

C. T. ARMSTRONG.

FARE-BOX.

No. 172,944.

Patented Feb. 1, 1876.

Fig. 1.

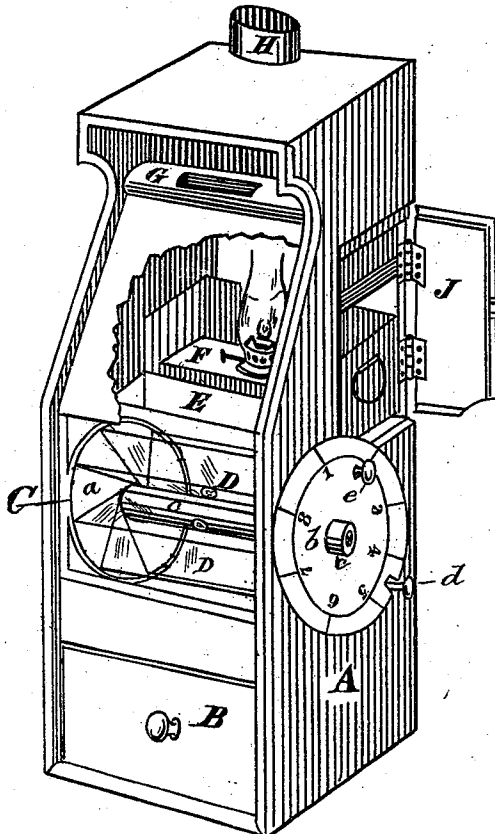
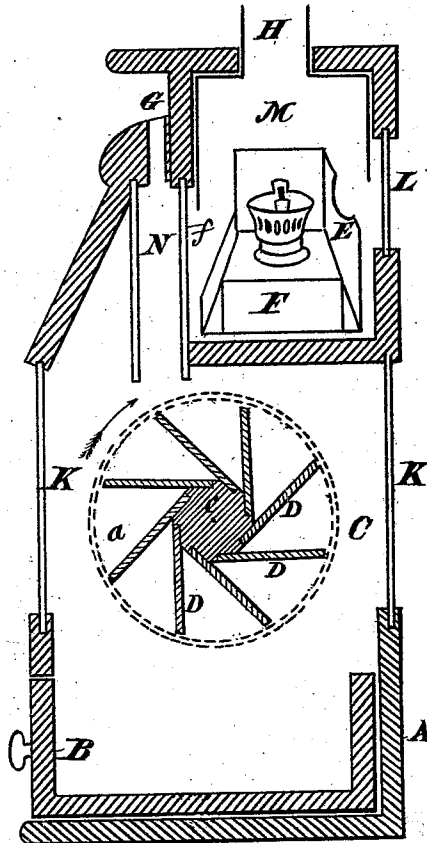


Fig. 2.



WITNESSES.

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UNITED STATES PATENT OFFICE.

CHARLES T. ARMSTRONG, OF NEW ALBANY, INDIANA.

IMPROVEMENT IN FARE-BOXES.

Specification forming part of Letters Patent No. **172,944**, dated February 1, 1876; application filed July 24, 1875.

To all whom it may concern:

Be it known that I, CHARLES T. ARMSTRONG, of New Albany, in the county of Floyd and State of Indiana, have invented certain new and useful Improvements in Fare-Boxes, whereof the following is a specification:

This invention is in the nature of an improvement in fare-boxes for street-cars.

In the drawings, Figure 1 is a perspective view of my fare-box, with portions of the casing removed, so as to expose the interior. Fig. 2 is a vertical section taken on a line near one side.

A represents the fare-box casing, of ordinary form; B, the lock box or drawer in which the fare is finally deposited. C is the fare-rest.

This device is composed of a shaft, *c*, having heads *a b* secured on its ends, which heads are fitted in recesses in the sides of the box, so as to freely turn therein. Grooves are made in these heads tangentially to the shaft, and in said grooves and resting in rabbets in the shaft, are secured plates D of glass or other transparent material. An opening is made in one side of the box, so as to expose one of the heads, as *b*, which may be provided with characters corresponding in number with the plates D, and registering with lines on the side of the box, (see Fig. 1,) thereby serving as guides in turning the rest, and also as a means by which it may be set in any required position. *e* is a knob on and for turning the rest; *d*, a spring or other catch working in the casing and against the head *b*, for the purpose of holding said rest in position and preventing its being turned, except in the right direction. K K are glasses for exposing to view the money-rest. G is the fare-slit, and N a chute leading from said slit to the rest. In the upper part of the box is arranged a lamp-compartment, M, having a chimney, H, and a glass, L. F is the lamp of ordinary construction, and E a metallic cup in which the lamp is placed, and which serves

to receive the waste oil and to prevent smoking of the box or glasses. Light from the lamp enters the box through the transparent wall *f* of chute N. J is a door to the lamp-compartment.

In operation the rest is so adjusted by means of the engagement of the catch *d* with the head *b* as that said rest will always present its plates to the chutes, so as to catch and hold the fare deposited. The rest is turned the distance between two plates, as indicated in any suitable manner, when this fare will be exposed to view through glasses K, and, the rest being again turned, said fare is deposited in the money-drawer.

It will be seen that the transparent plates are so arranged on tangential lines with respect to the front K of the box that the driver can see the deposited fare on the leaves on an incline as the wheel is revolved toward him, and satisfy himself whether the amount is correct, or the money genuine before it falls into the drawer below. By constructing the wheel as I do the money is held longer in view to the driver before it is deposited below than in any wheel which I am aware of. In wheels where the plates or receivers are on radial lines the fare, after being deposited, drops immediately down to the shaft, and the fare can be seen but a short time by the driver, excepting the edge of the fare.

I am aware that rotating fare-rests are not original with me, and I make no claim to such broadly; but

What I claim is—

The herein-described fare-rest composed of the shaft *c*, grooved heads *a b*, and tangential transparent plates D, in combination with the recessed sides of the box, substantially as specified.

CHARLES T. ARMSTRONG.

Witnesses:

FRANK PARDON,
E. B. HEWITT.