J. H. SHOCKLEY.

OPERATING MECHANISM FOR FARE REGISTERS.

APPLICATION FILED MAY 17, 1907.

902,768. Patented Nov. 3, 1908.

Fig. 2

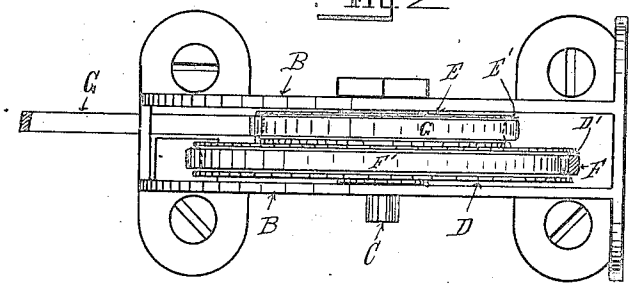


Fig. 1.

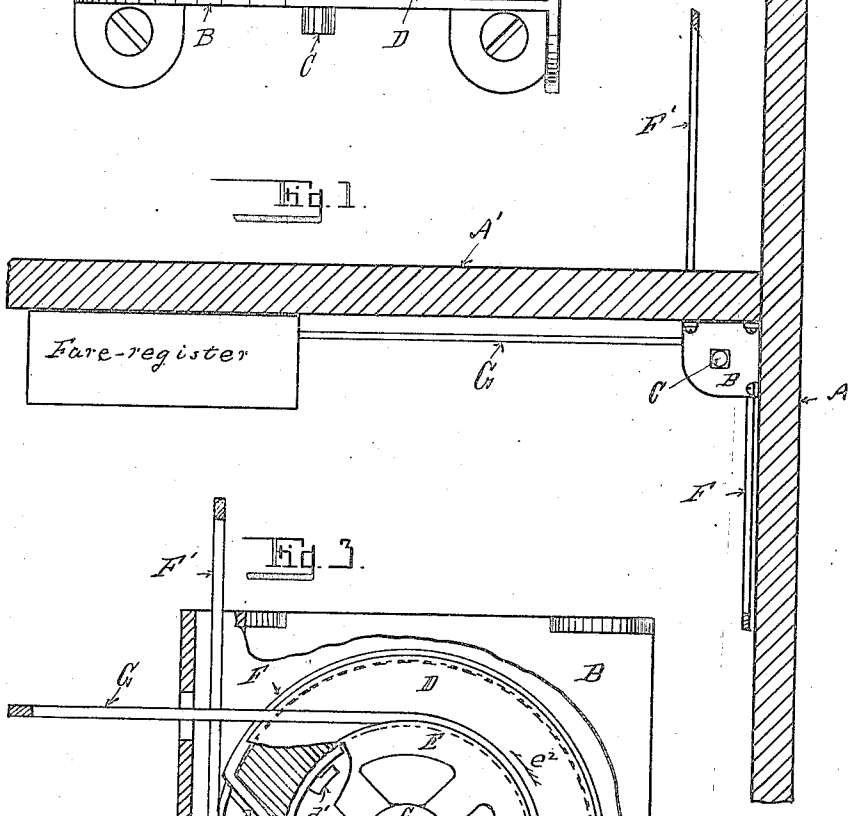
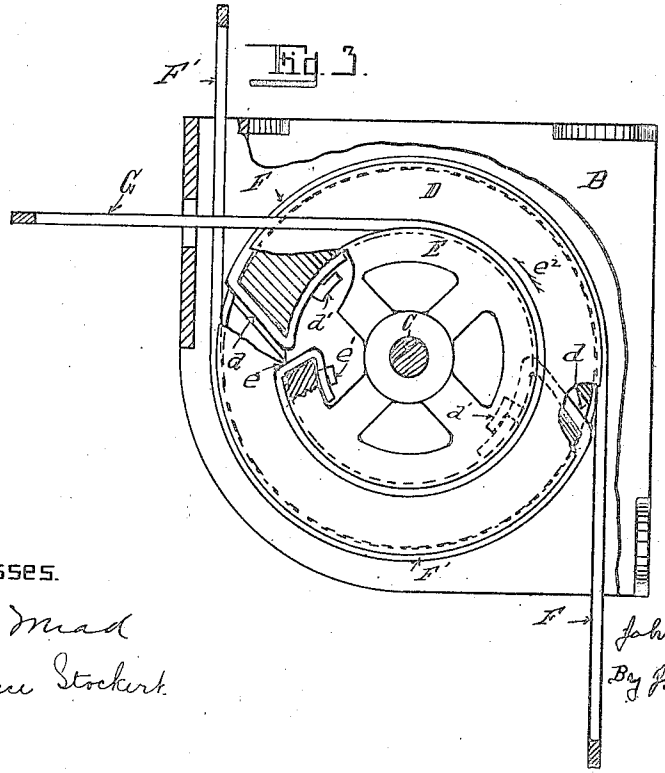


Fig. 3.



Witnesses.

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UNITED STATES PATENT OFFICE.

JOHN H. SHOCKLEY, OF NORTH GIRARD, PENNSYLVANIA.

OPERATING MECHANISM FOR FARE-REGISTERS.

No. 902,768. Specification of Letters Patent. Patented Nov. 3, 1908.

Application filed May 17, 1907. Serial No. 374,230.

To all whom it may concern:

Be it known that I, JOHN H. SHOCKLEY, a citizen of the United States, residing at North Girard, in the county of Erie and State of Pennsylvania, have invented certain new and useful Improvements in Operating Mechanism for Fare-Registers; and I do hereby 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 of reference marked thereon, forming part of this specification.

My invention relates to operating mechanism for fare-registers and has for its object the providing of two pulleys secured together, to one of which the pull-cords are secured and to the other the cord leading to the fare-register is attached, and over which pulleys the said cords operate.

The features of my invention are hereinafter fully set forth and explained, and illustrated in the accompanying drawings, in which:

Figure 1 shows a plan view of my device connected with a fare-register. Fig. 2 is an enlarged edgewise view of the same. Fig. 3 is an enlarged plan view of the same with a portion of the frame broken away.

In these drawings A is a section of the side of a car, and A′ a transverse partition to which a fare-register is secured. Preferably in the corner formed by the walls A and A′ I secure the frame B of my device, and upon a pin C in this frame I mount pulleys D and E which are secured together into a unitary structure, and are preferably grooved. The pulley D is preferably made considerably larger in diameter than the pulley E, and through slots *d* in opposite edges of the periphery of the pulley D the ends of pull-cords F and F′ pass and are secured upon hooks *d′* under the rim of the pulley D. The pull-cords F and F′ each normally extend around substantially one half, or more, of the groove D′ in the periphery of the pulley D, so that a pull upon either of these cords will rotate the pulley D and pulley E substantially half of their circumference. The pull-cords F and F′ lead in opposite directions from the pulley D and a pull upon either of them rotates the pulleys D and E in the same direction. In the periphery of the pulley E I make a slot *e*, and under the rim a hook *e′* to which the end of a cord G passing through the slot *e* is secured. This cord G passes around the groove E′ in the pulley E in the direction of the arrow e^2 and leads therefrom at substantially right angles to the line of each of the pull-cords F F′ to the fare-register.

In operation a pull upon either of the pull-cords F or F′ rotates the pulleys D and E, and through the cord G operates the fare-register, after which the fare-register mechanism (not shown) acting through the cord G upon the pulley E operates to return the pulleys D and E to their normal positions again ready for operation. In this manner I not only overcome the tendency of the ordinary cord pulley to abrade the part of the cord passing around the pulley and cause it to break at that point, but by use of my invention the pull of the operator upon the cord to operate the fare register is materially decreased.

Having thus shown and described my invention so as to enable others to construct and use the same, what I claim as new and desire to secure by Letters-Patent of the United States is:

The combination in a device of the herein described class, of a frame, a pulley mounted therein having a peripheral groove and radially disposed openings in opposite edges of the pulley extending inwardly from the bottom of said peripheral groove, hooks on the inside of the pulley adjacent to the inner ends of said openings, and cords extending into said openings so as to engage said hooks and passing substantially half way around the pulley and leading in opposite directions, a smaller pulley secured to the side of the larger pulley having a peripheral groove and a radially disposed opening extending inwardly from the bottom of said peripheral groove, a hook on the inside of this pulley adjacent to the inner end of said opening, and a cord extending into said opening so as to engage said hook and passing substantially around this pulley and leading off at substantially a right angle to the cords on the larger pulley, substantially as set forth.

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

JOHN H. SHOCKLEY.

Witnesses:

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