

R. McCULLY.
Car-Registering Apparatus.

No. 200,074.

Patented Feb. 5, 1878.

Fig. 1

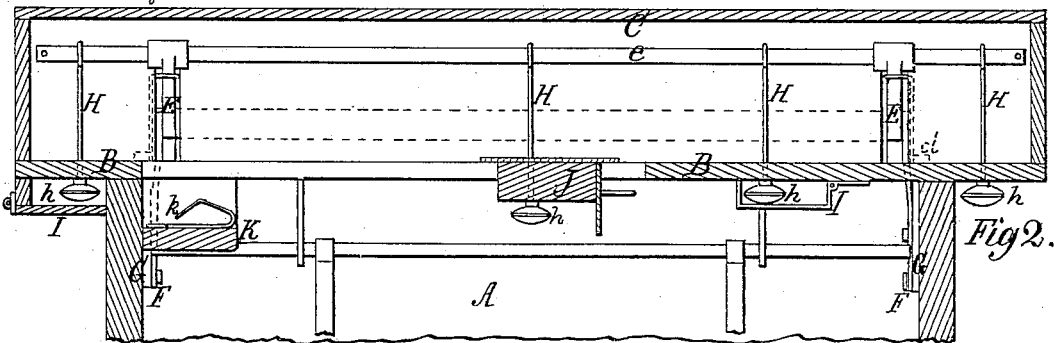
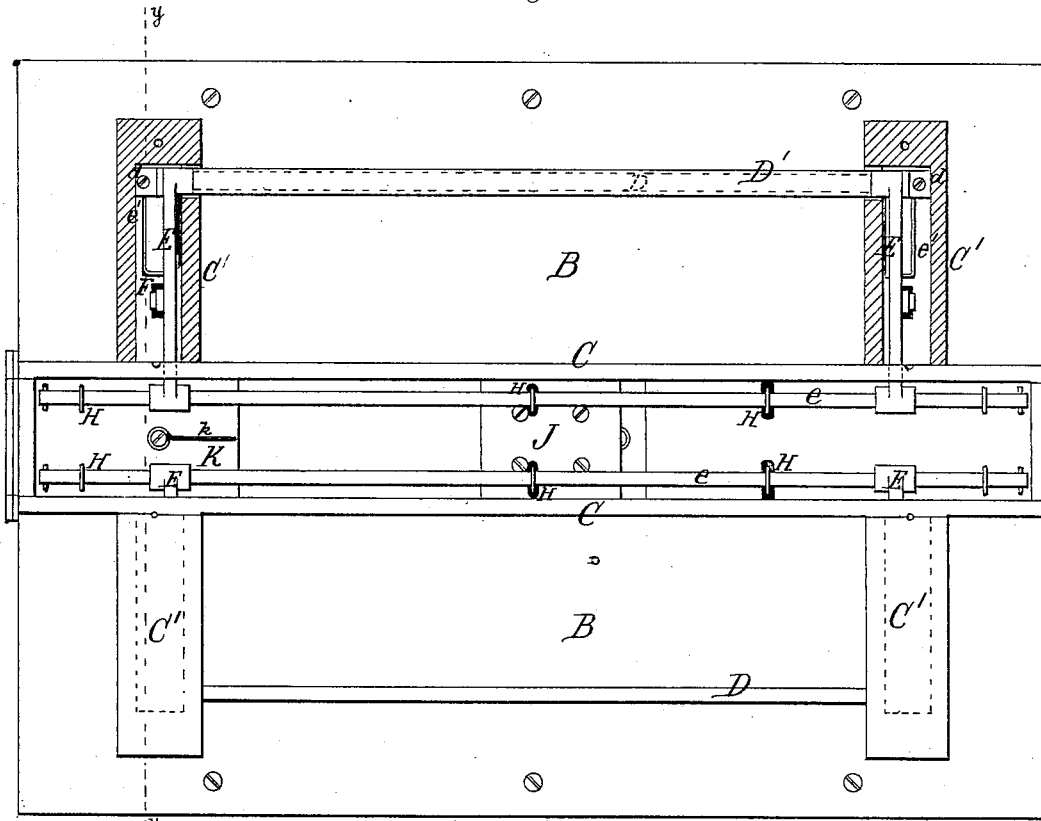


Fig. 2.

Witnesses:
James Martin Jr.
J. P. Theodore & Co.

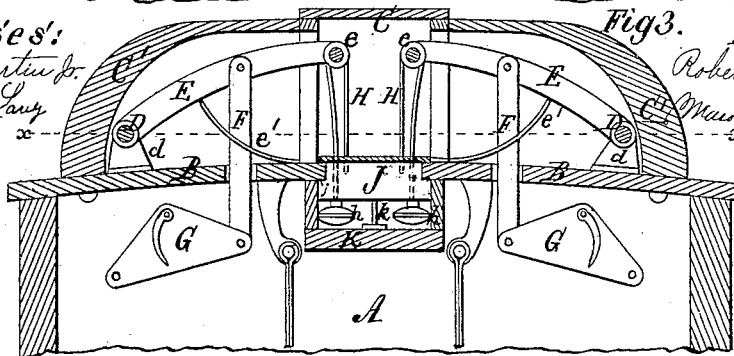


Fig. 3. Inventor:
Robert McCully
By G. Mason, Esq., Attorney

UNITED STATES PATENT OFFICE.

ROBERT McCULLY, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN CAR-REGISTERING APPARATUS.

Specification forming part of Letters Patent No. **200,074**, dated February 5, 1878; application filed May 7, 1877.

To all whom it may concern:

Be it known that I, ROBERT McCULLY, of the city and county of Philadelphia, and State of Pennsylvania, have invented a new and useful Improvement in Car Registering Apparatus; 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 part of this specification, in which—

Figure 1 is a plan view and partial horizontal section of a car-roof provided with my improved car registering apparatus, a portion of the covering-boards being removed to expose the mechanism, and the section being taken in the line *x x* of Fig. 3. Fig. 2 is a vertical longitudinal central section of the same; and Fig. 3, a vertical cross-section of the same in the line *y y* of Fig. 1, looking toward the other end of the car.

The nature of my invention consists in certain constructions, combinations, and arrangements of parts, hereinafter fully described and specifically claimed, whereby an apparatus for registering car-fares is produced in which the operating mechanism is placed outside of the car, and is made accessible only to the conductor, thereby preventing unauthorized persons meddling with the same.

In the drawings, A represents the upper part of a car-body; B, the car-roof, and C a longitudinal case over the ridge of the car, connected with branch cases C'.

Near the eave ends of the cases C' a shaft, D, extends longitudinally between the said branch cases, and has its bearings *d* inside of the same. Near each bearing *d* an arm, E, is fastened to the shaft D, and the swinging ends of such arms are united, as shown, by rods *e*, arranged parallel in the case C. Between the rod *e* and shaft D connecting-rods F are attached to the arms E, whereby the pawl-levers G of the registering and the alarm mechanisms in the car below are operated.

The arms E are held in normal position by springs *e'*, properly fastened to the car-roof. The rod *e* is provided with a number of pendants or pulling-rods, H, which have handles or buttons *h* at their lower ends, below the car-

roof. The said buttons may be free or inclosed, and in the latter case a stationary cover, I, with means for opening or closing, may be adopted, or a slide, J, inclosing and guiding the lower part of the pulling-rod, which, like a table-drawer, fits into a casing, K, at the end of the car. The said slide J may move in a tongue-and-groove bearing, *j*, as seen in Fig. 3; and it may be held in the case K by a spring, *k*, fastened to the bottom thereof. The rod D may be protected against unlawful operation by an inclosing-tube, D', loosely fitted upon it.

In case that no intermeddling is to be feared the buttons *h* may all be exposed. They may also be hung so high as to be reached only by an instrument in the hands of the conductor, thereby affording a limited protection against unlawful interference.

The cases I may be so locked that they can be very quickly opened and relocked with a special key in the hands of the conductor, and a similar mode of securing the slide J to the case K may be adopted.

The slide J is especially adapted for cars which are often crowded to their utmost capacity, and where the conductor, slowly wending his way through a car filled with passengers, pulls the said slide along step by step, and so keeps the operating-buttons always within his reach.

I have shown two rods, *e*, for registering two different kinds of fares; but any number of rods *e* and rods D, with arms E, may be so arranged in the cases C C' that they may be worked singly, each for the registration of a special class of fare.

The cases C C' are constructed with a view to economy; otherwise the whole mechanism above the roof might be protected by one single case.

When stationary cases I are used to protect the buttons *h*, the car-roof B is not slotted, as it has to be when a slide, J, or a sliding case is used.

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

1. In a car, a fare-registering and alarm apparatus having its operating mechanism se-

cured above the roof of the car, and having its operating-pendants below the roof of the car, substantially as set forth.

2. The cases C C', or equivalents, in combination with the rods D e, arms E, pulling-rods H, and connecting-rods F, substantially as set forth.

3. The slide J, having a stationary case, K, and sliding pendants H, substantially as set forth.

Witness my hand, in the matter of my application for a patent for an improvement in car registering apparatuses, this 23d day of April, A. D. 1877.

ROBERT McCULLY.

Witnesses:

WM. M. MCKNIGHT,
CHAS. LUKENS.