J. F. OHMER & O. E. WRIGHT.

ACTUATING DEVICE FOR MULTIPLE FARE REGISTERS.

APPLICATION FILED AUG. 6, 1913.

1,182,407.

Patented May 9, 1916.

2 SHEETS—SHEET 1.

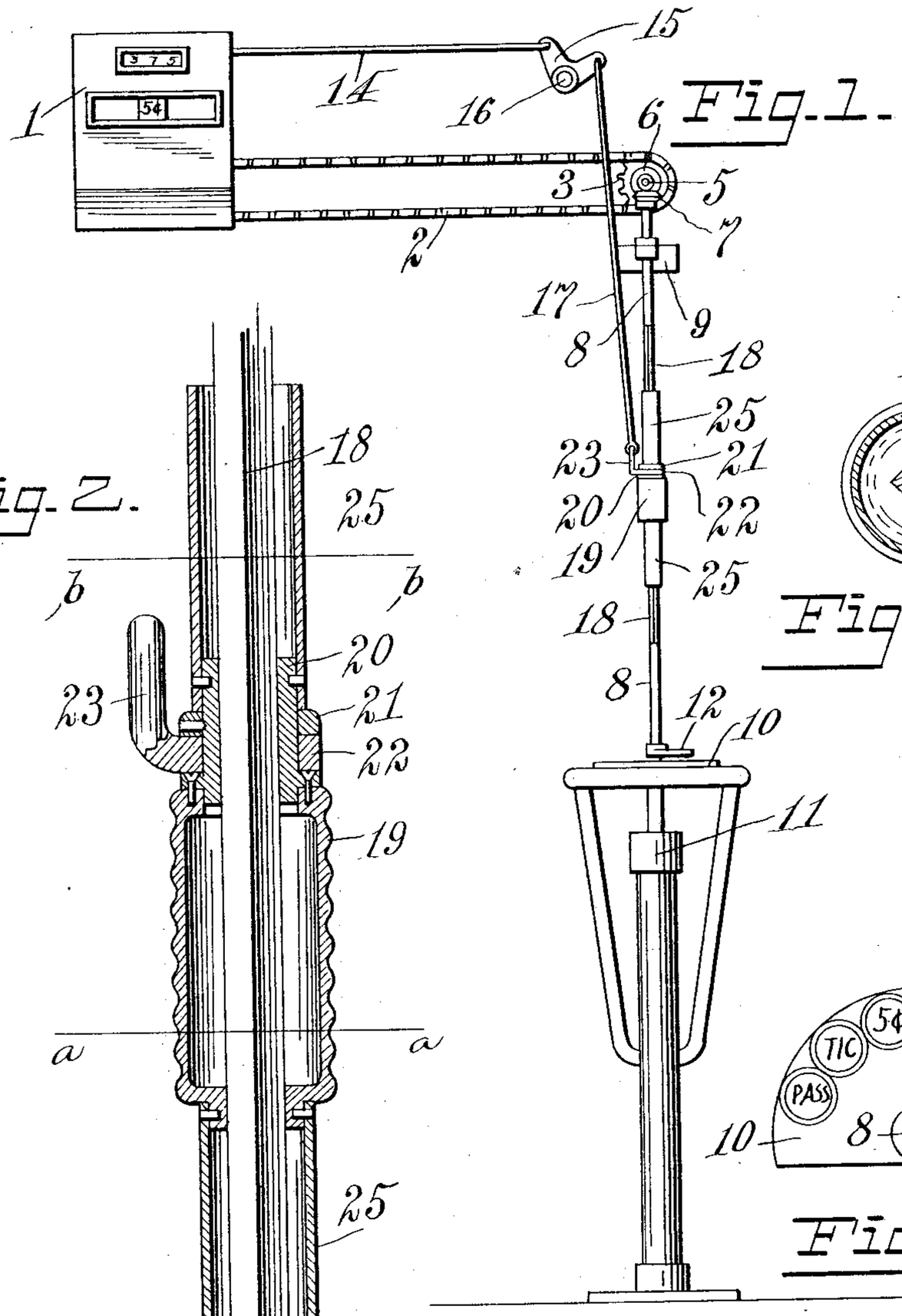


Fig. 1.

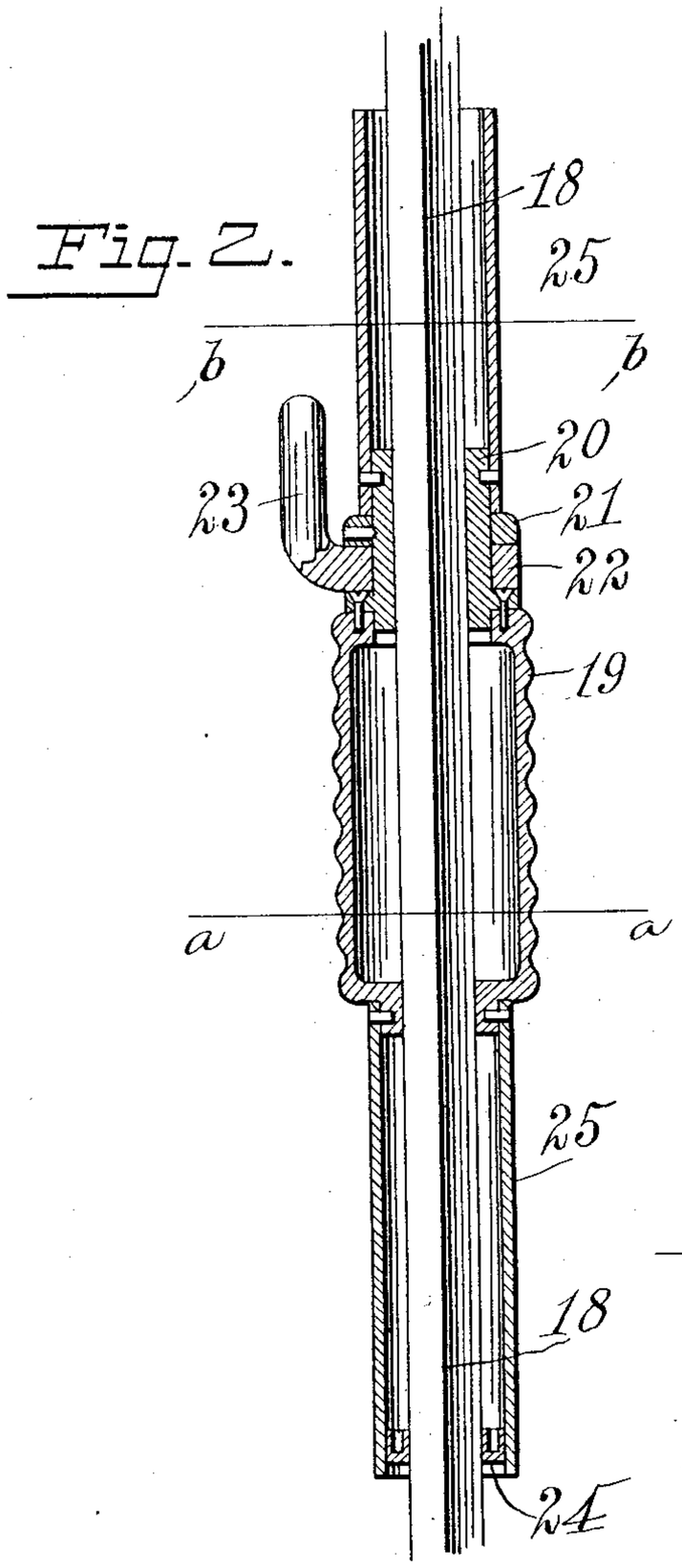


Fig. 2.

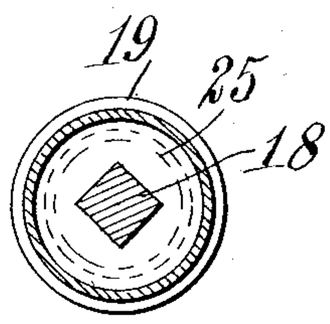


Fig. 3.

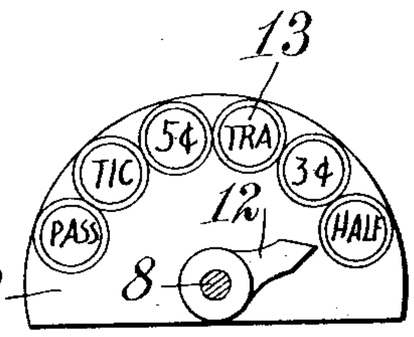


Fig. 5.

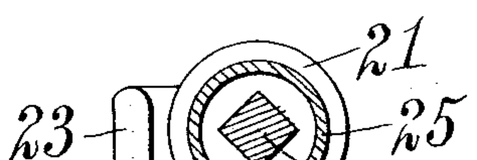


Fig. 4.

Witnesses

M. Sibler.

M. Galloway

Inventors

Jno. F. Ohmer

Oscar E. Wright

By R. J. McCarty their Attorney

THE COLUMBIA PLANOGRAPH CO., WASHINGTON, D. C.

J. F. OHMER & O. E. WRIGHT.

ACTUATING DEVICE FOR MULTIPLE FARE REGISTERS.

APPLICATION FILED AUG. 6, 1913.

1,182,407.

Patented May 9, 1916.

2 SHEETS—SHEET 2.

Fig. 6.

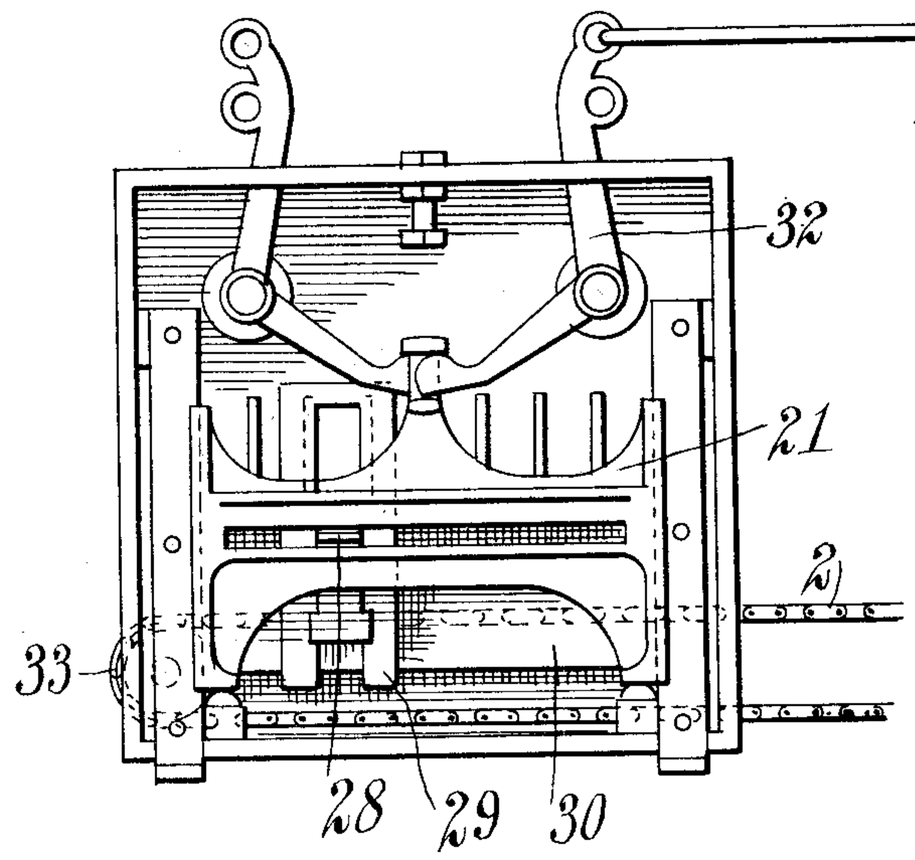
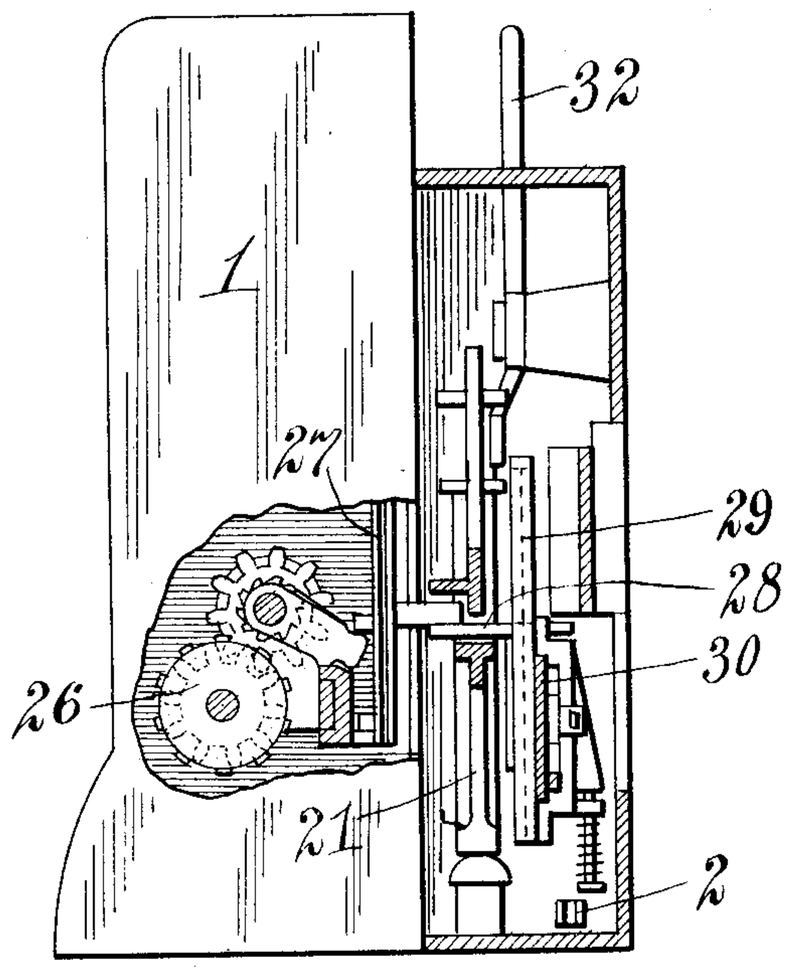


Fig. 7.



Witnesses

M. Sublett

M. Galloway

Inventors

Jno. F. Ohmer

Oscar E. Wright

By R. J. McCarty their Attorney

UNITED STATES PATENT OFFICE.

JOHN F. OHMER AND OSCAR E. WRIGHT, OF DAYTON, OHIO, ASSIGNORS TO OHMER FARE REGISTER COMPANY, OF ROCHESTER, NEW YORK.

ACTUATING DEVICE FOR MULTIPLE FARE-REGISTERS.

1,182,407. Specification of Letters Patent. Patented May 9, 1916.

Application filed August 6, 1913. Serial No. 783,295.

To all whom it may concern:

Be it known that we, JOHN F. OHMER and OSCAR E. WRIGHT, citizens of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Actuating Devices for Multiple Fare-Registers; and we 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 letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in actuating devices for multiple fare registers and is particularly adapted to be used in pay-as-you-enter cars.

The object of the invention is to provide a device of this type by means of which the fare may be selected and registered by the use of one hand.

Referring to the drawings, Figure 1 is a front elevation of a multiple fare register with my invention attached thereto; Fig. 2 is a longitudinal sectional elevation through the actuating member; Fig. 3 is a section on the line *a*—*a* of Fig. 2; Fig. 4 is a section on the line *b*—*b* of Fig. 2; Fig. 5 is a plan view of the fare indicator; Fig. 6 is a front elevation of the actuator for the fare register; and Fig. 7 is a side elevation of the register and its actuating mechanism partially in section.

Referring more particularly to the drawings, 1 represents a multiple fare register which may be of the type shown and described in the patent issued to John F. Ohmer, *et al.*, Oct. 24, 1899, No. 635,343. The register 1 is provided with a plurality of counters 26 each of which has a vertical sliding actuator 27. These individual actuators 27 are adapted to be engaged by a common actuator 28 mounted on a carriage 29 which carriage is slidingly mounted on a guide 30. The common actuator 28 is elevated by a gate 21 in operative relation with bell-crank levers 32. The carriage 29 is moved horizontally to permit the common actuator 28 to be placed in operative relation with any one of the individual actuators 27, by a chain 2 the ends of which are attached to the carriage 29 and which passes over a pulley 33 and a sprocket 3. The setting device, by means of which the fare and counter 26 is selected, is constructed as follows: Attached to the sprocket wheel 3 is a miter gear 6 6 in mesh with a similar gear 7 mounted upon the upper end of a vertical shaft 8. The upper end of the shaft is journaled in a bearing 9, while the lower end is journaled in a plate 10 attached to a standard 11. The lower end of the shaft 8 is provided with a pointer 12 which coöperates with a fare indicator 13 when the shaft 8 is rotated to select the fare.

The register is actuated by the following means: Connected to one or both bell-crank levers 32 is a rod 14 which is also connected to one arm of a bell-crank lever 15 pivoted at 16. The other end of the bell-crank lever 15 is attached to a vertical connecting rod or cord 17.

Both of the setting and actuating members above described are operatively connected to a single member constructed as follows: A portion 18 of the shaft 8 is squared, and slidingly mounted thereon and adapted to be rotated thereby is a cylindrical member or grip piece 19. The member 19 is provided with an extension 20 having a square recess which receives the portion 18 of the shaft. We do not wish to limit ourselves to the particular arrangement by means of which the grip member 19 is rotatable with, and slidingly movable on the shaft 8, as such operative connection may be secured by any well known expedient such as a spline or feather. Mounted on the extension 20, and secured thereon by a collar 21, is a swivel 22 provided with an upwardly extending arm 23 which is attached to the lower end of the actuating member 17. The swivel 22 permits the grip piece 19 to be rotated without moving the actuating member 17.

When the fare is selected, the grip piece 19 is rotated, and when the selected fare is registered, the grip piece 19 is moved vertically.

To prevent the oil used to lubricate the portion 18 of the shaft 8, flowing down on the lower portion of the shaft where it may be caught by the clothing of the conductor or passengers, a cup 24 is mounted on said shaft below the member 19. To prevent the

lubricated surfaces of the shaft being engaged by the clothing, the member 19 is provided with upper and lower guard sleeves 25 which are of a length approximately equal to the stroke of the grip piece.

It will be noted from the above description that the device, as constructed, is particularly adapted to be placed on the platform of a car in proximity to the conductor and, when the conductor desires to register a fare, he grasps the grip piece 19 by one of his hands and rotates the shaft 8 until the pointer 12 indicates the desired fare. To register the fare, the conductor depresses the grip piece 19, which moves the actuator in the register. Both of these operations are accomplished by the conductor without removing his hand from the grip piece, which permits him to collect the fares with his other hand.

Without limiting ourselves to the precise arrangement shown and described, which may be varied within the scope of the claim, we claim:

In a device of the type specified, a register, a setting member and an actuating member for said register, a vertical shaft connected to said setting member, a handpiece slidingly mounted on and rotatable with said vertical shaft, said hand piece being connected with said actuating member, an indicator mounted on said shaft and forming a bearing for said shaft, and a standard mounted below said shaft and supporting said indicator and the shaft carried thereby.

In testimony whereof we affix our signatures, in presence of two witnesses.

JOHN F. OHMER.
OSCAR E. WRIGHT.

Witnesses:
MATTHEW SIEBLER,
R. J. MCCARTY.