W. STOKES.

FARE REGISTER.

No. 185,053. Patented Dec. 5, 1876.

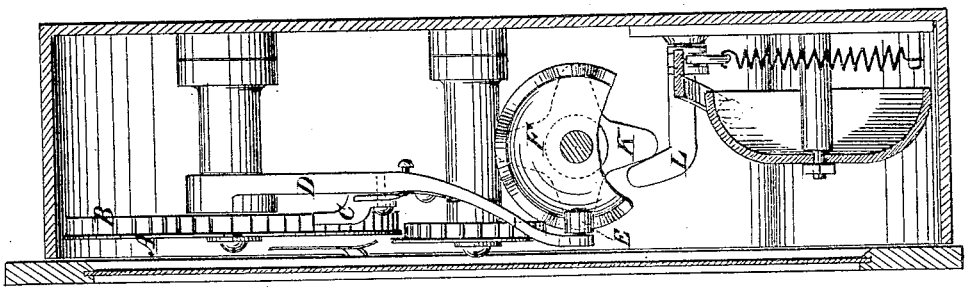

Fig: 2.

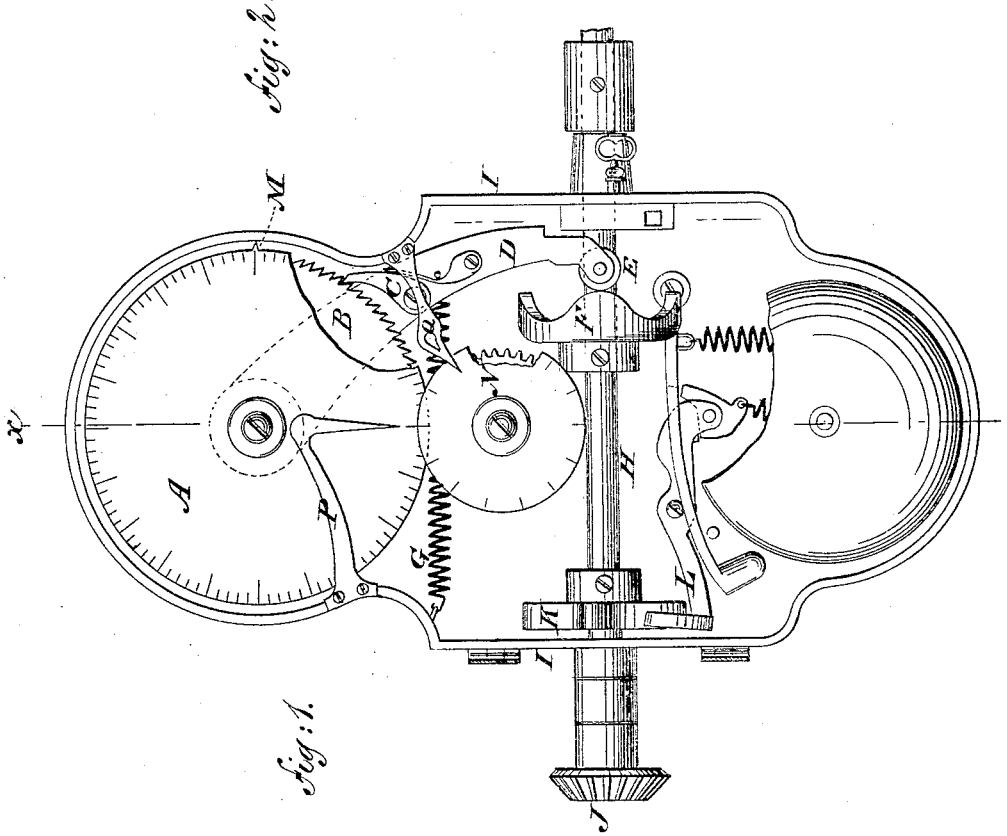

Fig: 1.

WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM STOKES, OF NEW YORK, N. Y.

IMPROVEMENT IN FARE-REGISTERS.

Specification forming part of Letters Patent No. **185,053**, dated December 5, 1876; application filed August 7, 1876.

To all whom it may concern:

Be it known that I, WILLIAM STOKES, of the city, county, and State of New York, have invented a new and Improved Fare-Indicator, of which the following is a specification:

The object of this invention is to provide a neat, cheap, and accurate device for indicating fares received on street-cars, or other public conveyance, or place where the same may be applied, each fare being indicated by a stationary hand on a revolving dial, together with the sound of a bell or other sonorous instrument provided for such purpose, so that each passenger may have a check on the conductor, the construction and operation of my invention being described as follows:

Figure 1 represents a front view of my improved fare-indicator. Fig. 2 is a sectional view of the same through the line *x x*.

Similar letters of reference indicate corresponding parts.

In the case here presented, A represents a dial, having its face graduated from 0 to 100. On the under side of the said dial there is a ratchet-wheel, B, having one hundred teeth, in which the spring-pawl C engages. This pawl is pivoted on the arm D, which turns loose on the pillar supporting the rotary dial A. On the opposite end of the said arm there is a friction-wheel, E, which is kept bearing against the face of the wave-wheel F by the spring G. H is a shaft, which runs through the box I, and on whose end there is a crank or miter wheel, J, by which the same is operated. On the said shaft there is also a star-wheel, K, whose prongs serve to trip the bell-lever L simultaneously with the movement of the indicator-wheel, thus calling attention to the fact that a fare has been paid and indicated on the dial.

It will here be observed that the shaft may be turned either to the right or left without affecting the true motion of the dials and sound of the bell.

On the periphery of the aforesaid dial A there is a projecting pin or lug, M, opposite 100, so that, upon indicating the one-hundredth passenger, the pin or lug M will catch a tooth on the under side of the small dial N and turn it one point. This dial will, therefore, indicate the number of hundred passengers carried, and the large dial the decimal parts of a hundred.

Each dial has an independent hand, P and Q. These hands are rigidly attached to the sides of the box, as shown in Fig. 1. The whole mechanism, being incased in a box under lock and key, cannot be tampered with.

I do not limit myself solely to the construction of fare-indicators as a fixture to street-cars, but also propose making them in smaller form, so as to be carried or worn on a strap by the conductor. The face of the said boxes is, in all cases, to be made of glass, so that the registry may be seen by the passengers.

In cases where the number of passengers carried reaches over one thousand, I propose to add a third dial, constructed in similar manner to the dial N, and actuated thereby with each revolution.

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

A street-car fare-indicator, consisting of dial A, ratchet-wheel B, spring-pawl C, loose arm D, spring-pressed wheel E, wave-wheel F, shaft H, journaled in box I, wheels J K, and lever L, all arranged as and for the purpose specified.

WILLIAM STOKES.

Witnesses:

CHARLES H. NASH,

CHAS. SEDGWICK.