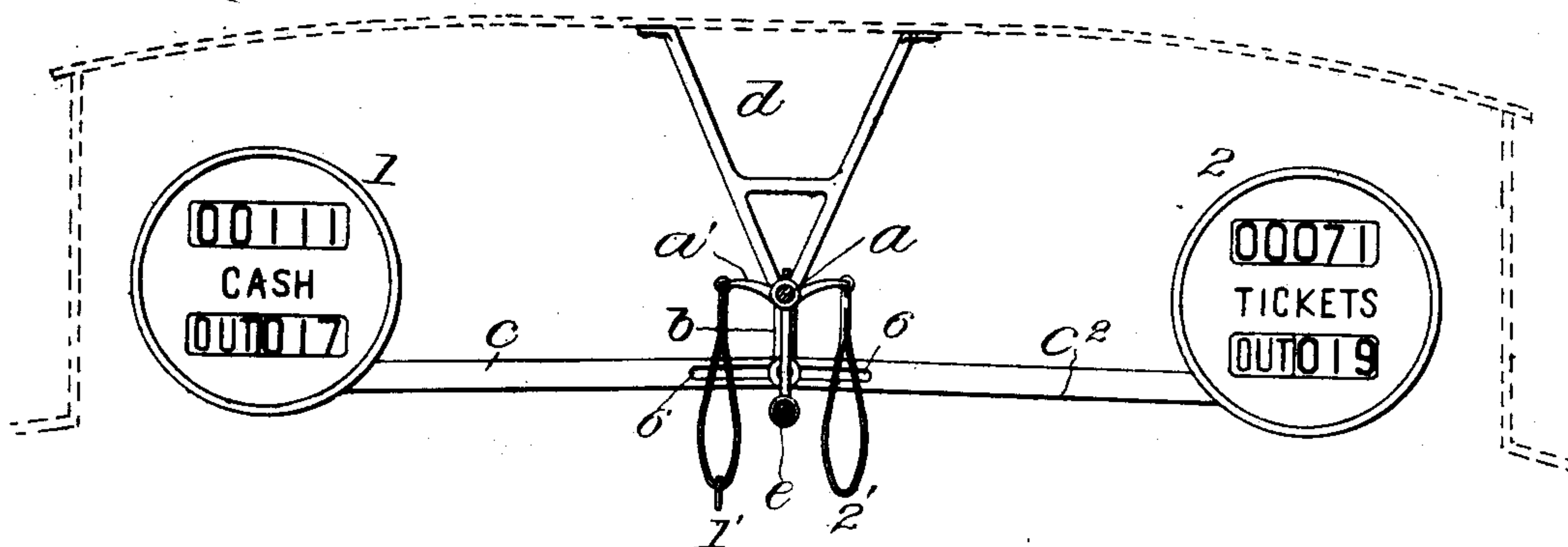


Fig. 2.

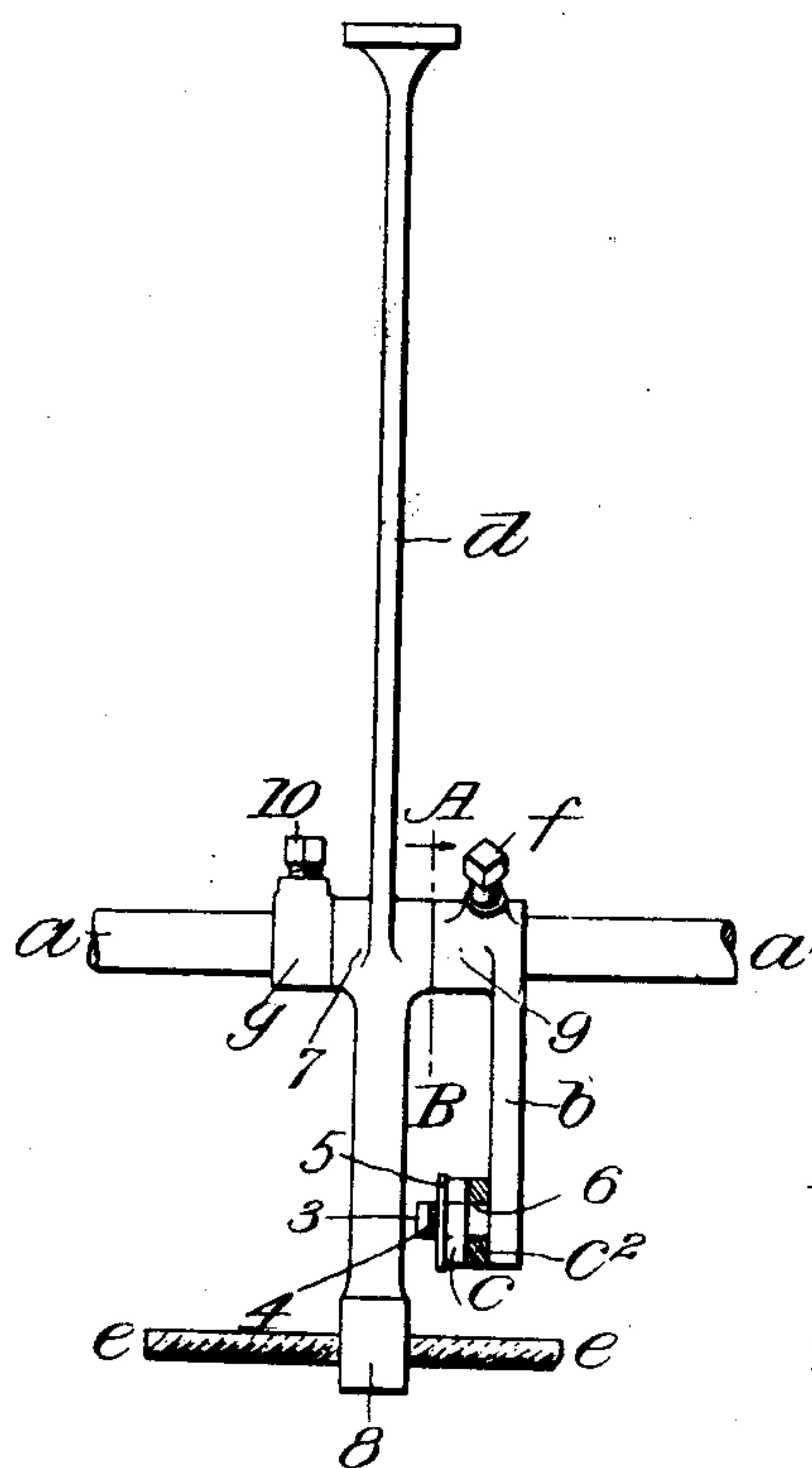


Fig. 3.

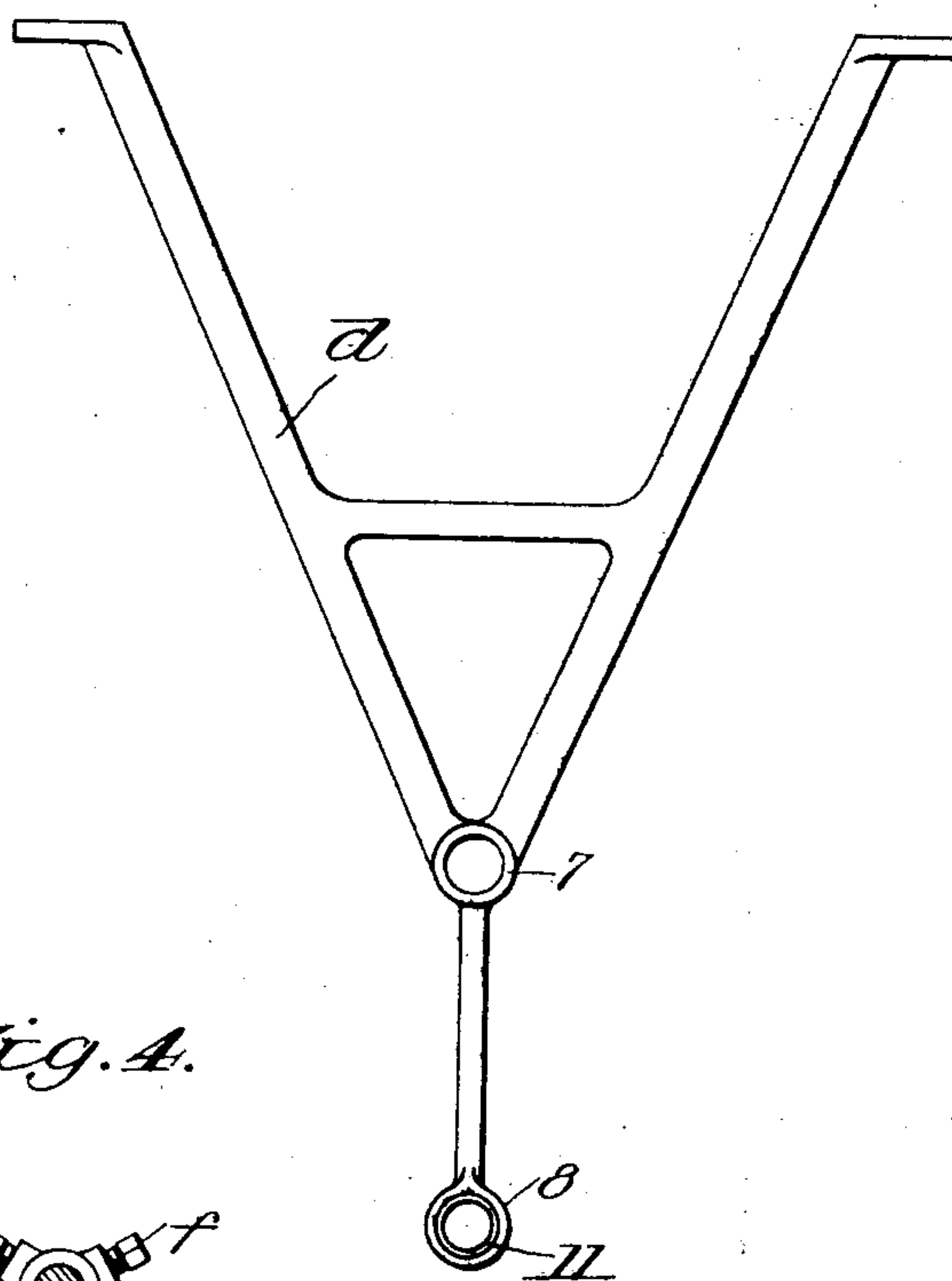
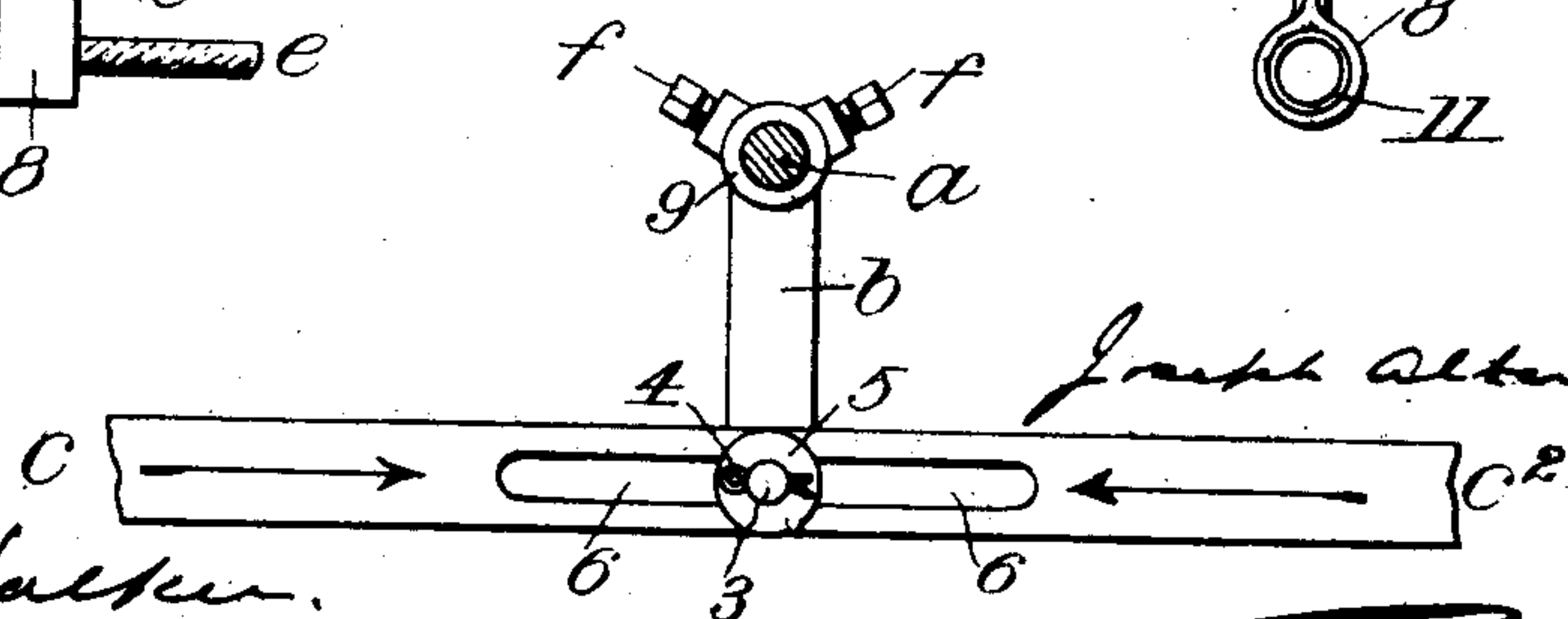


Fig. 4.



Witnesses

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FARE-REGISTER-OPERATING DEVICE.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOSEPH ALBERT STOWE, a citizen of the United States of America, and a resident of Arlington, in the State of New Jersey, have invented a new and useful Improvement in Fare-Register-Operating Devices, of which the following is a specification.

This invention relates to means for operating what may be termed "single-fare" registers or recorders or fare-registers containing recording devices. It is particularly applicable to the register equipments of street-cars and other like cars on what are known as "belt-lines" and lines constructed on the loop system, so that two registers for different kinds of fares, such as cash fares and tickets or cash fares and transfers, can conveniently and advantageously be located at one and the same end of the car, the same being always the front end.

The objects of the present invention are to provide for operating two single "registers," as they are hereinafter termed, located at one and the same end within a car by means of a centrally-located operating-rod common to both extending lengthwise of the car; to provide for so operating such registers by pulling downward on convenient handles corresponding in location with the respective registers, so that fares are rung up on the left-hand register, for example, by pulling the left handles and at the same time to provide for transmitting motion from the central rod to the register in the form of pulls adapted to the customary operating-backs of such registers, and, finally, to provide neat and convenient supports common to the central rod and a subjacent bell-cord, so as to locate the latter between depending hand-straps at opposite sides of the rod, and thus to bring together such hand-straps and the bell-cord and to render them all equally convenient at all times to the hand of the conductor who is charged with collecting and registering the fares and also with stopping and starting the car by bell-signals.

The invention consists in certain novel combinations of parts hereinafter described and claimed.

A sheet of drawings accompanies this specification as part thereof.

Figure 1 represents an end view within a

street-car provided with a fare-register equipment including the improved central-rod-operating device of the present invention. Fig. 2 is a side view, on a larger scale, of one of the rod-supporting brackets, showing the motion-transmitting means partly in section. Fig. 3 is an elevation of said bracket projected from Fig. 2; and Fig. 4 is a fragmentary end view, on the same scale as Figs. 2 and 3, with the central rod in cross-section on the line A B, Fig. 2.

Like reference characters refer to like parts in all the figures.

In carrying this invention into effect two of the single registers 1 and 2, Fig. 1, with or without lettering on their faces to indicate the different fares, are suitably supported within the front end of the car by attaching their operating-backs to the end of the car, for example, and are arranged side by side at a convenient distance apart. Midway between the two registers a horizontal rod *a*, free to be turned on its axis, extends lengthwise of the car and is provided at or near its front end in the same transverse plane as the customary operating-backs of the registers with a crank-arm *b* rigidly fastened thereon and projecting preferably downward, said crank-arm having at its lower end a wrist-pin 3, provided with a cotter 4 and a washer 5, Fig. 2, or their equivalent. Between the crank-arm *b* and said washer 5 a pair of connecting-rods *c* and *c*² extend in substantially horizontal opposite directions from said crank-arm into the operating-backs of the respective registers 1 and 2, each of said rods having a longitudinal slot 6 in its outer end and the outer end of each of said slots interacting with said wrist-pin 3. The rod *a* is further provided with a sufficient number of handles *a'*, projecting rigidly on opposite sides of the rod and preferably of the form known generically as "double-strap" handles, each of them having a pair of depending hand-straps 1' and 2', which hang on opposite sides of the rod and are adapted to be conveniently pulled downward by the conductor. The rod *a* is supported by a sufficient number of brackets *d*, adapted to be attached at their upper ends to the roof of the car and each of them constructed with two loops 7 and 8, adapted, respectively, to form a suitable bearing 7 for the rod, and a subjacent guide 8 for

the bell-cord *e*, Fig. 2, of the car, which is thus located between the depending hand-straps 1' and 2' of the rod-handles.

With the parts constructed and arranged as above described a downward pull on a hand-strap 1' at the left of the central rod *a* operates the left-hand register 1 and a downward pull on a hand-strap 2' at the right of the rod operates the right-hand register 2, and in both cases motion is transmitted from the rod to the register by a pull on the appropriate connecting-rod *c* or *c*², as indicated by the arrows in Fig. 4.

An attached crank-arm *b*, such as is shown in Figs. 2 and 4, is conveniently constructed with a hub 9, provided with a clamping-screw *f*, which hub may contact with the rod-bearing 7 of an adjacent bracket *d*, as in Fig. 2, and be held in contact therewith by a collar *g*, provided with a clamping-screw 10 and attached to the rod at the other end of said rod-bearing.

The crank-arm *b*, the brackets *d*, and collars *g* are preferably brass or bronze castings. As made of such relatively soft metal, the bell-cord guide 8 of each of the brackets *d* may conveniently and preferably be provided with a wear-resisting bushing 11, of steel or the like, as shown in Fig. 3.

For the purposes of the present invention the single registers 1 and 2 and the double-strap handles, if such be employed, may be of any known or improved construction, and other like modifications will suggest themselves to those skilled in the art.

Having thus described said improvement, I claim as my invention and desire to patent under this specification—

1. The combination, within a car, of a centrally-supported fare-register-operating rod, handles projecting rigidly on opposite sides of said rod, a crank-arm fast on said rod near one end of the car and having a wrist-pin parallel with the rod at the lower end of the arm, and a pair of connecting-rods extending in substantially horizontal opposite directions from said arm and having longitudinal slots the outer ends of which interact with said wrist-pin, whereby provision is made for registering different kinds of fares on two single registers supported side by side at one and the same end of the car in the manner hereinbefore set forth.

2. The combination, within a car, of a centrally-supported fare-register-operating rod, handles projecting rigidly on opposite sides of said rod, a downwardly-projecting crank-arm fast on said rod near one end of the car and having a wrist-pin parallel with the rod at the lower end of the arm, and a pair of connecting-rods extending in substantially horizontal opposite directions from said arm and having longitudinal slots the outer ends of which interact with said wrist-pin, whereby provision is made for registering different kinds of fares on two single registers supported side by side at one and the same end of the car by pulling downward on the handles on that side of the rod corresponding with the register to be operated.

3. The combination, within a car, of a centrally-supported fare-register-operating rod, handles projecting rigidly on opposite sides of said rod and having depending hand-straps at their outer ends, a downwardly-projecting crank-arm fast on said rod and having a wrist-pin parallel with the rod at its lower end, and a pair of connecting-rods extending in substantially horizontal opposite directions from said arm and having longitudinal slots the outer ends of which interact with said wrist-pin.

4. The combination with two single-fare registers supported side by side within one and the same end of a car, of a central operating-rod extending lengthwise of the car, handles projecting rigidly on opposite sides of said rod and having depending hand-straps at their outer ends, means for transmitting motion from said rod to said registers respectively, and a sufficient number of brackets adapted to be attached at their upper ends to the roof of the car and each constructed with two loops forming respectively a suitable bearing for said rod and a subjacent guide for a bell-cord, whereby the latter is located between said hand-straps and in convenient relation to the means for operating both registers, substantially as hereinbefore specified.

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