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2 Sheets—Sheet 1.

J. R. WHERRY & W. B. TURMAN.

FARE BOX FOR STREET CARS.

No. 359,482.

Patented Mar. 15, 1887.

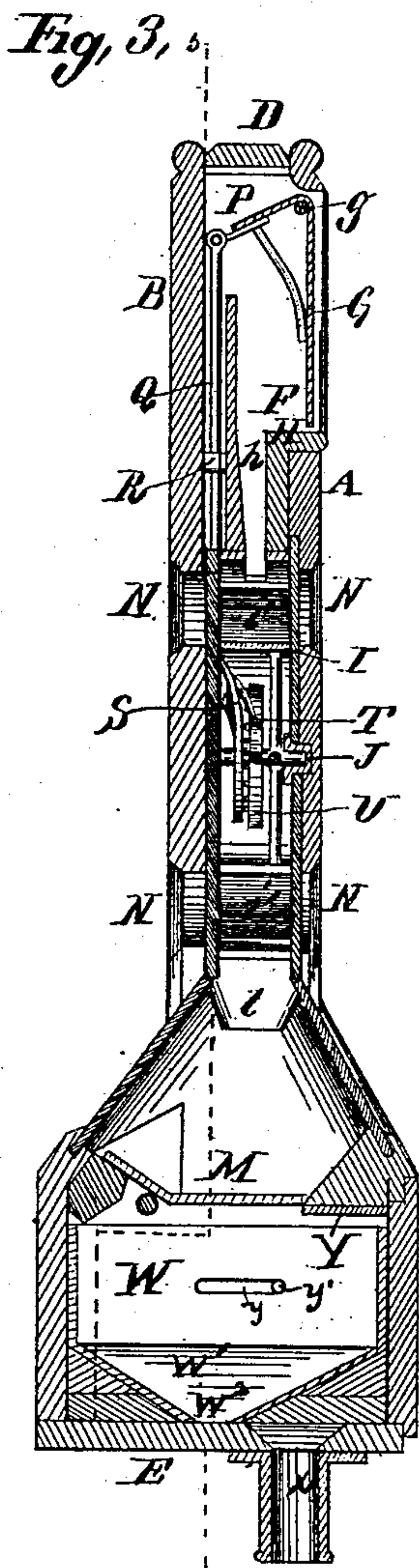
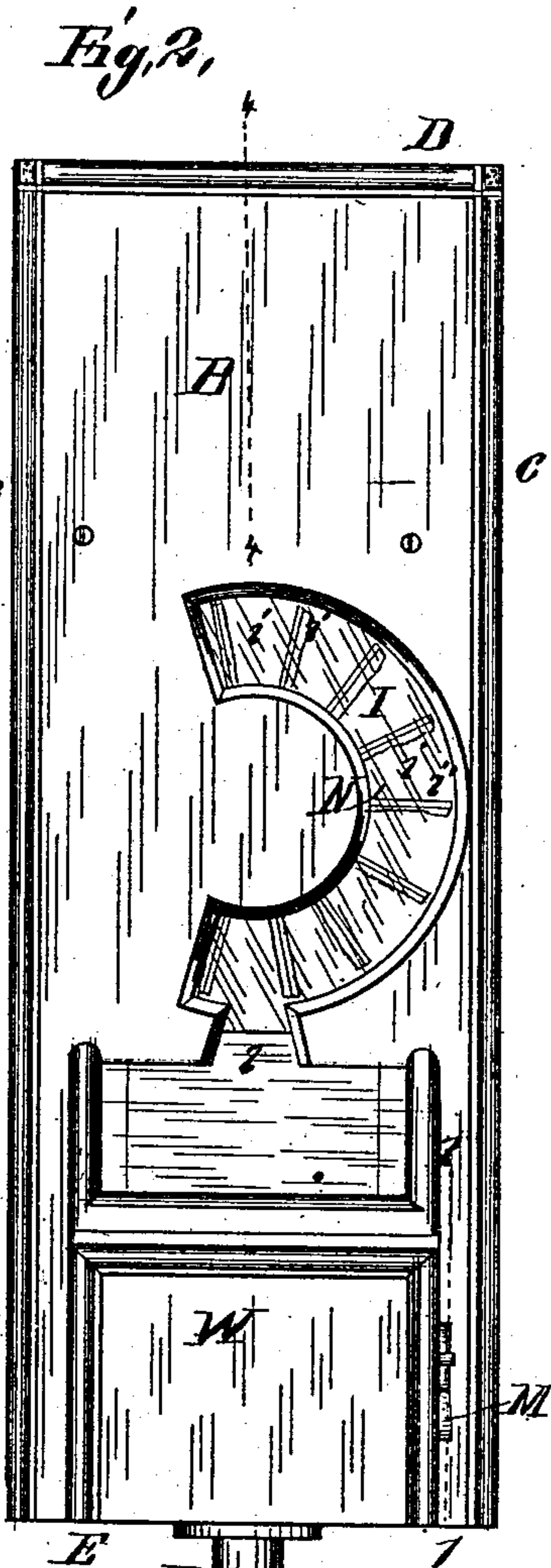
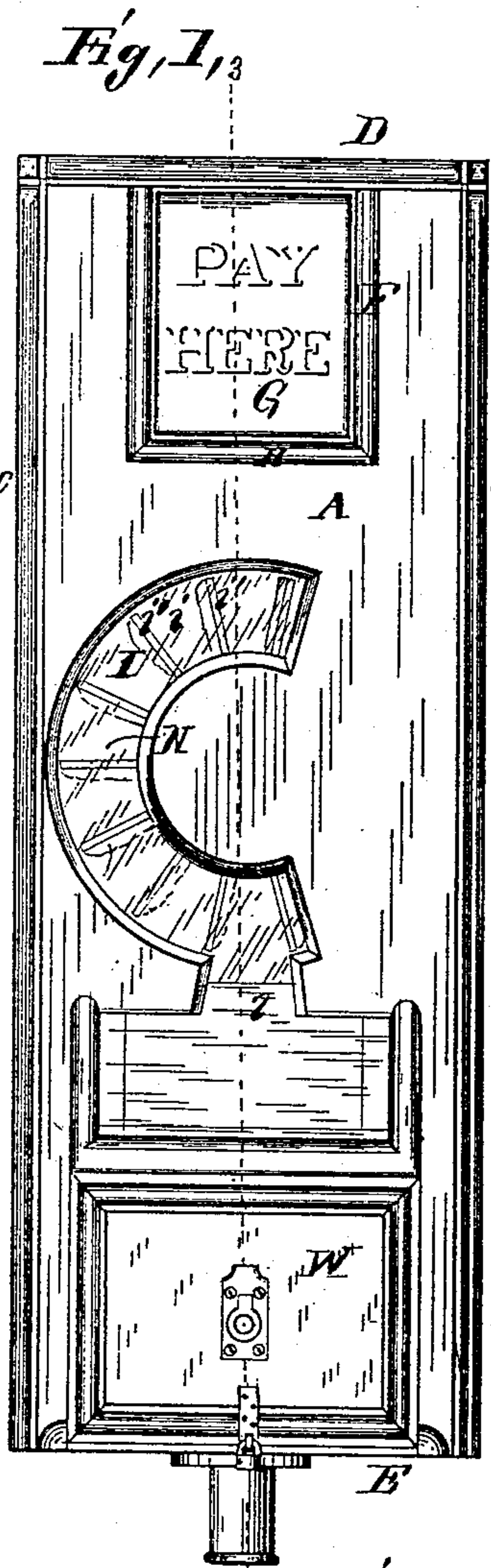
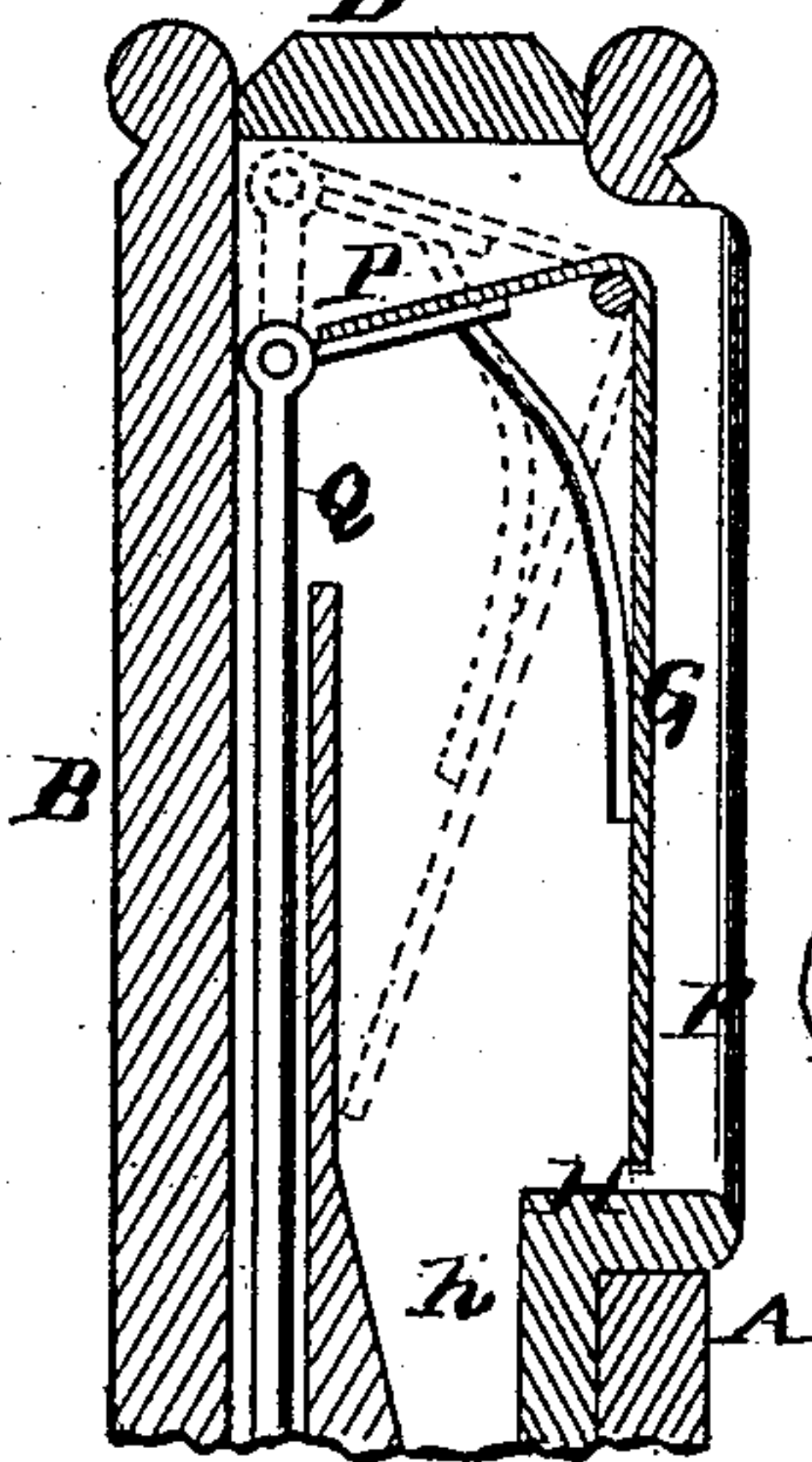


Fig. 4



Attest;
F. A. Hopkins,
By Knight Bros.

Inventors:
John R. Wherry
Wm. B. Turman
By Knight Bros.
Atty

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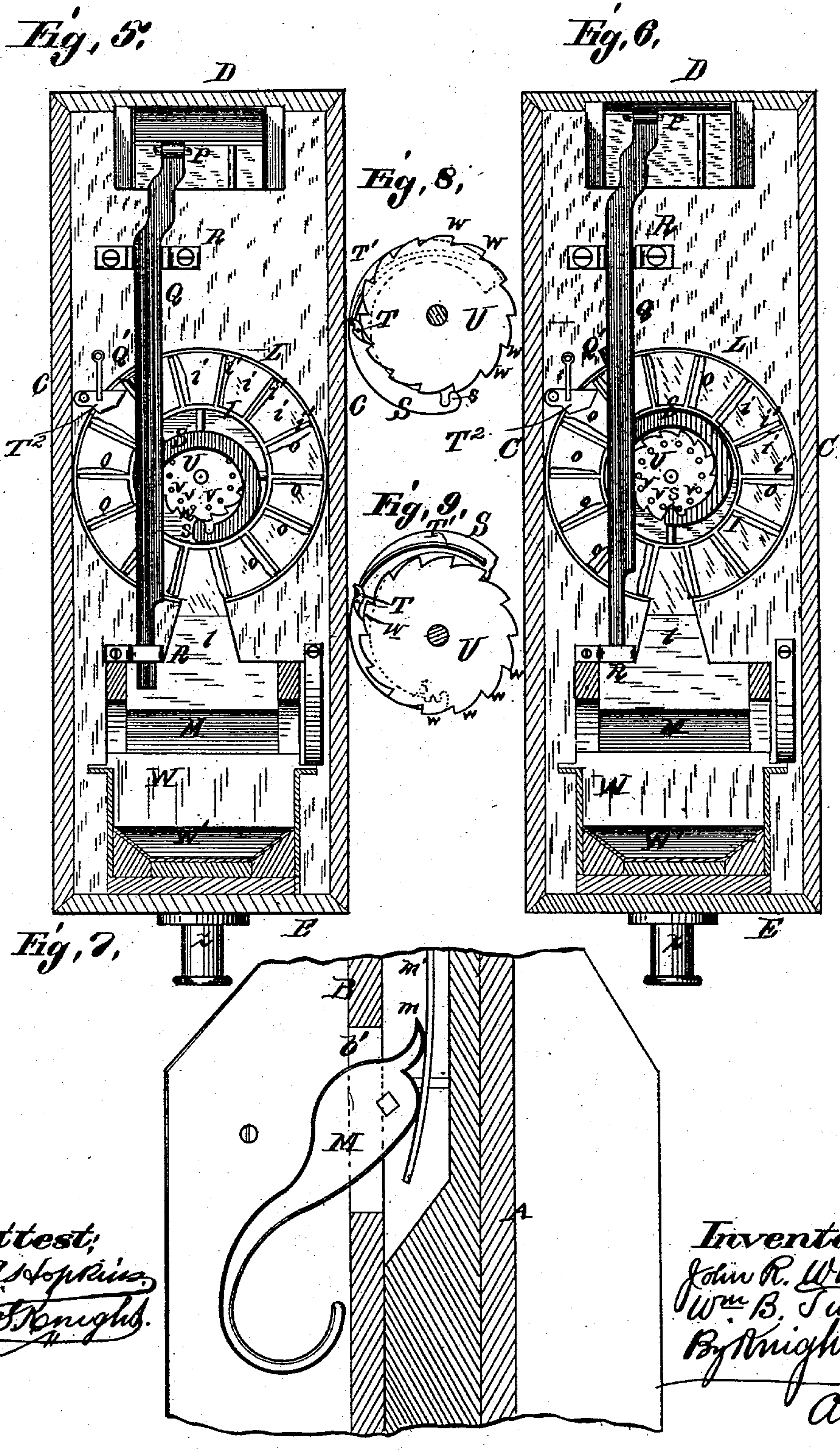
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H. B. Knight.

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UNITED STATES PATENT OFFICE.

JOHN R. WHERRY, OF LITTLE ROCK, AND WILLIAM B. TURMAN, OF WALDRON, ARKANSAS; SAID WHERRY ASSIGNOR TO DUDLEY E. JONES, OF LITTLE ROCK, ARKANSAS.

FARE-BOX FOR STREET-CARS.

SPECIFICATION forming part of Letters Patent No. 359,482, dated March 15, 1887.

Application filed February 6, 1886. Serial No. 191,027. (No model.)

To all whom it may concern:

Be it known that we, JOHN R. WHERRY, of Little Rock, in Pulaski county, and WILLIAM B. TURMAN, of Waldron, Scott county, in the State of Arkansas, have invented a certain new and useful Improvement in Fare-Boxes for Street-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, and in which—

Figure 1 is an inside elevation of the box. Fig. 2 is an outside elevation of the box. Fig. 3 is a vertical section at 3 3, Fig. 1. Fig. 4 is an enlarged detail vertical section at 4 4, Fig. 2. Figs. 5 and 6 are rear vertical sections of the box at 5 6, Fig. 3, showing the parts in different positions. Fig. 7 is an enlarged vertical section at 7 7, Fig. 2. Figs. 8 and 9 are views of the ratchet-wheel and mechanism by which the fare-wheel is turned, showing the same in two positions.

The body or case of the box may be made of wood, metal, or any suitable material. It is placed in an aperture in the front wall of the car, (as usual,) so as to be in sight of the passengers and the driver.

The upper portion of the box has an inside wall, A, and an outside wall, B. The sides of the box are marked C, its top D, and bottom E. At the top of the wall A is an opening (marked F) for the reception of fare. This opening is closed by a hanging door, G, supported on hinges g. Below the edge of the door is a horizontal partition, H, having a passage, h, for the fare to drop through into one of the peripheral pockets of the wheel I. The wheel is fast upon a shaft, J, turning in bearings fixed to the walls A and B. This wheel has twenty (more or less) peripheral pockets, i, formed by the partitions i', projecting radially from the hollow cylindrical hub or body. The wheel is surrounded by a cylindrical case, L, of an inside diameter slightly greater than the outside diameter of the wheel I, so that the end of the partitions nearly touch the case. The passage h extends through the top of the case L, and in the bottom of the case is an opening, l, through which the fare drops onto a tilting shelf, M, when the pocket i, in which it has been re-

ceived, comes to the bottom, (and in conjunction with the opening l.)

At N are curved openings made in the walls A and B in line with the pockets i, so that the contents of the pockets may be seen by both passengers and driver. These openings are closed by glass, so that no access can be had to the pockets i. The fare turns the distance of one pocket each time the hanging door is pushed inward, and thus the fare which drops into the pocket i, which may then be at top of the wheel, is by the outward movement of the door sealed up by the movement of the pocket away from the passage h. Thus the wheel I moves forward with each inward movement of the hanging-door G, the fare being in sight, and as it descends it is turned over so that both sides are exposed. The edges of the buckets or wings i' are in close proximity to the case L and the glass panes N, so that no fare can pass from one pocket to another. To make the contact close between the buckets and the case L and panes N, we attach to each bucket a piece, O, of leather or other flexible material, whose edge wipes the case and glass. By this means the interior of the glass is kept clean.

P is an arm on the hanging door G, to which is hinged a vertical sliding bar or rod, Q, working between guides R. This bar Q, when the box is in its normal (upright) position, acts to close the door G, and thus obviates the necessity of a spring, over which it has considerable practical advantages, because when the box is not upright the wheel-operating mechanism cannot be worked. Consequently the box and working the door, as can be done where the door is moved outward by a spring.

S is a curved arm extending from the bar Q, and having hinged to it a pawl, T, which is fitted to engage the ratchet-teeth w of a ratchet-wheel, U, fast upon the shaft of the fare-wheel I. The ratchet-teeth are shown as equaling in number the pockets i, so that when the ratchet-wheel is moved the distance of one tooth the fare-wheel moves the distance of one pocket, and this is done with each descent

of the bar Q. At the end of the curved arm S is a tooth, s, which engages as the arm is raised between two of a circular series of pins or studs, V, in the side of the ratchet-wheel.

By this means the fare-wheel may be brought to and held in exact position to receive the fare when the arm is raised by the upward movement of the bar Q.

Q' is a tooth on the bar Q, which, when the bar is in its lower position, bears against the front side of one of the buckets i', and prevents the forward rotation of the wheel when the rod Q is down.

T' is a hinged dog, which drops into each one of the buckets i' as they are brought successively to it. Its point is first raised by the partition i', which forms the front wall of the approaching bucket as it passes beneath it, and is then allowed to fall down behind said partition into the bucket, thereby forming a stop to prevent any rearward rotation of the wheel, and also its spontaneous rotation in a forward direction.

T' is a spring by which the pawl T is held to the ratchet-teeth r. The tilting shelf M is supported on hinges, and one of the pintle-pins carries an arm or handle, M', which is within reach of the driver, so that by drawing it forward he can tilt the shelf and discharge the fares into the locked drawer or hopper W. The handle M' works in a slot, b', made in the case. It has a toe, m, that bears against a spring, m', and which restores the shelf and lever to their normal position after the handle has been drawn outward to tilt the shelf. This drawer is formed like a hopper, with its bottom W' inclining on every side to a central opening, W'', which is closed by the bottom of the case, except when the drawer is drawn outward, when the opening W'' is brought in conjunction with the opening X in the box-bottom, and the contents of the drawer are discharged through the holes W'' and X.

Y is a pane of glass covering that part of the top of the drawer which is exposed when it is drawn out into discharging position, so that the interior of the drawer cannot be reached from above, even when it is drawn out into discharging position, the outward movement of the drawer being limited by a slot and pin, y y'.

It will be seen that the wheel I altogether closes all access of an instrument to the money-drawer through the passage h for the abstraction of fare from the drawer.

We claim—

1. In a fare-box, the combination, with the front and rear walls, of a fare-receiving wheel having the series of radial partitions i' projecting therefrom parallel with the axis of the wheel, and the circular panes set in the said front and rear walls opposite the pockets i, formed by the wheel I and partitions i', substantially as set forth.

2. In a fare-box, the combination, with the front and rear walls, A B, having the circular panes N and the cylindrical case L, of the fare-

wheel I, journaled concentrically with said cylindrical case and having the radial partitions i', having their edges in close proximity to said cylindrical case, and the panes N, substantially as and for the purposes set forth.

3. In a fare-box, the combination, with the front and rear walls, A B, having the panes N and the circular casing L, of the fare-wheel I, having the radial partitions i', and the flexible strips O, secured to the edges of said partitions, substantially as set forth.

4. In a fare-box, the combination, with a fare-receiving wheel and a series of ratchet-teeth secured thereto, of a weight-bar having a pawl adapted to engage said teeth, a door closing the fare-receiving opening of the box, and connections between said door and weight-bar, whereby the latter is lifted each time a deposit is made, substantially as set forth.

5. The combination of wheel I, having pockets for the reception of fares, a ratchet-wheel connected to the fare-wheel, a hanging door closing the orifice for the entrance of the fare, a rod, Q, suspended on an arm of said door to keep it closed, and a pawl upon the rod acting on the ratchet-wheel, substantially as and for the purpose set forth.

6. In a fare-box, the combination, with the fare-receiving wheel I i, having a ratchet-wheel, U, of the weight-rod Q, having the arm S and the pawl T for engaging said teeth, and the door G, having connection with said weight-rod Q, substantially as and for the purpose set forth.

7. In a fare-box, the combination, with the casing having an opening, X, in the bottom thereof, of the drawer W, having an opening, W'', adapted to be brought into coincidence with the opening X, a stop for preventing the removal of the drawer, and the pane Y, secured to and projecting inward from the upper front edge of the drawer, substantially as and for the purpose set forth.

8. In a fare-box, the combination, with the fare-receiving wheel, a door closing the orifice for the reception of the fares, and connections between said wheel and door, of a gravitating stop pivoted to the casing and engaging the successive pockets of the fare-receiving wheel for preventing its spontaneous motion, substantially as set forth.

9. In a fare-box, the combination, with the casing and the fare-receiving wheel having the ratchet-wheel U and pins V, of the door G, closing the receiving-orifice, the weight-rod Q, connected with said door and having the arm S, the pawl T, and the teeth adapted to engage between said pins, substantially as set forth.

JOHN R. WHERRY.

WILLIAM B. TURMAN.

Witnesses to signature of Wherry:

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Witnesses to signature of Turman:

M. M. BEAVERS,

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