

H. R. GILLINGHAM.

Fare-Boxes.

No. 153,066.

Patented July 14, 1874.

Fig. 1.

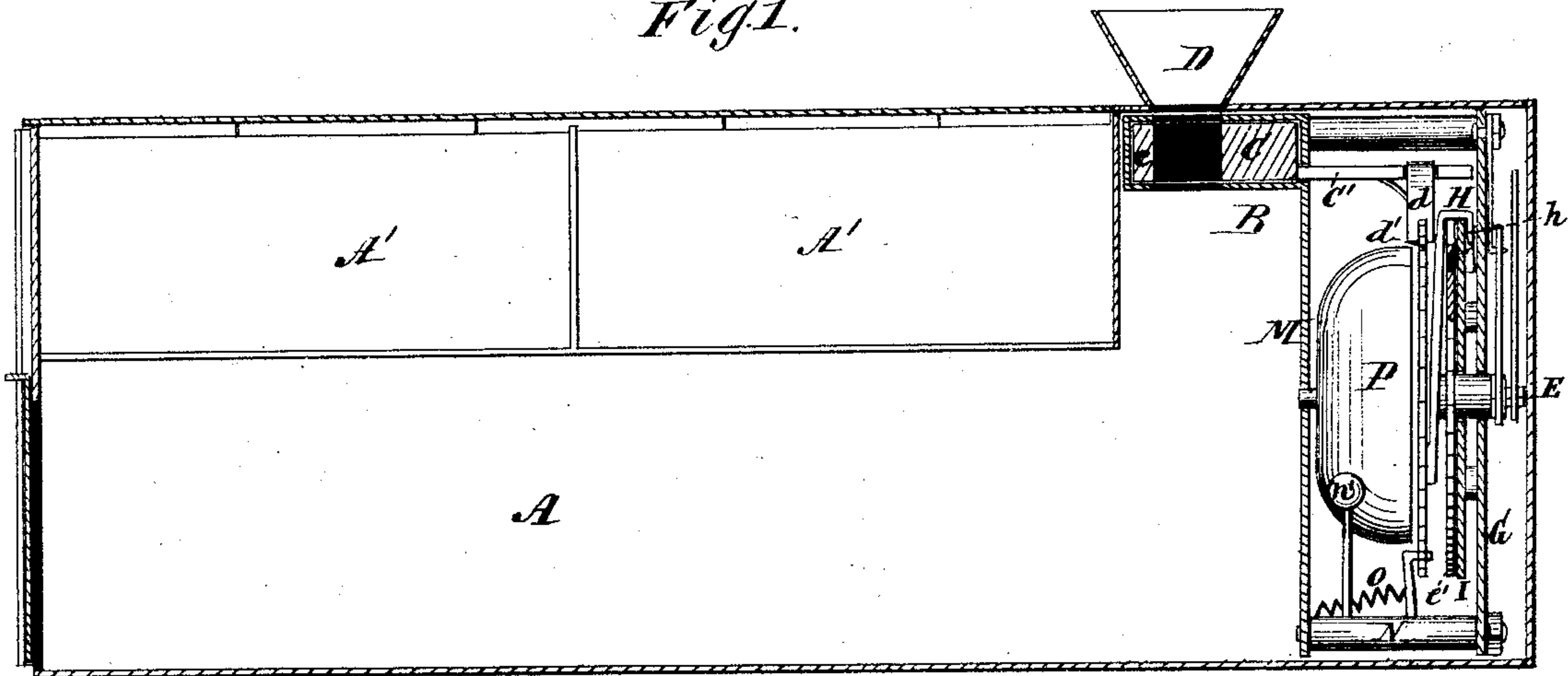


Fig. 2.

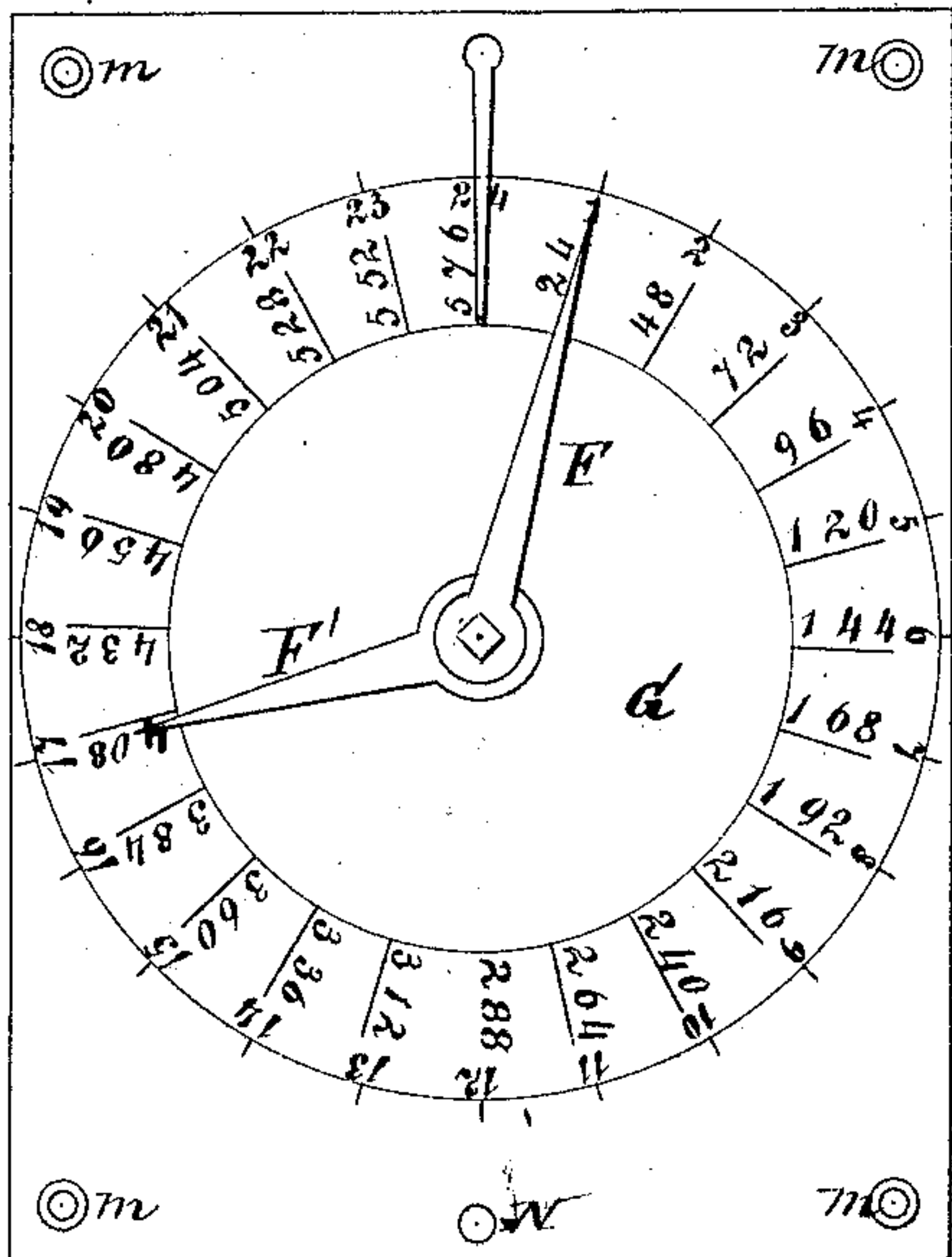


Fig. 3.

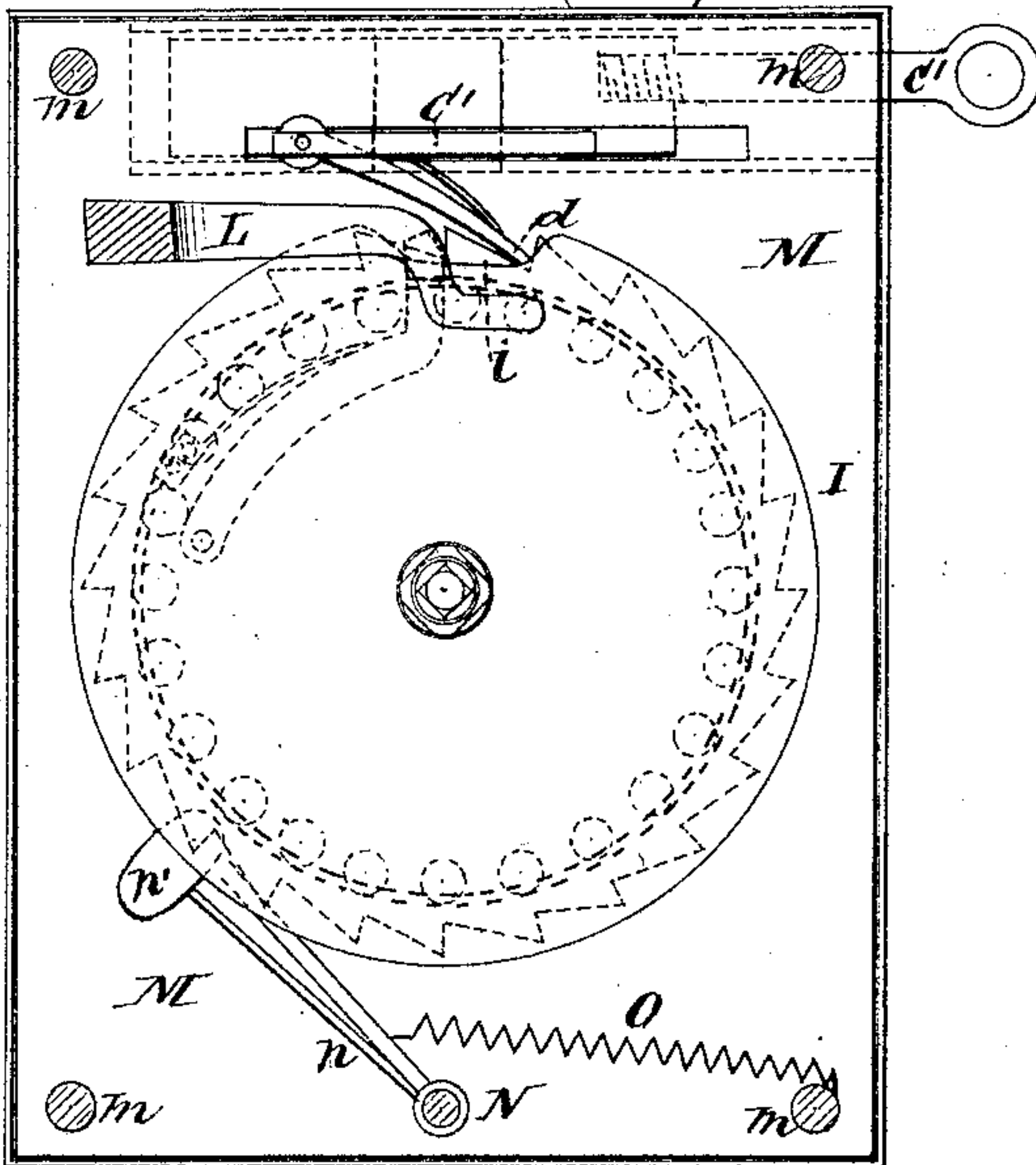
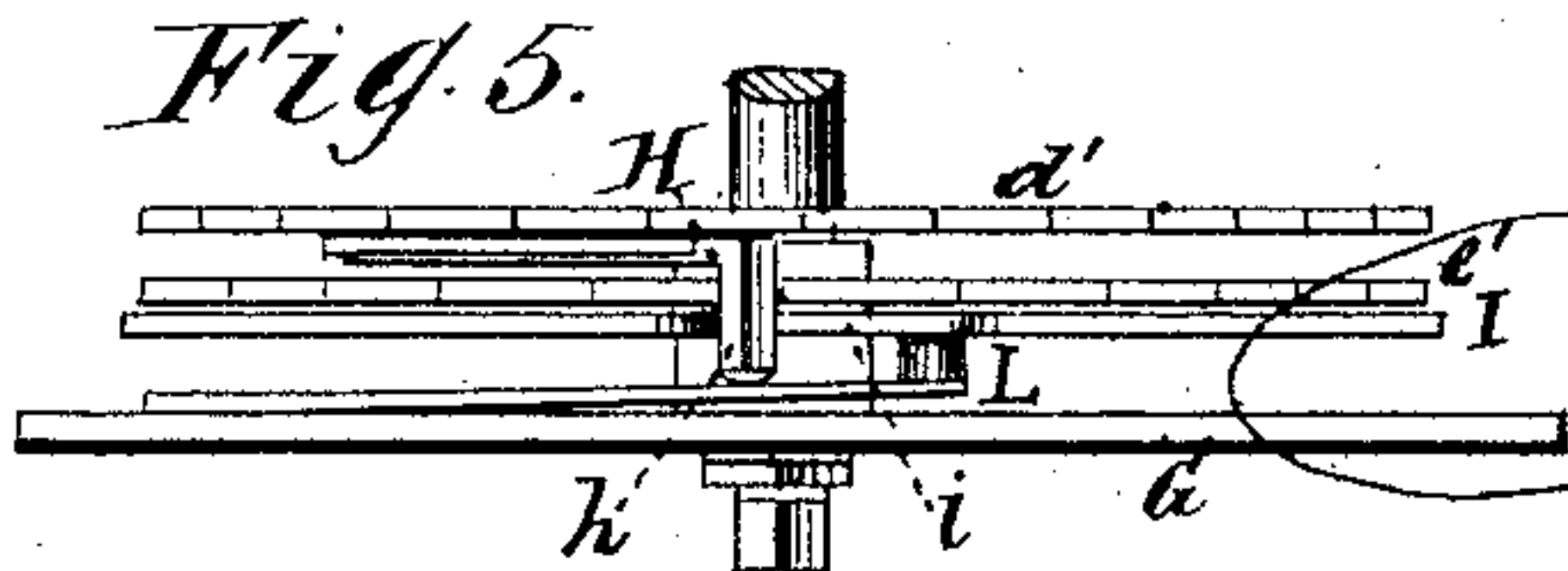


Fig. 4.



Fig. 5.



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HENRY R. GILLINGHAM, OF BALTIMORE, MARYLAND, ASSIGNOR TO JAMES S. HAGERTY, OF SAME PLACE.

IMPROVEMENT IN FARE-BOXES.

Specification forming part of Letters Patent No. **153,066**, dated July 14, 1874; application filed April 29, 1874.

To all whom it may concern:

Be it known that I, HENRY R. GILLINGHAM, of Baltimore city, State of Maryland, have invented a new and useful Improvement in Portable Fare-Boxes; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, forming a part of this specification, in which—

Figure 1 is a longitudinal sectional elevation; Fig. 2 an end view, with the door open; Fig. 3, a cross-section; Figs. 4 and 5, detail views in horizontal section.

The invention relates to boxes which are carried by conductors with them through horse-cars, while collecting the fares from passengers, and consists in certain means whereby each fare will be separately dropped into the box, and a registry thereof made for the inspection of the railroad superintendent, while at the same time a gong is sounded to notify and acknowledge the receipt of fare to each passenger.

A represents the lock-chamber of the fare-box, in which is received the ticket or exact fare-money of each passenger. A', superposed ticket-bell, or change apartments; and B a shelf, placed also above lock-chamber, and extending only part of the way across it. On this shelf, and in a suitable guide, slides a block, C, having a recess, *c*, and at the rear end a rod or handle, *c'*, extending to the outside. By pulling this rod, the recess *c* of the block is brought under the throat of hopper D, in order to receive a single ball-ticket or other counter. By pushing the rod, this recess *c* is carried beyond the shelf, and caused to drop the counter into a recess over the lock-chamber, thus rendering it impossible for more than one fare or counter to be dropped at one time. On the slide-block C is a lateral projection, C', having a subjacent pawl, *d*, that operates a ratchet-wheel, *d'*. At every pull-back of the slide-block C the ratchet will be turned by the pawl to the extent of one tooth, thus rotating the ratchet-shaft E, sufficiently to make a pointer, F, indicate an additional unit on the scale-plate G. It will be observed that beside the unit-scale on the

plate G, there is another which begins with the aggregate number 24 of units represented in one rotation, and receives the same number as an increment at each point of advancement.

In order to bring about this notation of 24 on the scale-plate for each revolution of the ratchet-wheel, and thus register the number of rotations and grand total of fares, I pivot to the same ratchet a downwardly spring-held pawl, H, having a hook, *h*, on its end. The latter rides on the rim of a fixed disk, I, that has the periphery-notch *i*, and holds the pawl above the ratchet-wheel *e'*, except when this notch is reached by the said pawl. Then the pawl passes into the notch, and carries the wheel *e'* forward one twenty-fourth of a revolution. The wheel *e'*, being upon the same sleeve or tubular shaft as the pointer F, causes the aggregate of rotations and fares to be increased on the scale-plate by 24 at each one of its movements. The ratchet *e* is locked to the disk I by a spring-catch, L, which is itself moved out by the pawl just before it carries forward the ratchet-wheel. M is a vertical plate, in a horizontal slot of which slides the block C, in which is journaled the ratchet-shafts, and which is provided with end-threaded arms *m m m m*, to which are fastened the scale-plate. N is a rack-shaft, journaled in plates M G, and having an arm, *n*, with a lateral end projection, and a hammer, *n'*. The arm *n* is provided with a spring, O, that holds the shaft, with the hammer, away from the bell P, until a tooth of the ratchet-wheel *d'* catches it and stretches the spring. As soon as the ratchet-wheel lets go the arm *n* the spring brings the hammer concussively against the bell and strikes an alarm, thus indicating to each passenger that his fare or counter has been dropped into the lock-box.

This apparatus thus places the conductor under an obligation to notify each passenger that his fare has been deposited, and at the same time to register the individual and aggregate fares.

There may be a third hand that is moved by the short hand, when the dial registers six

hundred, so that if the fares reach over six hundred, then this hand is moved and designates that six hundred has been reached, and then remains stationary until another six hundred is reached by the third hand.

Having thus described my invention, what I claim as new is—

The slide-block C c, having side projection

C' and pawl D, combined as set forth with a ratchet-wheel, that operates the notation and alarm mechanism.

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Witnesses:

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