

W. C. MCGILL.

FARE REGISTER AND RECORDER.

No. 179,588.

Patented July 4, 1876.

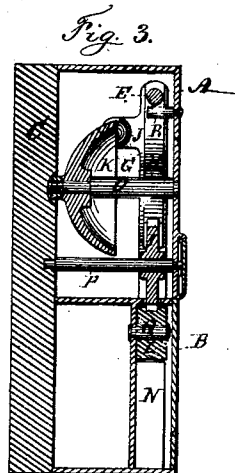
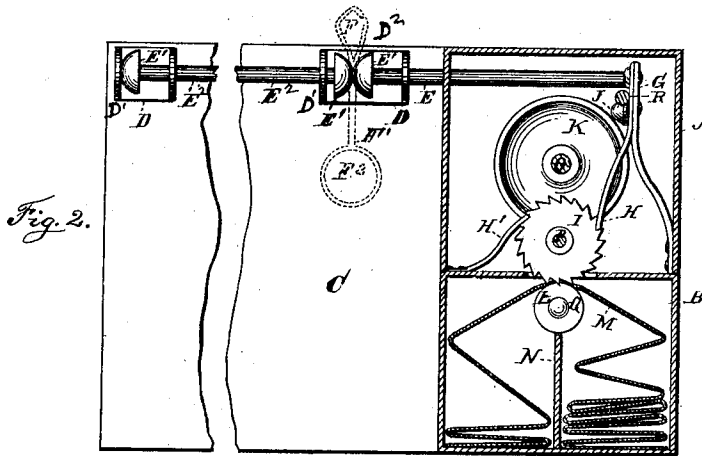
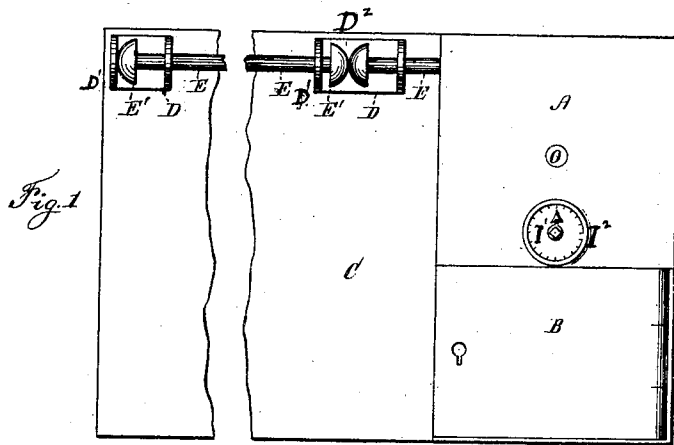


Fig. 4.

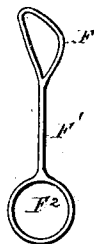
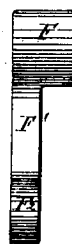


Fig.



WITNESSES:

Herm. Laurent
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INVENTOR:

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UNITED STATES PATENT OFFICE.

WILLIAM C. MCGILL, OF WASHINGTON, DISTRICT OF COLUMBIA.

IMPROVEMENT IN FARE REGISTERS AND RECORDERS.

Specification forming part of Letters Patent No. **179,588**, dated July 4, 1876; application filed June 7, 1876.

To all whom it may concern :

Be it known that I, WILLIAM C. MCGILL, of Washington city, in the county of Washington and District of Columbia, have invented certain new and useful Improvements in Fare-Registers; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawing, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in devices for registering the number of fares received in street-cars and other public conveyances. It consists in a registering mechanism inclosed in a substantial case, and having connected therewith a horizontal actuating rod or series of rods, the whole so constructed and arranged and secured to the car that the conductor may, from any locality in the car, cause a registry of the fare received to be made by the mechanism in the case.

In the drawings, Figure 1 is a side elevation with case closed. Fig. 2 is a side elevation with case open, and Figs. 3, 4, and 5 are detail views of my invention.

C represents a portion of the wood-work of a street-car or other vehicle, to which is attached the case A and other parts of my invention. The case A contains the registering mechanism of my device, and may be secured at one end or in the most desirable position in the car. K is the bell. I is the registering-wheel. On its axle, and without the case, is secured the index-hand I¹, for indicating on the dial I² the number of fares received. It is prevented from turning backward by the pawl H¹, and as it revolves each tooth or cog on its periphery will mark the receipt of a fare, as hereinafter explained. L is a presser-roller arranged beneath, and so that the teeth or cogs on the wheel I will slightly engage with its surface. Between it and the wheel I is passed the paper scroll M, on which the teeth on said wheel I will make indentations or marks, showing the number of fares received. The roller L is a support for the scroll M during the act of registering the fares. The scroll M is drawn through between the wheel I and

roller M by the teeth or cogs on the former engaging with the surface of the latter. G is a spring-lever, having one end secured to the casing, and having on the other end the hammer J, for striking the bell K to indicate the receipt of a fare. R is a stop to check the lever G. H is a pawl or arm attached to the lever G, and so arranged that it extends to, and engages with, the teeth on the wheel I. The lever G, if drawn back from the stop R, will raise this pawl, so that it will catch on the next higher tooth. If the lever be now released, it will spring forward, bringing the hammer J against the bell, and cause the pawl H to force the wheel I one cog or space farther around. E is an actuating-rod placed horizontally through the car, and is supported by, and moves in, bearings in the sides of the casing A and in the brackets or guide-supports D. It may be made in a single rod, or may be divided into sections, and supported by a series of guide-supports, D. Its end within the case A rests against the upper end of the lever G. Its outer end rests against the end D¹ of the guide-support D. If it be made in sections, the ends come together within the bracket, as shown at D². The end or ends within the bracket are rounded or are provided with round or oval heads E', to facilitate the application of the conductor's operating device, as hereinafter described. While the rod E may be made in a single piece, extending the whole length of the vehicle, I prefer to make it in sections, as shown, so that the conductor from any locality in the car may make the proper registry. F is a wedge-shaped operating device, by which the conductor actuates the rods E, and it is provided with suitable handle F¹ F². Its shape enables the conductor to place it between the end E' and the bearing D¹, or between the contiguous ends of the sections of the rod, and, drawing it downward, actuate the rod, and cause the registry of the fare to be made.

The operation of the device will be readily understood. The conductor, having received a fare, places his device F between the contiguous ends of the sections of the rod E, as shown by dotted lines, Fig. 2; or, if at the end of the car farthest from the case, he places it between the end of the rod and the bearing

D¹. A quick drawing of the device downward forces the rod against the lever G, which is thrown back, so that the pawl H is raised, and caught upon a higher tooth on the wheel I. The device F having cleared the rod, the lever G springs back, throwing the rod out into its primary position, strikes the bell, and turns the wheel I one notch or cog farther around, and causes a registry to be made on the dial I² and on the scroll M.

It will be readily seen that my invention will register on the dial I² alone or on the scroll M alone, or on both at the same time, if desired.

I do not confine myself to the use of a single registry-wheel, I, for it will be readily understood that a series of wheels and dials, indicating any desired number of hundreds or thousands of fares, may be arranged and coupled together, and operated by my actuating device.

Having described my invention, what I claim, and desire to secure by Letters Patent, is—

1. The conductor's operating device F, constructed as described, for the purpose specified.

2. The combination of rod E, spring G, and guide-support D, with the operating device F, the whole arranged to operate substantially as shown and described.

3. In combination, roller L, scroll M, pawl H, ratchet-wheel I, arranged so that the teeth of said ratchet-wheel marks the scroll M, in the manner and for the purpose herein shown and described.

4. In combination, bell K, scroll M, roller L, dial-hand on shaft P, pawl H, and ratchet-wheel I, arranged substantially in the manner and for the purpose herein set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

WM. C. MCGILL.

Witnesses:

A. P. LACEY,

JNO. D. PATTEN.