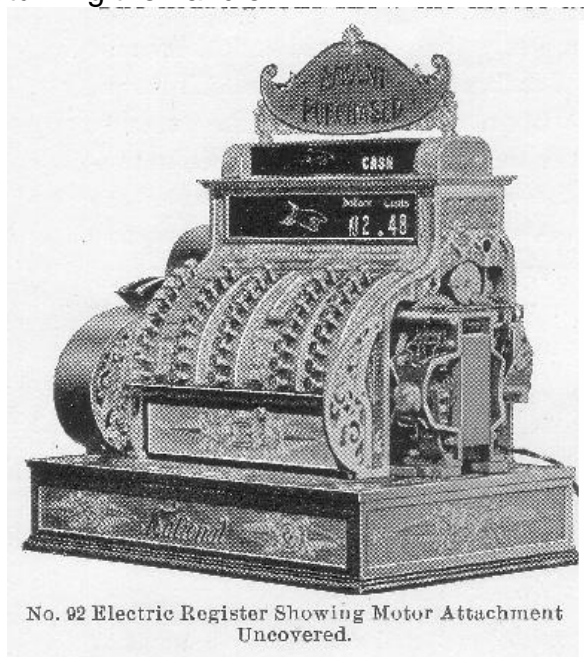


Electrically Operated Cash Registers. Another Demand Now Supplied by the N C R Company.

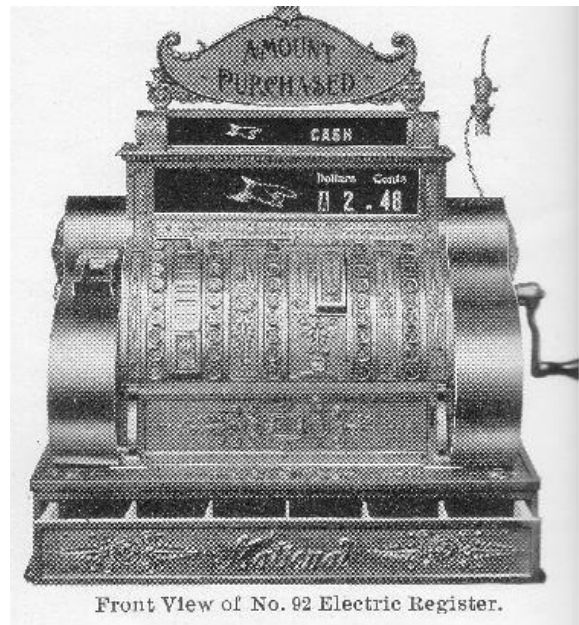
AFTER considerable experimenting, the Company is now prepared to furnish electrically operated registers of the NO. 79 principle. The illustrations show the motor attachment at the right. This attachment is very ingenious, and yet quite a simple affair. It is attached to the registers of the No. 79 principle with very little change in the interior mechanism.

The operation of the registers with the electrical device is very similar to that of the regular machines. Amounts are registered as at present, but instead of having to turn the handle, the register is operated by depressing a clerk's initial key. The motor is attached to the initial bank, which at all times controls the cash-drawer. In case the register is constructed without initial keys, it is equipped with a special motor key to the left of the left-hand bank. This key would then have to be depressed after the amount keys, to operate the register.

Should the current give out or the motor get out of order at any time, there need be no interruption in the use of the register, for in that event it can be operated by turning the handle.



No. 92 Electric Register Showing Motor Attachment Uncovered.



Front View of No. 92 Electric Register.

The extra charge for the motor attachment on the NO. 79 principle registers is \$75.

At the present time the motor device cannot be attached to the NO. 35 or NO. 100 principle registers nor any other registers except those of the No. 79 principle.

The motors can be constructed to operate in connection with any direct current, and on any voltage up to 250 In a short time they can be furnished for alternating current.

Every order for these registers must be accompanied by a form, as illustrated, properly filled out and signed by an authorized representative of an electric lighting company.

Invoices Must Accompany Each Shipment to Dayton.

CONSIDERABLE trouble has been experienced by the Shipping Department, as the result of shipments being made to the N C R Company Dayton, without being accompanied by invoices. In some cases freight shipments have been received without either invoice or bill of lading.

The traffic manager requests that in every case an invoice be sent, weather the goods are forwarded by mail, express or freight, and, except in mail shipments, a bill of lading will always be required.

Invoices should give a description of the goods and their valuation. If convenient, the valuation should be certified to before a United States consul. The customs officials require an invoice, even though the goods are exempt from duty. Dayton is a port of entry, and all goods shipped to the Company should be consigned through to Dayton in bond.

