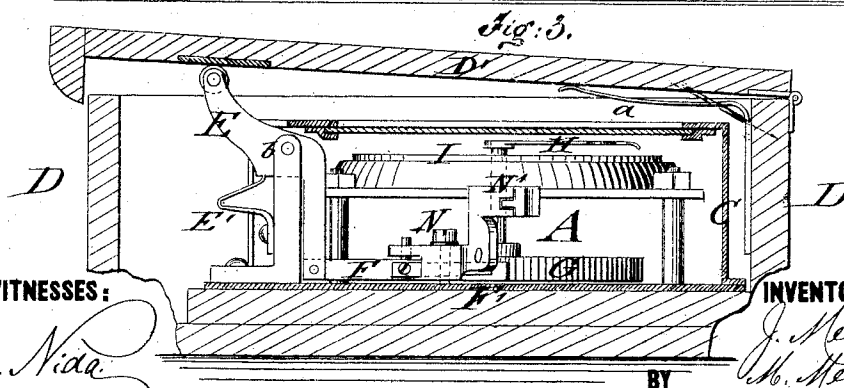
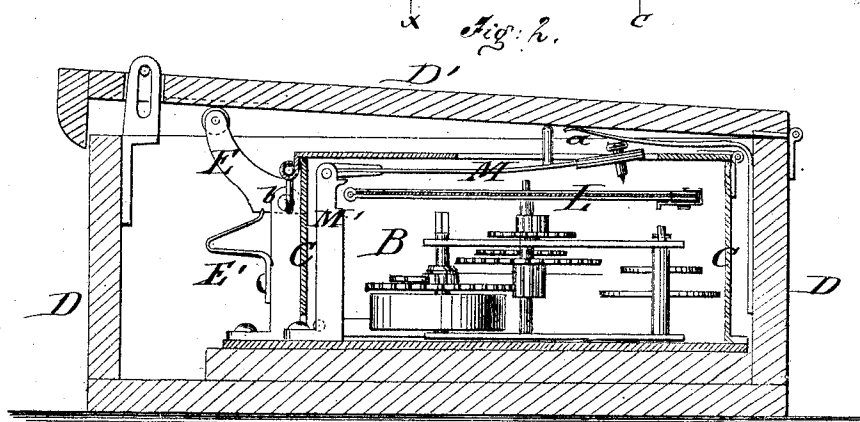
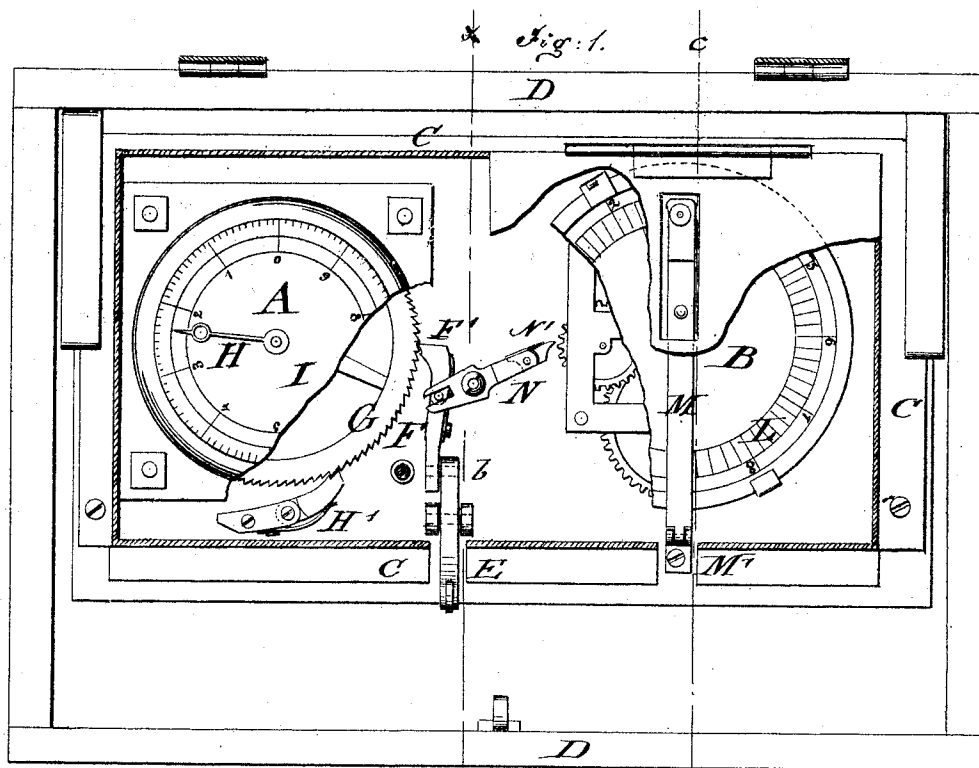


J. & M. MEDINA.
 Passenger Registers and Recorders.
 No. 146,604. Patented Jan. 20, 1874.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOSÉ MEDINA AND MANUEL MEDINA, OF CORDOVA, SPAIN.

IMPROVEMENT IN PASSENGER REGISTERS AND RECORDERS.

Specification forming part of Letters Patent No. **146,604**, dated January 20, 1874; application filed October 11, 1873.

To all whom it may concern:

Be it known that we, JOSÉ MEDINA and MANUEL MEDINA, of Cordova, Spain, have invented a new and Improved Automatic Passenger and Time Register, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a plan view of our improved passenger and time register, with parts cut off to expose parts below; and Figs. 2 and 3 are vertical transverse sections of the same, on the lines *c c* and *x x*, respectively, one showing the time and the other the passenger register.

Similar letters of reference indicate corresponding parts.

The invention will first be fully described, and then pointed out in the claim.

In the drawing, A represents the passenger-register; B, the time-register, which may be suitably covered by a casing, C, with a glass top, to prevent the entering of dust and other impurities; also, to prevent the tampering of any one with the apparatus. Both registers A B and covering-box C are suitably attached below the seat D of the carriage, whose top D' is hinged and supported in an elevated position by band-springs *a*, as long as no weight is pressing thereon. The apparatus may also be used in connection with the steps or platform, instead of the seat, or it may be placed in any convenient position in the vehicle where it can be viewed, provided that the step, platform, or other part be depressed by the weight of the occupant, or the same transmitted to it by a system of levers.

In common hackney carriages, buggies, or other vehicles, the registering apparatus may, by preference, be connected with the seat, the occupant depressing, thereby, the same, and thus starting the register.

The passenger or trip register consists of a bell-crank lever, E, which is set in motion by the passenger on entering the vehicle, and acts on spring E', placed below it. Lever E is fulcrumed at its elbow *b*, so that the depression of its upper end throws forward its lower end, to which is jointed a connecting-rod, F, which carries at its end a pivoted spring-pawl, F'. Pawl F' engages with a ratchet-toothed wheel, G, the shaft of which carries an index or handle, H, working over a graduated dial, I. The dial I may be divided to indicate units when a smaller number for the registration of passengers or trips is sufficient; but in case a

greater number of passengers is to be registered, one or more additional dials may be used, which indicate, by suitable transmissions, tens, hundreds, &c., of the revolutions of the first dial, in the usual manner in registering devices. A spring check-pawl, H', prevents the backward movement of wheel G, and secures the regular forward feeding of the same. The time-register B is constructed of a regular clock-train, which carries, instead of index-hands, a rotary dial, L, marked with hours and minutes, and has above it a spring, M, so arranged with a pencil or other marker, that when said spring is depressed by the weight of the passenger on the seat, the pencil will bear on the dial and mark, by the gradations thereon, the exact time during which the seat was occupied. The rotary dial L may be so constructed that the graduated disks may be attached in suitable manner to be replaced, as required. The spring Q is hinged to a standard, U, to be thrown up to permit the taking out and replacing of the dial. As an additional check for the regular working of the clock movement, the connecting-rod F may carry a detent, N, which turns on a fulcrum, and is arranged with a pivoted spring end, N', so that when the passenger occupies the seat and depresses the lever E, the end N' is carried beyond the intermeshing wheel of the clock movement, releasing the same and permitting it to run. The pencil then marks the time the passenger rises, when the releasing of the seat will cause the engaging of spring end N' with the clock-train, and the slightly-accelerated movement of the same till the carriage is again occupied, when it will mark as before. Thus a twofold check on the driver of the carriage is obtained—that of the number of passengers or trips, and that of the time consumed thereby, by which the money to be delivered may readily be determined.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

The combination, with rod F, of the detent N, pivoted and provided with a pivoted spring, N', on its end, as and for the purpose described.

JOSÉ MEDINA.
MANUEL MEDINA.

Witnesses:

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