

R. F. WHITE.

Omnibus Register and Detector.

No. 24,345.

Patented June 7, 1859.

Fig. 2.

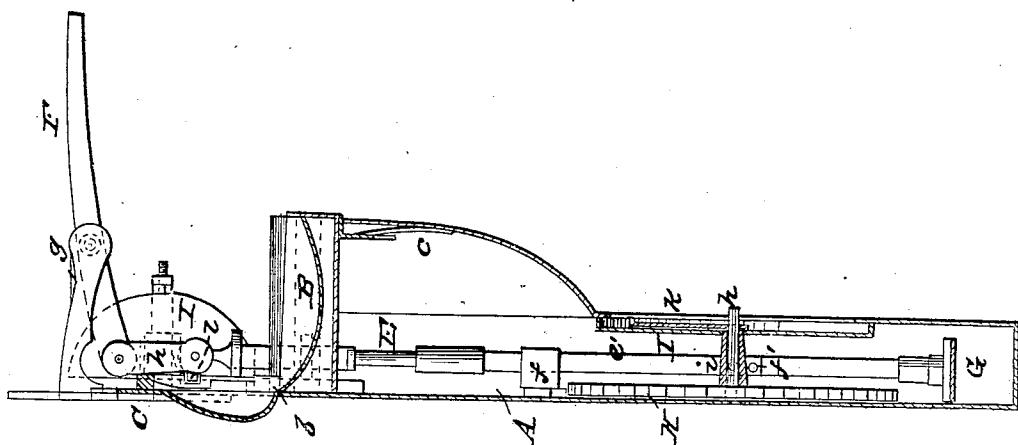
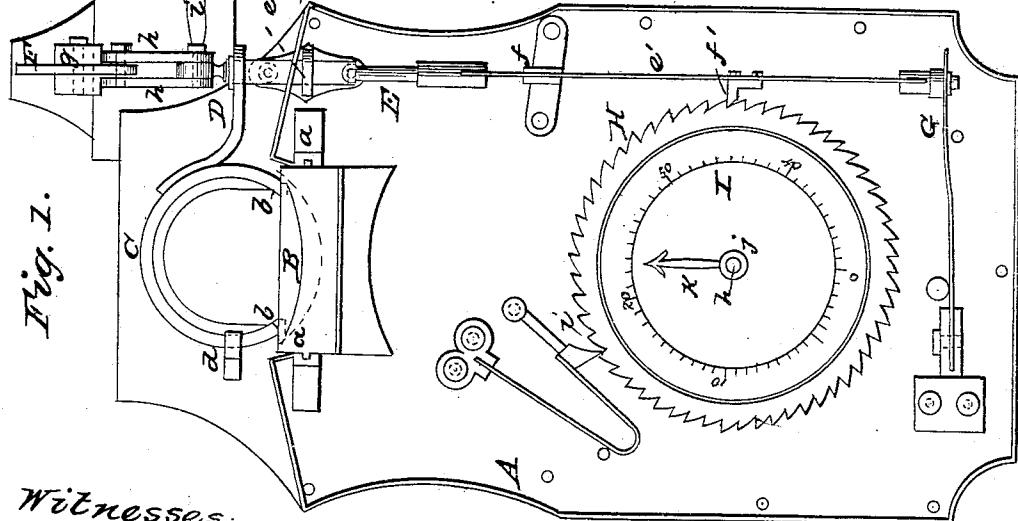


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

ROBERT F. WHITE, OF NEW YORK, N. Y.

OMNIBUS-REGISTER.

Specification of Letters Patent No. 24,345, dated June 7, 1859.

To all whom it may concern:

Be it known that I, ROBERT F. WHITE, of the city, county, and State of New York, have invented a new and Improved Omnibus Register and Detector; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in 10 which—

Figure 1, represents a face view of a register constructed according to my invention, the top plate being removed in order to expose the working parts. Fig. 2, is a vertical transverse section of the same.

Similar letters of reference indicate corresponding parts in both figures.

The object of this invention is to register each passenger in the omnibus as he pays the driver by means of an index moving over a dial plate in the inside of the omnibus so that the number of fares received by the driver can be read off whenever desired; and the invention consists in arranging a spring 20 platform in such relation to a hand lever, to a bell and to a ratchet wheel, that whenever a passenger deposits his fare on the platform and pulls the lever, the platform flies out so that the driver can reach the money 25 on the same and that the driver is advised of this fact by a stroke of a hammer against the bell, and that at the same time the ratchet wheel is turned the distance of one tooth for 30 every stroke of the hammer and that an index which is secured to the arbor on which the ratchet wheel is fastened turns over a dial plate which is marked with the proper scale and figures, so that the number of fares received by the driver is registered with 35 perfect accuracy.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

A, represents a case constructed of sheet metal or any suitable material and it may be ornamented so that it embellishes the interior of the omnibus and this case is secured in the inside of the omnibus and in such a position that it covers the opening 45 through which the driver can reach into the interior of the omnibus, and a platform B, is arranged in this case, which slides on two ways a, from the inside to the outside of the omnibus and in such a position, that 50 the same when out, can be reached conveniently from the driver's seat. This plat-

form is kept in its place by stops b, which fall into suitable notches in the upper edge of the platform, and springs c, throw the platform out as soon as it is released from the stops b. These stops are secured to an arc C, which slides up and down in a guide d, and to which an arm D, is attached, which connects with a sliding rod E, which is guided by means of a lug e, and by a guide 65 piece f, and which is operated by means of a lever F, the fulcrum of which is in a standard g, and the back end of which connects with the upper end of rod E, by the link h. The lower portion of the rod E, 70 consists of a flat spring e', and it is secured to a spring G, which keeps the rod together with the stops b, down until the same are raised by the lever F, and secured to the spring e', is a hook or pawl f', which acts 75 against the teeth of a ratchet wheel H, which turns freely on a vertical arbor h, and the teeth of which are so shaped that the pawl f', slides over them when the rod E, goes back, and a spring catch i, prevents 80 the wheel H, from turning in the wrong direction.

Secured to the center of the wheel H, is a short tube j, which extends through the dial plate I, and to the top of which the index k, 85 is rigidly attached. The edges of the dial plate are turned up and it is secured to the top plate of the case so that the same remains stationary while the ratchet wheel and index are rotated, and marked on the 90 dial plate is a scale which consists of a number of strokes corresponding to the number of teeth in the wheel so that the index moves from one stroke to the other as the wheel rotates tooth after tooth by 95 the action of the pawl f'.

The upper portion of the rod E, connects by the link h, with a lever l, which has its fulcrum on a pivot m, and to the outer end of which a nose n, is attached which is free 100 to turn down on a pivot n', and which is pressed up by a spring n'', and this nose acts against the pointed end of a lever o, from which an arm p, extends, which bears the hammer K. This hammer strikes 105 against a bell L, and a spring q, which presses on the back part of the lever o, serves to give the necessary force to the blow. The motion of the lever o, is limited by two pins r, r', placed on opposite sides 110 of the same, and its pointed end is rounded off at the under side so that when the nose

n, is depressed it lifts the hammer *K*, but in going back the nose *n*, yields and passes by freely, so that the hammer gives but one blow whenever the lever is depressed.

5 The operation is as follows: When a passenger gets into the omnibus he places his fare on the platform and pulls the lever. By so doing the stops *b*, *b*, are withdrawn from the notches in the edges of the platform and the latter flies out by the action of the springs *c*, so that the money thereon can be reached by the driver, and at the same time the hammer *K*, strikes against the bell *L*, so that the attention of the 10 driver is called to the fact that a passenger wants to pay his fare. In case a large amount of money and enough for more than one fare be placed on the platform, the driver will know from the number of strokes 15 of the hammer against the bell how many fares he is expected to take out, and he places the change on the platform and pushes it back in its place where it is retained by the stops *b*. Should a passenger 20 neglect to pay his fare, the driver will keep hammering on the top of the omnibus until the required fare is forthcoming and if any person should place the fare for two or more passengers on the platform and strike 25 the bell only once, the driver not knowing but the fare for one person only is to be taken out, will return the rest until otherwise advised by the proper number of strokes of the hammer on the bell. And as 30 the hammer can only be struck by pulling 35

the lever *F*, whereby the rod *E*, is moved so as to rotate the ratchet wheel *H*, one tooth for each stroke of the hammer, which motion is duly recorded by the index *k*, on the dial *I*, it will easily be understood, that the true 40 number of fares received by the driver will be recorded by the index, and there can be no mistake, unless some person in the omnibus should pull the lever with a malicious intention to spoil the accuracy of the record. 45 And as the lever *F*, is close up to the roof of the omnibus, it not only is not in the way of the passengers but it is not at all likely that any person should run against it in such a manner as to cause the index *k*, to move 50 and cause it to give a wrong record.

The instrument is so simple in its construction and operation that it will be readily understood by all persons of ordinary intellect, and it will prevent the frauds now 55 so openly carried on by the drivers of most omnibuses as the same are not subject to any control whatever.

What I claim as new and desire to secure by Letters Patent is—

The spring platform *B*, arranged in combination with the hammer *K*, and with the index *k*, and operated by the lever *F*, or its equivalent, substantially in the manner and for the purpose specified.

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Witnesses:

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