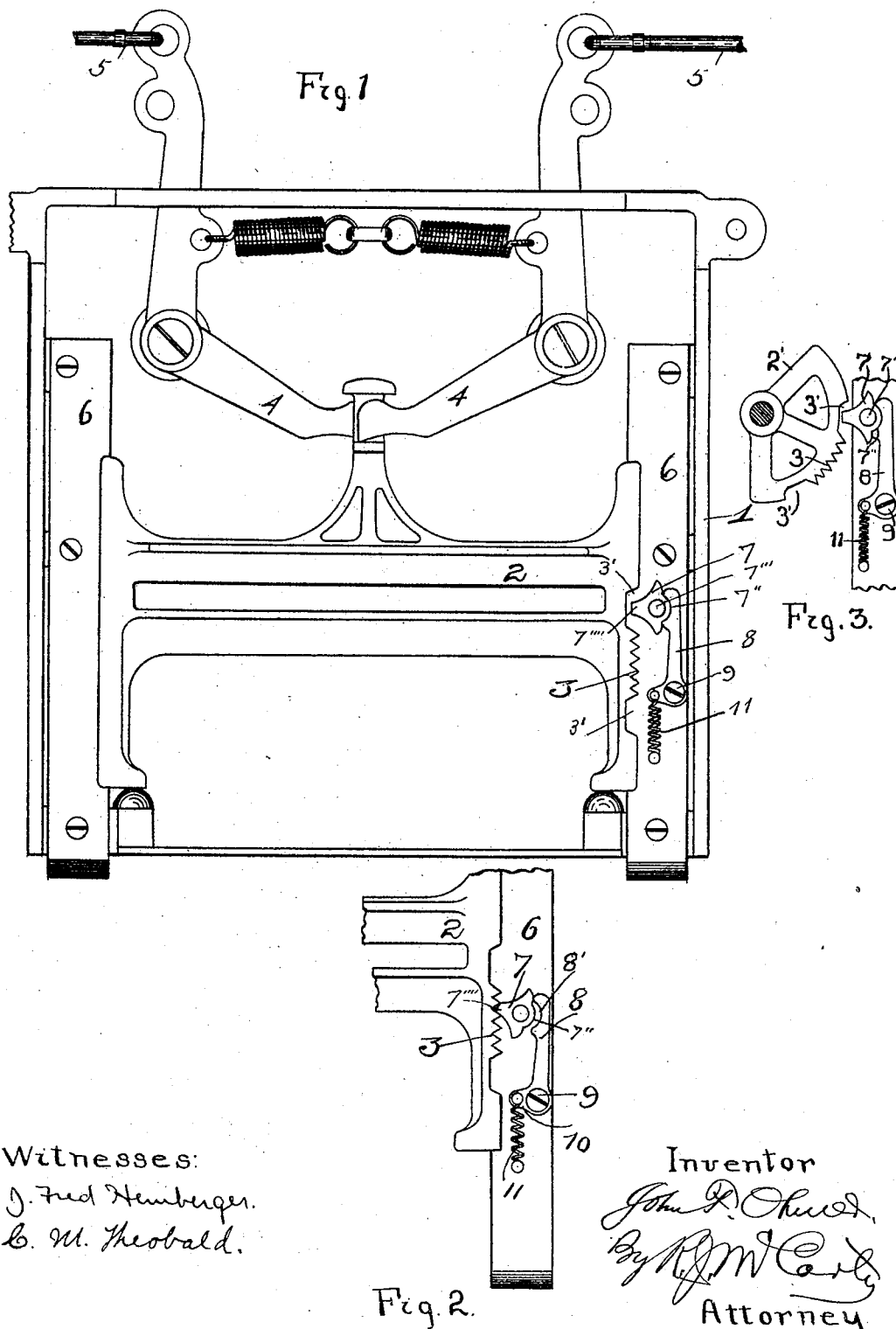


No. 797,070.

PATENTED AUG. 15, 1905.

J. F. OHMER.
FULL STROKE MECHANISM.
APPLICATION FILED JUNE 27, 1904.



Witnesses:
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FULL-STROKE MECHANISM.

No. 797,070.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN F. OHMER, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Full-Stroke Mechanism; and I 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 figures of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in full-stroke mechanism by means of which each operation must be completed before the mechanism can return to its normal position. It is particularly adapted for fare-registers or register-operating devices.

Preceding a detail description of the invention reference is made to the accompanying drawings, of which—

Figure 1 is an elevation of operating devices having the aforesaid full-stroke mechanism applied. Fig. 2 is a detail showing the full-stroke mechanism in a different position. Fig. 3 is a modification of the full-stroke mechanism.

In a detail description of the invention similar reference characters indicate corresponding parts.

1 designates a casing designed to be secured at the rear of a fare-register in any suitable manner. Within this casing there is a vertically-operating slide 2, which is designed to act upon the actuating-slides within the fare-register, which are well-known features of these machines, therefore are not illustrated in the drawings. The slide 2 is engaged by bell-crank levers 4, which are also old and well-known features, and are operated from two directions by means of flexible or other suitable connections 5, which pass out along the interior sides of a car. The slide 2 is guided in its lift and drop movements by guides 6, which are stationary, the same being secured at opposite sides of casing 1. One side of the slide 2 is provided with a suitable number of

ratchets 3, with spaces 3' above and below said ratchets.

7 is an oscillating block pivoted at 7''' to one of the stationary guides 6 and having a single tooth 7''', which is designed to engage the ratchets 3 and to freely ride over said ratchets during the continuous lift and drop movements of the slide 2 and to assume a straight position upon entering either of the recesses or spaces 3'. If the stroke of the slide 2 is arrested before the ratchets 3 are caused to pass the member 7, the single tooth 7''' of said member will lock said slide and will make it necessary to complete the lift movement of said slide 2 before the latter can again assume a normal or operative position in the lower space 3'.

8 designates a bell-crank lever or pawl which is pivoted at 9 to the stationary guide 6 and has a portion of its head recessed, as at 8', (see Fig. 2,) to engage the corresponding surface 7'' of the block 7. This lever 8 has its lower end 10 extended in the form of a crank, and to which end is connected a coil-spring 11, the lower end of said spring being secured to the guide 6. By means of this pawl or lever 8 the block 7 is maintained in an operative position at either end of the ratchets 3 and until it is caused to engage said ratchets by the lift and drop movements of the slide 2.

The operations of the slide 2 are very frequent, as the same is actuated in the registration of each fare collected. It therefore follows that the devices 7 and 8 have a great deal of strain placed upon them due to said constant operations, and heretofore the usual spring for controlling the normal position of the ratchets would repeatedly wear out after a comparatively short period of time; but in providing the pawl or member 8 in the form of a bell-crank lever and in attaching the spring 11 at a point where the wear and tear thereon is minimized the life of the full-stroke mechanism is very materially prolonged.

The device as shown in Fig. 1 is designed to operate upon a single member 2. In Fig. 3, 2' designates a segment which may be actuated to perform the function of the slide 2. (Shown in Fig. 1.)

Having described my invention, I claim—

In a full-stroke mechanism, the combination with a member having ratchet-teeth 3, of a pivotal block 7 having a single engaging point 7''', and a surface 7'', a bell-crank lever 8 having a matching surface to engage said surface 7'', and a spring engaging the lower arm of said bell-crank lever and hold-

ing the parts 7'' and 7''' locked, substantially as set forth.

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

JOHN F. OHMER.

Witnesses:

R. J. McCARTY,
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