

H. Baranger, Fare Box.

No. 104816.

Patented June 28 1870

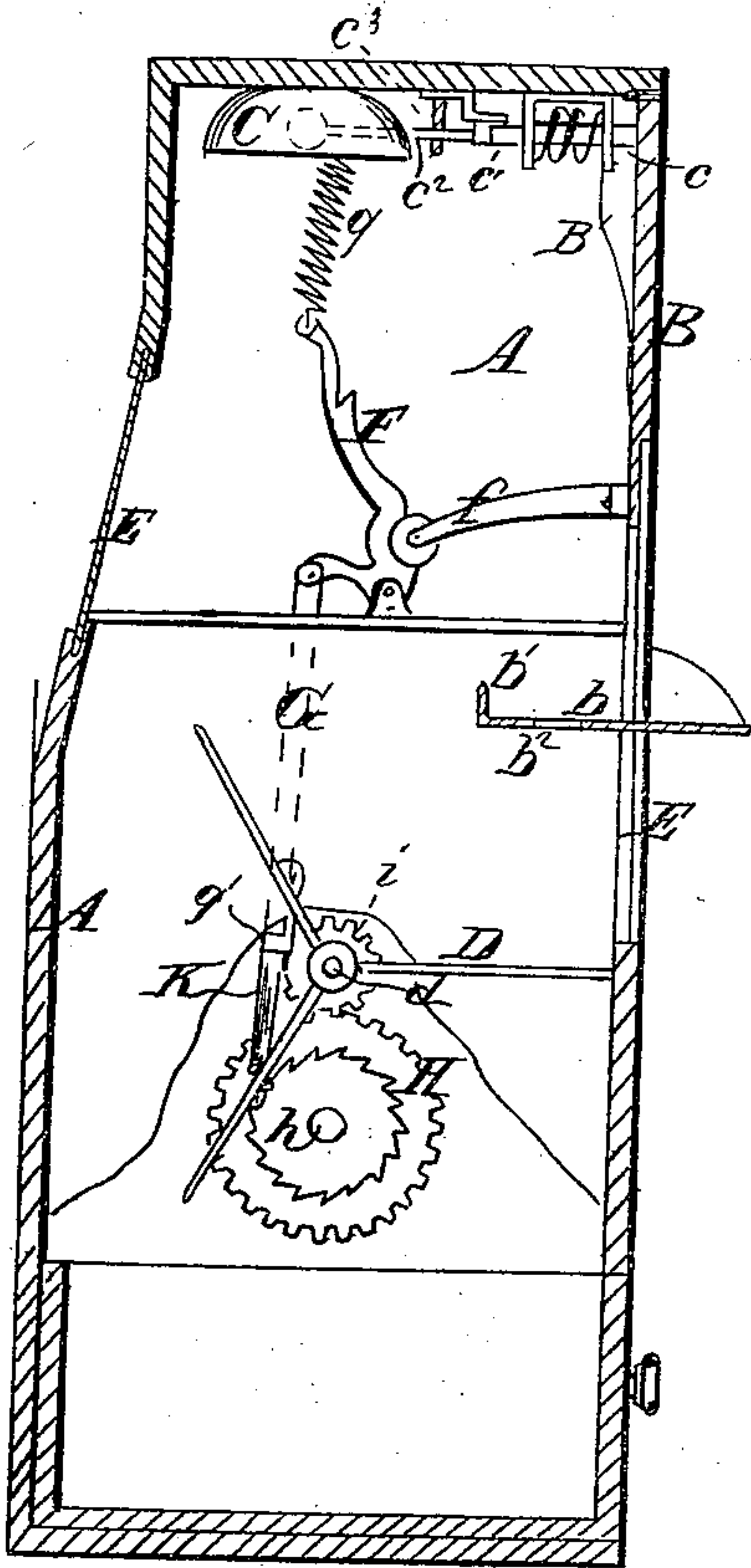


Figure 1.

Figure 4.

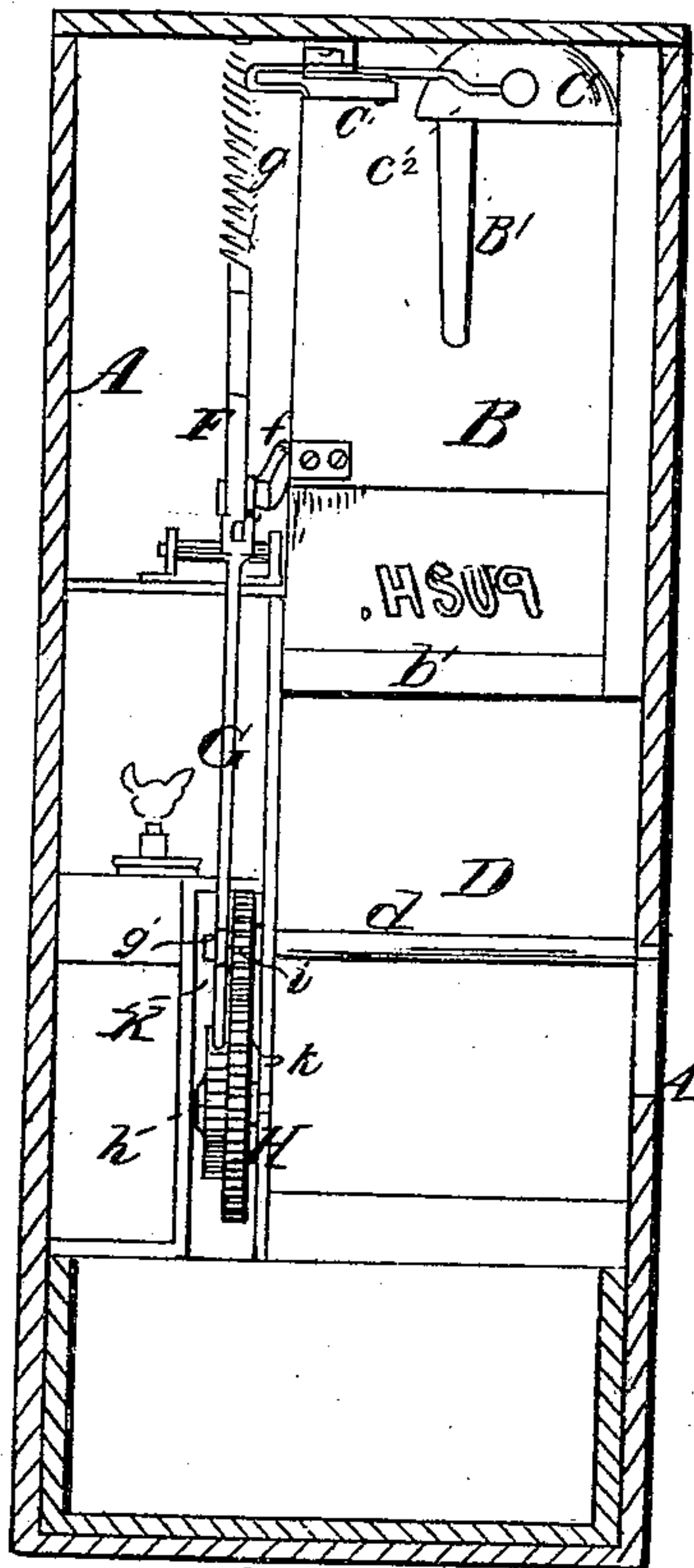
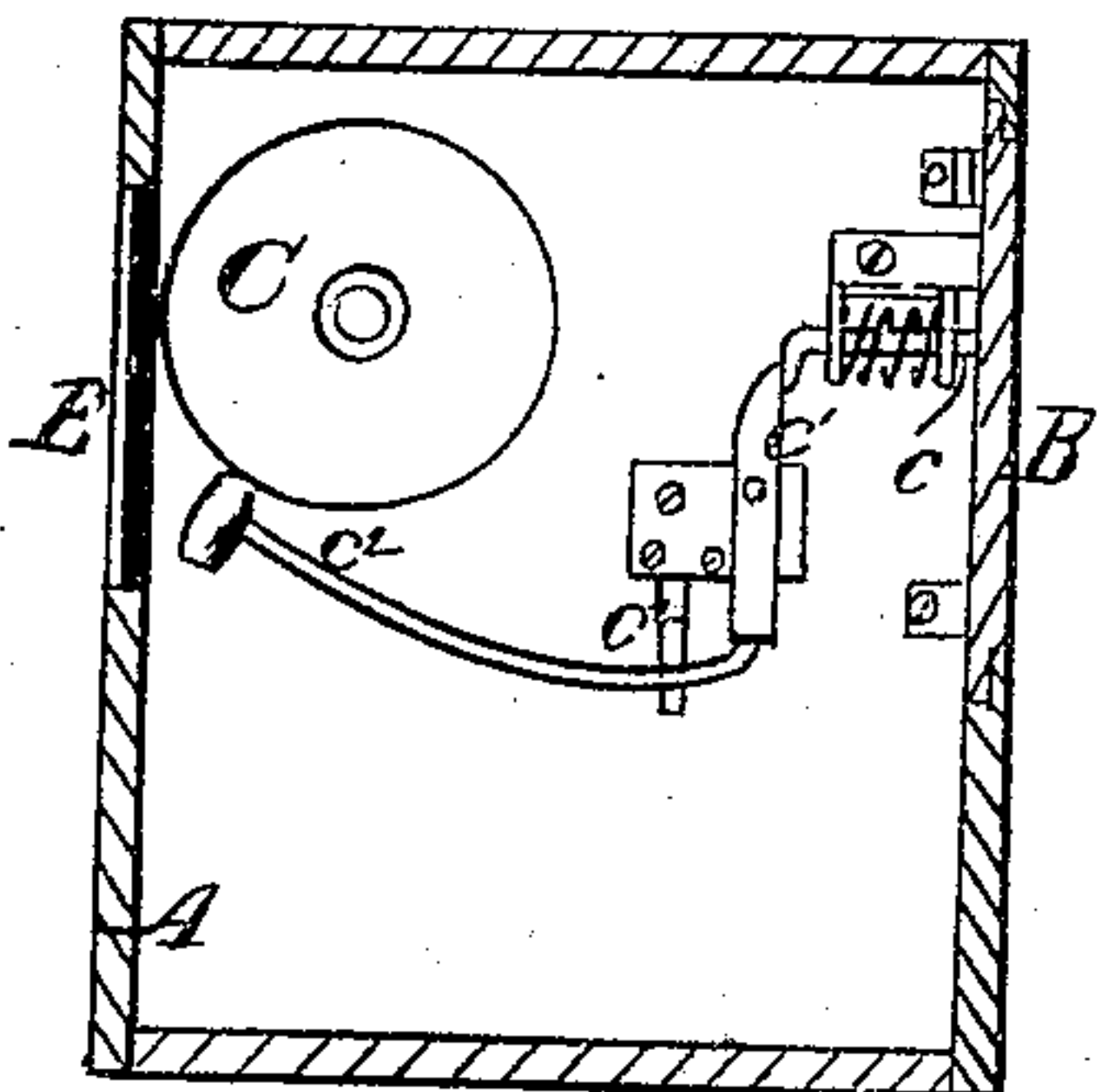
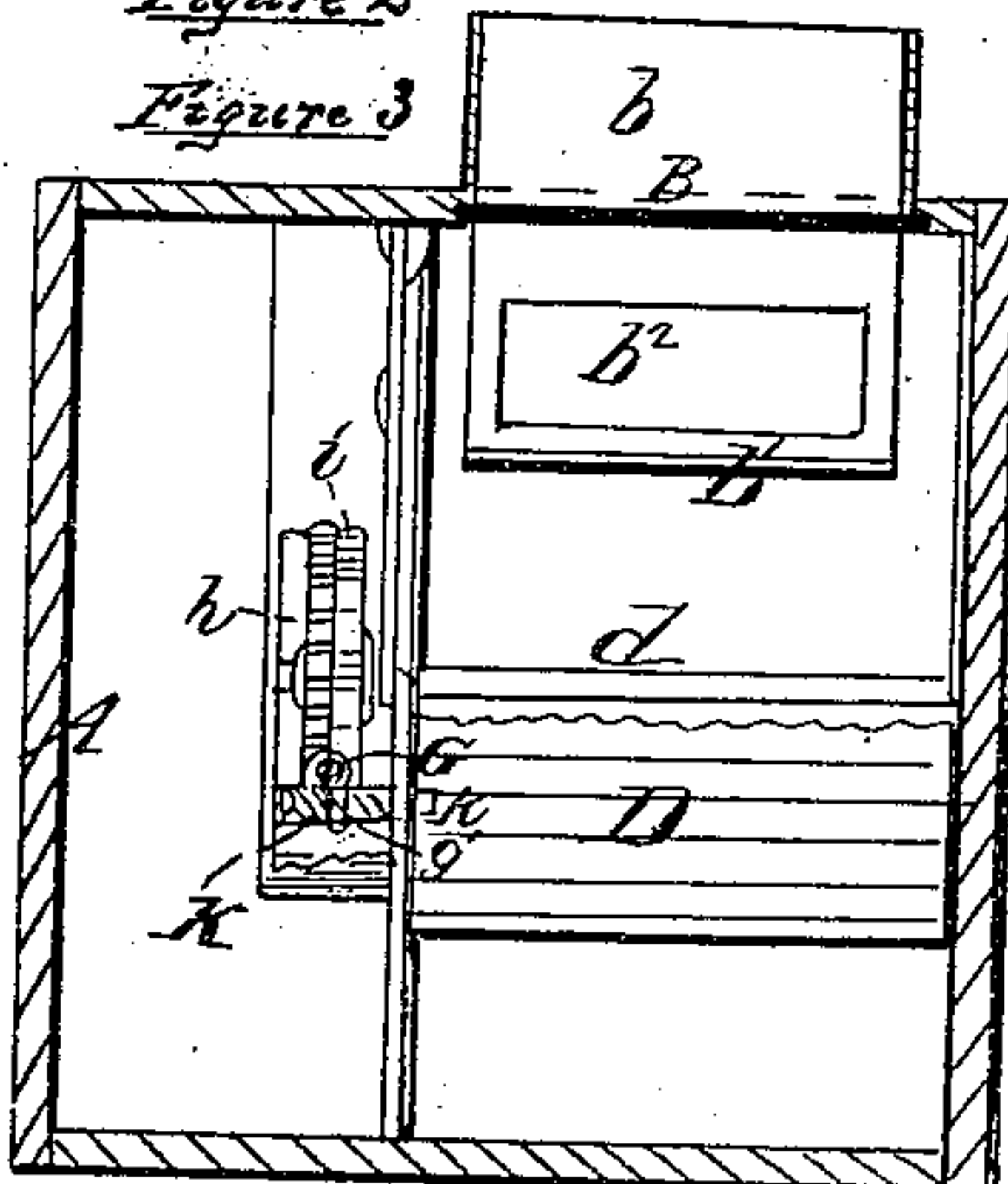


Figure 2.

Figure 3.



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UNITED STATES PATENT OFFICE.

HENRY BARANGER, OF ST. LOUIS, MISSOURI, ASSIGNOR TO HIMSELF AND
JAMES P. BRADLEY, OF SAME PLACE.

IMPROVEMENT IN FARE-BOXES FOR PASSENGER-CARS.

Specification forming part of Letters Patent No. **104,816**, dated June 28, 1870; antedated June 16, 1870.

To all whom it may concern:

Be it known that I, HENRY BARANGER, of the city of St. Louis, in the county of St. Louis and State of Missouri, have made certain new and useful Improvements in Money-Boxes for Passengers' Fare; and I do hereby declare the following to be a full and true description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon.

This invention relates to fare-boxes to be used (especially on street-railway cars and similar vehicles) for receiving fares from passengers; and the nature of this invention is, first, in the arrangement of a hinged or sliding door, which is to be pressed back by the passenger in inserting his fare into the box, said door, by its movement thus made, being connected with a suitable bell to give alarm, in order that the driver or conductor of the vehicle shall thus be notified that the fare has been inserted; and operating in connection with said parts is a rotating feather-wheel, upon the blades whereof the fare drops, and which is revolved, so as to present a succeeding feather or blade for each fare passed into the box, by moving the door above described. The money or fare-ticket therefore lies upon the feather-blade until a further fare is entered, or until the conductor moves it off by the movement of the door, and each fare is thus separated from the others, and may be inspected through proper glass doors or sides of the fare-box.

To enable those herein skilled to make and use my said improvement, I will now more fully describe the same, referring herein to the accompanying—

Figure 1 as a transverse section; to Fig. 2, a longitudinal section; to Fig. 3 as a sectional plan; to Fig. 4 as a sectional plan of the top of the box.

I construct the box A usually of wood. Connected to the top thereof by hinges, I arrange the door or slide B, which, by preference, I make of glass, and I usually mark the same with some such word as "push," to indicate to the passenger that in paying his fare he is to press back said door and drop the fare into the box. A suitable platform or shelf, *b*, is

arranged under the door B, which has a proper edge, *b*¹, to prevent the door going back too far, and which has an opening, *b*², through which the fare is dropped. In order that the insertion of the fare shall cause an alarm, and thus signal the receipt thereof to the conductor or driver of the vehicle, as in the nature of this invention, I arrange the tappet *c* on the proper supports of the box A, said tappet being held against the door B by a spring, and pressing upon a lever, *c*¹, which has connected with it the striker *c*². When the door B is forced back the striker is moved off against a spring, *c*³, and on releasing the door the striker is impelled to strike the bell or gong C, thus giving the signal required. To cause the door B to return promptly to a closed position a spring, *B'*, may be used. When the fare is dropped it is received upon one of the wings of a feather-wheel, D, which is secured to turn freely on its shaft *d* in the sides of the box A. The windows E in the sides of the box throw light upon the receiving-blade of said wheel D, so that the fare thereon may be inspected; and at night a proper lamp may be arranged to illuminate said receiving-blade.

The feather-wheel D is turned in inserting the fare, so that no two fares inserted consecutively are at one time on the feather-wheel. This is done as follows: To the door B there is attached an arm, *f*, with a roller at its end. This engages upon an angle-lever, F, which is pivoted, by a proper bearing, on the box A. A spring, *g*, draws said lever F up to retain the parts in the position shown in Fig. 1. To the lower shank of the lever F I connect the bar G, which acts as a pawl to turn the ratchet-wheel *h*. The latter is upon the same shaft with the gear-wheel H, which engages with the pinion *i*, which is secured upon the shaft *d* of the fly or feather wheel D. As the door B is pressed back the arm *f* thus forces the lever F to turn on its pivot, and the pawl-bar G then moves the ratchet-wheel one tooth forward, thus rotating the wheel H and pinion *i*, and causing the feather-wheel to shift its position to bring the succeeding feather or blade to the position for receiving the fare. To prevent the wheel from moving too far by the momentum acquired I arrange a spring, K,

secured to the frame of the box A, which is moved back from the side face of the feather-wheel D by an arm, g' , which is secured to the bar G, the spring K being so shaped that the arm g' , in its vertical movement, shall act to move the same back. At the base of said spring there is a prong-detent, k , which is thus, in said movement, withdrawn, but which, upon release of said spring, immediately is pressed forward to prevent the blade of the feather-wheel from going too far. At the bottom of said box A is a proper money-drawer, into which the revolving feather-wheel D deposits the money or fare thus received. Said drawer is arranged with proper key and lock or bolt devices to prevent unauthorized persons from abstracting the fares.

Having thus fully described my said invention, what I claim is—

1. The shelf b , its edge b^1 , and opening b^2 , in combination with the door B, substantially as set forth.

2. The door B and lever f , in combination with the parts F, G, and H, and the rotating blades D, and spring K, and prong k , arranged substantially as set forth.

In testimony of said invention I have hereunto set my hand this 10th day of May, A. D. 1869.

HENRY BARANGER.

Witnesses:

GEORGE P. HERTHEL, Jr.,
WILLIAM W. HERTHEL.