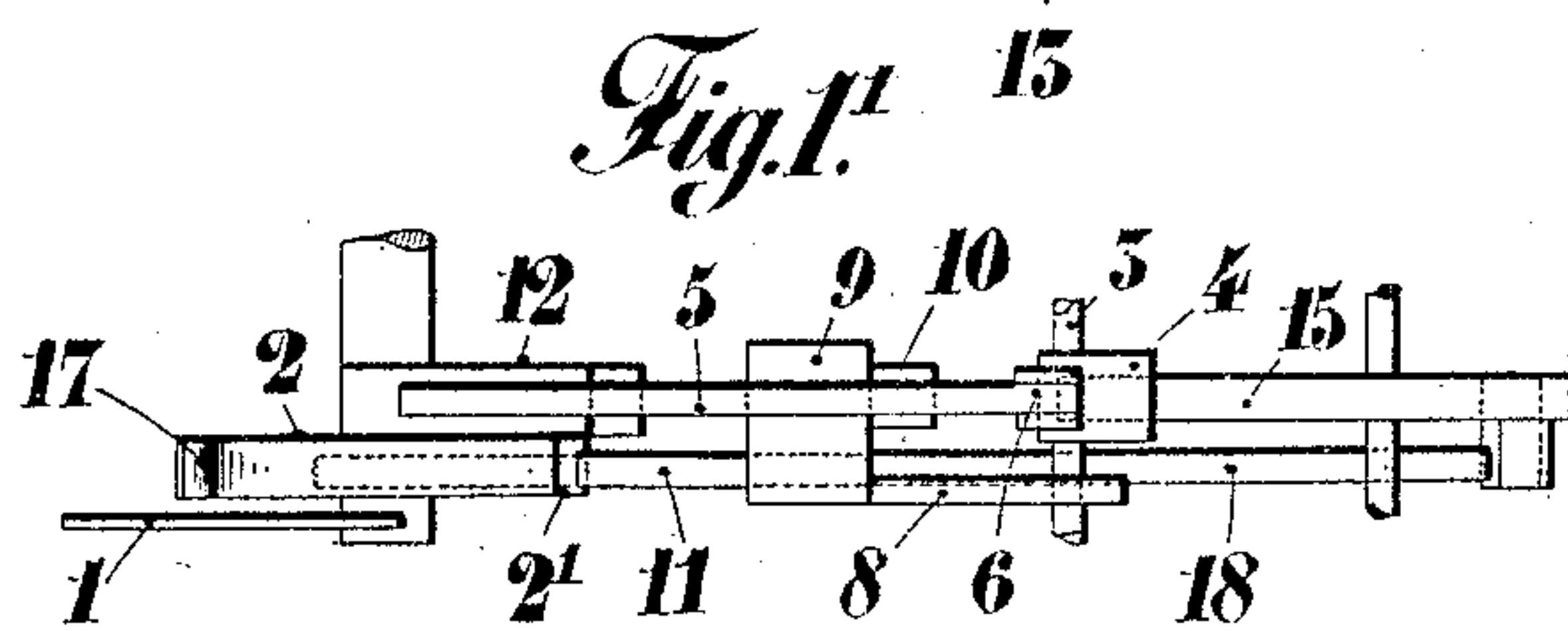
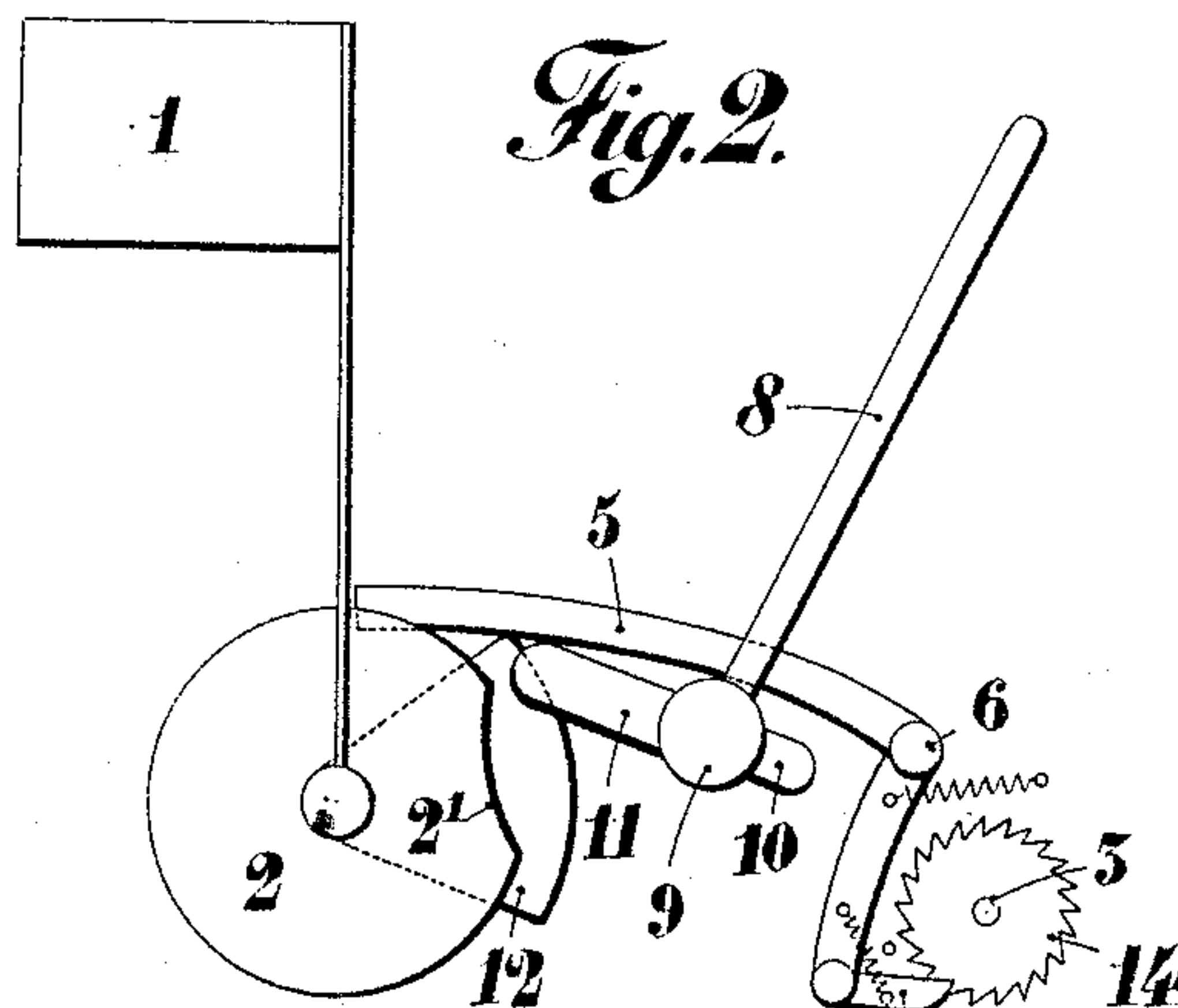
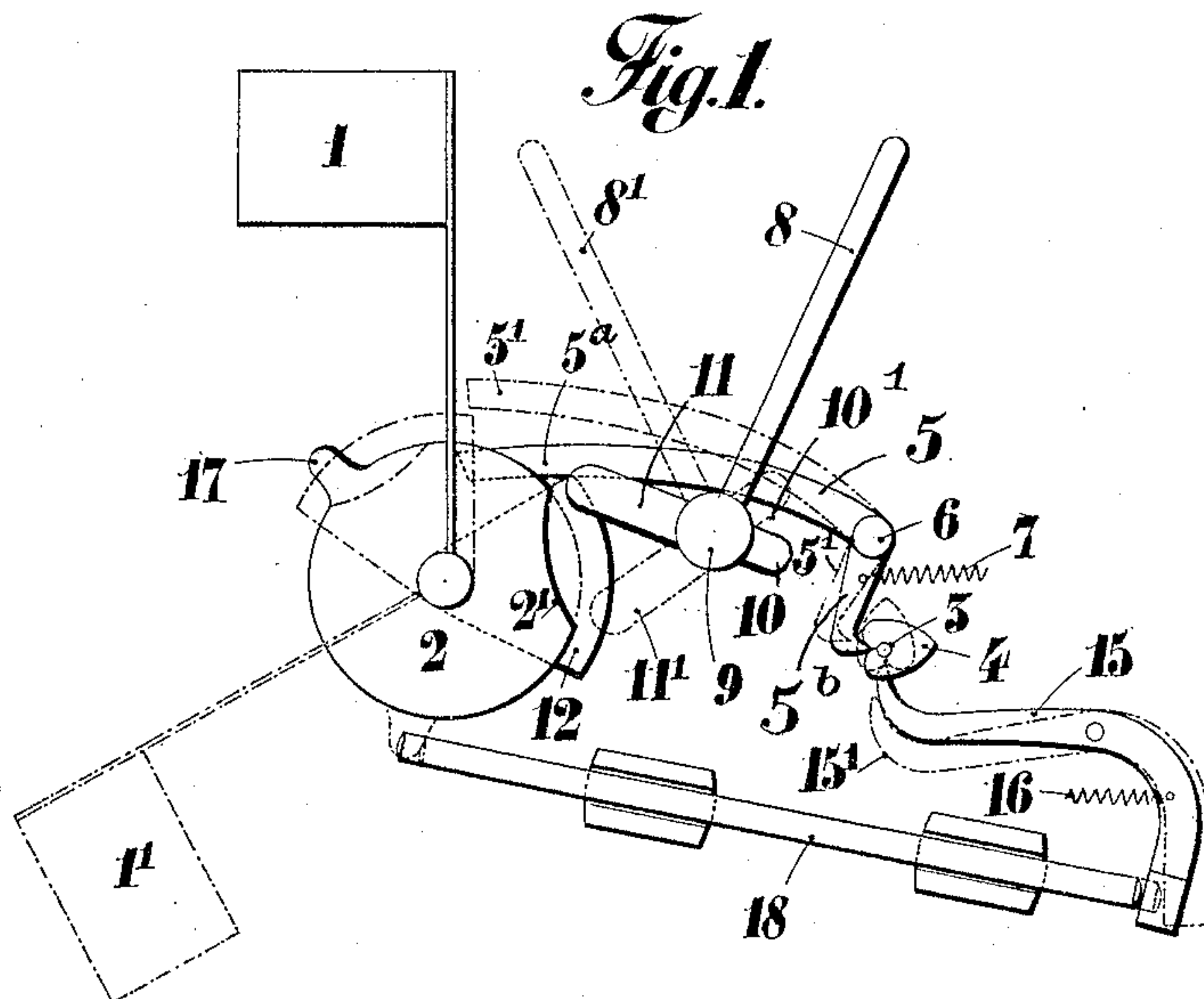


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 CONNECTION WITH TAXIMETERS OR FARE INDICATORS FOR VEHICLES.
 APPLICATION FILED JAN. 15, 1908.

912,704.

Patented Feb. 16, 1909.



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UNITED STATES PATENT OFFICE.

CHARLES MASCART, OF PARIS, FRANCE.

CONNECTION WITH TAXIMETERS OR FARE-INDICATORS FOR VEHICLES.

No. 912,704.

Specification of Letters Patent.

Patented Feb. 16, 1909.

Application filed January 15, 1908. Serial No. 410,990.

To all whom it may concern:

Be it known that I, CHARLES MASCART, citizen of the French Republic, residing at Paris, France, and whose post-office address is 27 Rue de Londres, in the said city, have invented certain new and useful Improvements in Connections with Taximeters or Fare-Indicators for Vehicles, of which the following is a specification.

This invention relates to new and useful improvements in taximeters or fare indicators for vehicles and more particularly to an attachment for modifying, if desired, the conditions of tariff on taking fares, without modifying in any way the working of the operating parts of the indicator. At the present time taximeters give for the same initial tariff to be paid different distances. By means of the arrangement in accordance with this invention several initial tariffs for one distance can be fixed.

The present improvement is applicable to all tariff indicators or taximeters now in use and in which a flag or a handle is employed to change the tariffs and return the apparatus to zero. In the examples hereinafter described, it is presumed that the changes of tariffs and the return to zero are effected by operating a flag and that the arrangement is intended to modify the value of the initial tariff to be paid when taking a fare.

In the accompanying drawings: Figure 1 is an elevation showing the construction and relation of a tariff modifying attachment in accordance with the present invention, the attachment being employed in connection with a taximeter having a heart shaped cam for returning to zero the indicating disks or drums. Fig. 2 shows a construction of the present invention adapted for use in connection with a taximeter in which a ratchet wheel is substituted for the cam shown in Fig. 1, and Fig. 1' is a top plan view of the construction shown in Fig. 1.

The flag shaft, on which is mounted the flag 1, and which controls the tariff and the returning to zero, carries also a cam 2, provided with a recess 2'. The arbor 3 on which the tenths indicating drum or disk is keyed, carries at one end the heart shaped cam 4, such device being ordinarily used to return to zero any taximeter apparatus.

The present invention comprises essentially a bell crank lever as 5 which is pivoted at 6 and which has a longer curved arm 5^a and a shorter arm 5^b, the latter terminating

in a tooth for engagement in the recess of the cam 4 in a manner and for a purpose to be described. The cam 4 is ordinarily returned to zero by a lever 15 which bears upon the face of said cam and is held in such engagement by a retractile spring 16. The lever 5 is intended to impart a movement to the cam through a determined angle so as to effect a modification of the initial tariff indication and for this purpose a spring 7 is employed, the spring 7 being connected to the arm 5^b on said lever and being stronger in its action than the spring 16. The movement of the lever 5 in one direction is controlled by the spring 7 and in an opposite direction by a hand lever 8 or under different circumstances by a segment 12 carried upon the flag shaft and projecting beyond the periphery of the cam 2. The lever 8 can be operated from the outside of the casing of the apparatus and is mounted on the arbor 9 to which two oppositely projecting arms 10 and 11 are secured. The normal position of the cam 4 when the indicating drums are set at zero, is shown in Fig. 1 in dotted lines, said cam having been moved to such position by the lever 15 through the action of the spring 16.

The operation is as follows: The flag 1 being raised, and the lever 8 being in the dotted line position 8' of Fig. 1, the arm 5^a is held raised in the position 5' by the arm 10 on the arbor 9, such arm 10 being in the position 10', and the heart shaped cam 4 is thus set free. The driver then lowers the flag to the position 1' for instance. The various pawls (not shown) of the indicator fall back into engagement with their respective ratchet wheels in a manner common in the art, and the working of the fare indicator begins in the usual manner. It will be seen that in consequence of the shape of the cam 2, the driver can not further modify the position of the lever 8 before raising his flag and he, therefore, can not modify the tariff indicated and fraud is prevented. Let it now be presumed that it is desired to modify the initial tariff; the driver owing to the provision of the recess 2', moves the lever from the position 8' into the position shown in full line, it being understood that the flag is raised. In this last position the arm 10 disengages the arm 5^a of the lever 5 and the arm 11 assumes the full line position shown, whereby the driver can lower his flag. When the lever 8 is thus moved, the flag being raised, the spring

comes into operation and the arm 5^b of the lever 5 actuates the heart shaped cam 4, the spring 6 being stronger in its action than the spring 16. In consequence of the partial rotation of the flag axis the various pawls of the fare indicator come into engagement with their respective ratchet wheels, the indicating dials or drums being thereby rendered stationary in the position to which they were brought by the action of the lever 6 on the heart shaped cam 4. The partial rotation of the flag axis brings the projecting part 12 under the arm 5^a of the lever 5 which again releases the heart shaped cam 4, the rotation of the arbor 3 being thus rendered absolutely free. Means are provided also for disengaging the lever 15 from the cam 4, and such means comprise a sliding rod 18 which engages the lever 15 at one end and which at its other end is engaged by the projection 17 of the cam 2, the projection 17 effecting axial movement of the lever 18 and the latter moving the lever to the dotted line position 15'.

The arrangement described is very simple and can be applied both to fare indicators or taximeters in which heart shaped cams are employed to return the apparatus to zero and to those in which spiral or other springs are employed for the same purpose.

In the adaptation shown in Fig. 2, the bell crank lever 5 instead of acting on a heart shaped cam returning the indicating drums to zero, acts through the medium of a pawl 13 on the teeth of a ratchet wheel 14 secured to the arbor 3 on the drums, the arbor 3 being

re-set to its normal position by well-known spring means (not shown). By operating the lever 8 in the manner described, the working of the arrangement is the same as above set forth, the pawl causing the ratchet wheel 14 to move to the extent of one tooth or more according to the requirements.

Having fully described my invention, I claim:

In a mechanism of the type set forth, the combination with a taximeter flag shaft and an arbor carrying the indicating disks, of means for modifying the initial tariff indication comprising a cam secured on said flag shaft and having a recess, a bell crank lever having angularly projecting arms, a recessed wheel on said arbor for engagement by one of the arms of the bell crank lever, spring means for moving the bell crank lever to engage said arm with said recessed wheel, a shaft provided with an operating lever and with two oppositely projecting arms, one arm of said last named shaft engaging the other arm of said bell crank lever, and the other arm of said last named shaft being movable with respect to the axis of said cam, and a projection on said flag shaft for engaging the last named arm of said bell crank lever.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

CHARLES MASCART.

Witnesses:

H. C. COXE,
EMILE KLOTZ.