

(No Model.)

2 Sheets—Sheet 1.

J. R. WHERRY & H. H. ROTTAKEN.

FARE BOX.

No. 351,011.

Patented Oct. 19, 1886.

Fig. 1.

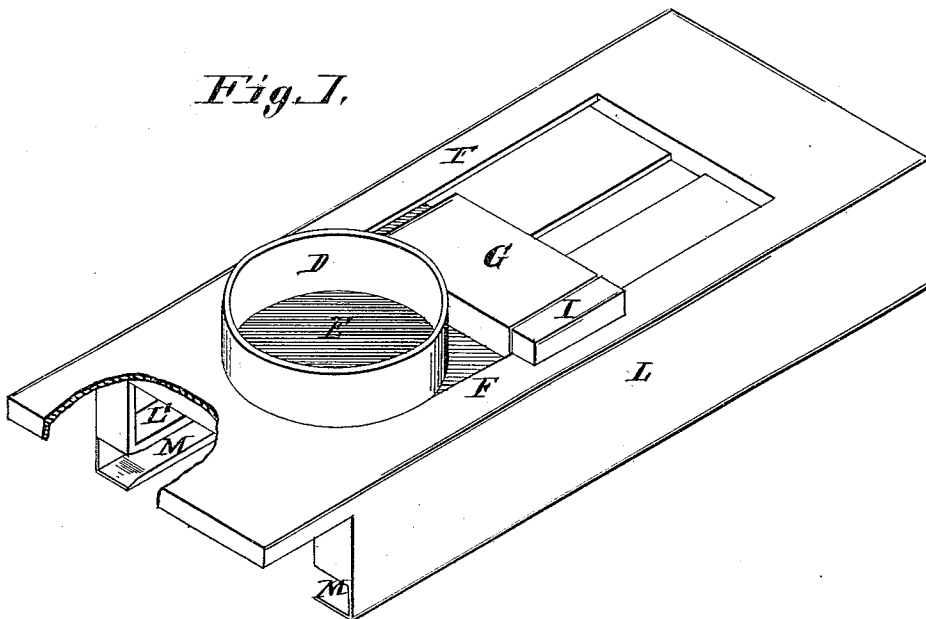
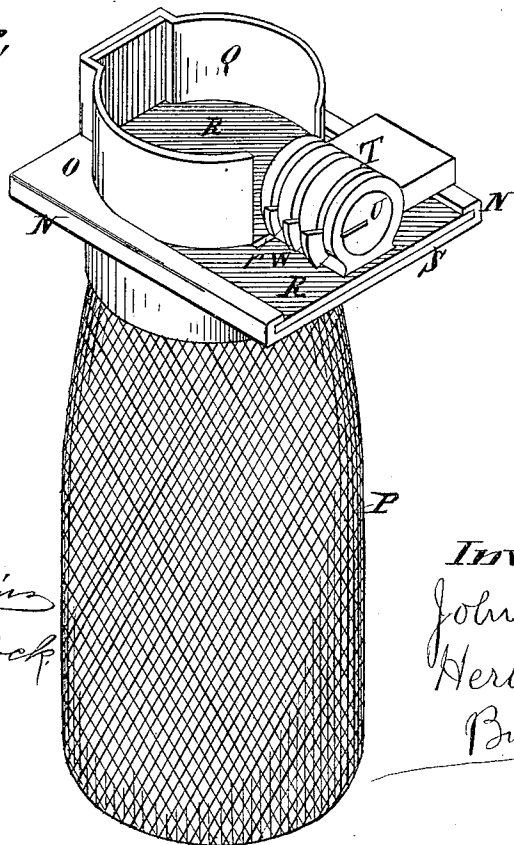


Fig. 2.



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2 Sheets—Sheet 2.

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Fig. 3.

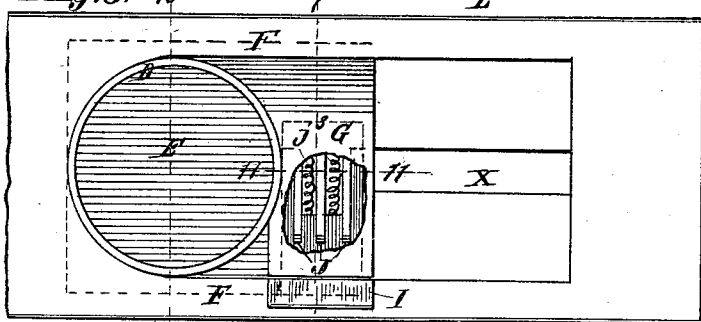


Fig. 4.

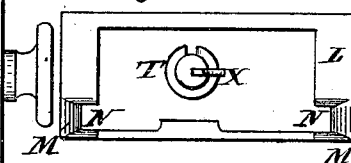


Fig. 5.

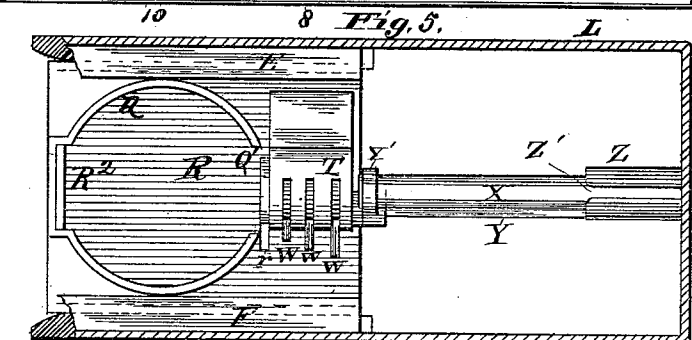


Fig. 6.

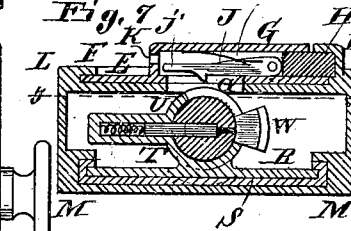


Fig. 7.

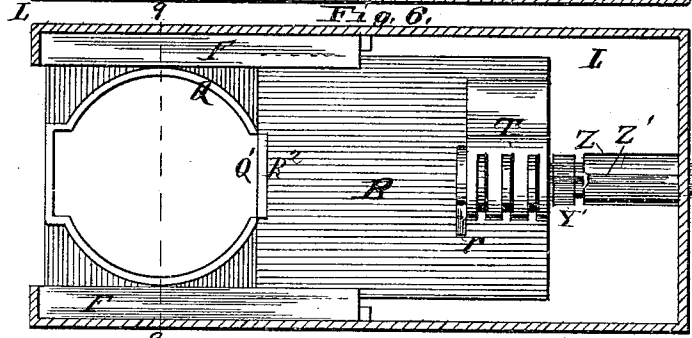


Fig. 8.

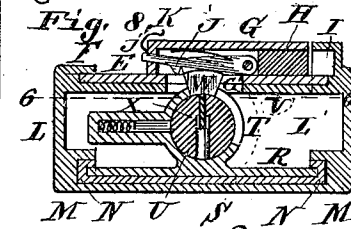


Fig. 9.

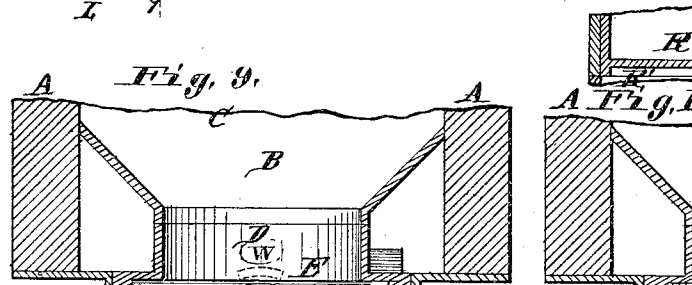


Fig. 10.

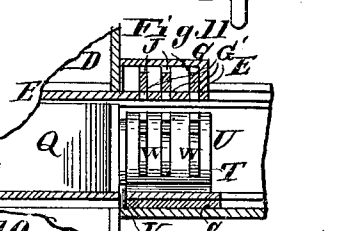


Fig. 11.

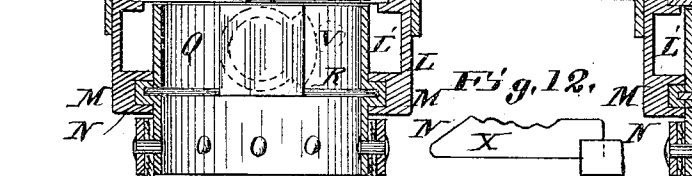
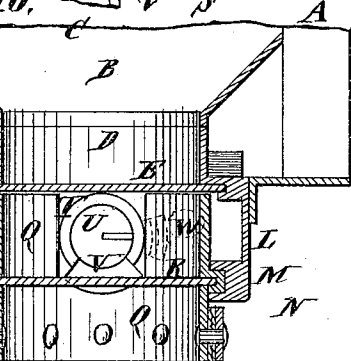


Fig. 12.



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UNITED STATES PATENT OFFICE.

JOHN R. WHERRY AND HERBERT H. ROTTAKEN, OF LITTLE ROCK, ARK.

FARE-BOX.

SPECIFICATION forming part of Letters Patent No. 351,011, dated October 19, 1886.

Application filed January 12, 1886. Serial No. 188,297. (No model.)

To all whom it may concern:

Be it known that we, JOHN R. WHERRY and HERBERT H. ROTTAKEN, both of Little Rock, Pulaski county, 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 a perspective view of the device with the receiving-sack removed. Fig. 2 is a perspective view of the receiving-sack. Fig. 3 is a top view of the device with part broken away. Fig. 4 is a front view. Fig. 5 is a horizontal section at 5 5, Fig. 7, with the discharge-mouth closed; and Fig. 6 is a section at 6 6, Fig. 8, showing the mouth open. Fig. 7 is a cross-section at 7 8, Fig. 3; and Fig. 8 is a cross-section at 7 8, with the hopper-valve unlocked. Fig. 9 is a vertical section at 9 9, Fig. 6. Fig. 10 is a vertical section at 10 10, Fig. 5. Fig. 11 is a detail cross-section at 11 11, Fig. 3. Fig. 12 is a side view of the part of the key which is inserted in the lock.

A is a part of the fare-box, and B a hopper-formed bottom of the chamber C, into which the fare falls. Below the hopper is a tube, D, closed at bottom by a sliding valve, E, working in guides F.

G is a lock, whose bolt H enters the recess of a keeper, I, to prevent the retraction of the valve E. Upon the bolt are hinged one or more tumbler-bars, J, whose ends *j* have to be lifted to a certain height to bring them in line with an orifice or orifices K, to allow the bolt to be drawn from the recess of the keeper. The guides F are upon the fixed bottom L of the box. This bottom L has a cavity at L' for the reception of the device, which is attached to the head or mouth of the sack, into which the money is received from the fare-box. At the sides of the cavity L' are guides M, whose grooves are formed to receive the edges N of a case, O, which is firmly attached to the top of the receiving-sack P.

Q is a tube forming the mouth of the sack, and which, when the case O is inserted in the bottom L, is in line with the tube D, so that the tickets and money will pass through the tube Q into the sack when tubes D and Q are both open.

R is a sliding valve, which closes the tube Q. Beneath the valve-plate R is a plate, S, fixed in the case O. Upon the valve-plate R is fixed a Yale lock, T, whose barrel U carries a wing, V, which, when the parts are in the position shown in Figs. 2, 3, 4, 5, and 10, extends through a transverse slot, *v*, in the valve-plate R, and engages against the inner side of the plate S, so as to prevent the withdrawal of the valve R and the opening of the tube Q, which forms the mouth of the sack. Thus when the parts are in this position the sack is locked shut.

No novelty is claimed in the lock T, except in its connection with the lock G and the valves E and R, with the devices upon the barrel, which act in this connection—namely, the wing V and tumbler-wings W, which extend through the lock-case and enter slots or apertures G' in the lock G, and act on the tumbler-bars J to lift them into the position shown in Fig. 8, so that the bolt H may be drawn out of the keeper I, as shown in that figure. As the wings W are moved from the position shown in Fig. 7 to that shown in Fig. 8, they engage teeth *j'* upon the tumbler-bars and pull the bolt H from the keeper I.

j'' are springs acting both to force down the free ends of the tumbler-bars and to push the bolt H into the keeper I, so that when the wings W are moved back into the position shown in Fig. 8 the bolt and the tumbler-bars will be thrown back by the springs into the locking position shown in Fig. 7. In addition to or in place of the springs *j''*, spiral springs *j'''*, Fig. 3, may be used to force the bolt H into the keeper I. It will be seen that when the wings W are in the position shown in Fig. 8, the two valves E and R are locked together, and that the wing V is disengaged from the fixed plate S, so that the valves are free to slide open and leave the tubes D Q clear for the passage of the money from the hopper B into the receiving-sack P. When the valves are wide open, a lip, R', of the valve R bears against the end of the fixed plate S, and thus prevents the removal of the sack separately from the valve R. The arrangement of the lock T and key X is such that the key can only be drawn from the lock when the parts are in the position shown in Figs. 1, 5, 7, and 10, and at no other position of the parts can

the receiving-bag be removed from the box A, so that the bag must always be closed when removed from the box, except when a suitable key is used to turn the barrel into the position shown in Fig. 8. Then the valve R may be drawn open and the sack emptied. The shape of the part L is such that the contents of the sack cannot be removed until the sack has been taken from the box A. There is a spline, Y, on the key, which may be drawn into the slot Z' of the bearing-tube Z of the key when the valves are unlocked from the case and locked together; but in all other positions of the key the end of the spline bears against the end of the tube and prevents the retraction of the key.

R' is a lip which closes a gap, Q', in one side of the tube Q when the valve R is open. It is not thought necessary to describe the construction of the "Yale," as it is well known, and no novelty is claimed in it *per se*.

As a modification, the same lug or lugs V may be used to lock fast the valve R by engagement with the fixed plate S, and to lift the tumbler-bars J, draw back the bolt H, and engage the lock C with the lock T, so as to fill the office of the wings W in addition to that of V.

The operation of the apparatus is as follows:
In the normal position of the parts the valve E is held in its closed position by the bolt H, and the sack is not attached to the box. When it is desired to collect the money and tickets from the box, the sack is placed in position in the part L and the key pushed into the lock T. The barrel of the lock is then turned, carrying the wing V upward, and disengaging it from the plate S, and at the same time engaging the wings W with the lock G by carrying them into the slots G' at the same time the wings lift each of the tumbler-bars J to the required height and force back the bolt H from the keeper I. The valves are now unlocked, and the spline Y of the key in line with the slot Z' of the tube Z. The key cannot now be pulled from the lock, so that as the key is drawn outward both valves are drawn back with it, and the tubes D Q opened for the passage of the contents of the hopper into the bag or sack P. To allow the removal of the sack, the valves must be closed and the key turned, so as to carry the wings W out of engagement with the lock G and the wing V into engagement with the plate S. Then the bolt H flies into the keeper I and both valves are locked shut. Then the sack, with the tube Q, valve R, and lock T, is slipped out and carried to the office, where a proper key being

applied to the lock T, the valve is opened and the contents of the sack taken out.

Y' is a collar on the key, preventing its removal from the box.

We claim as our invention—

1. In a fare-box, the combination, with a discharge-orifice having a valve and a lock-bolt for securing it, and a removable receptacle having a valve closing its mouth, of a lock secured to said receptacle, and having tumblers or wings adapted to lock or release both valves simultaneously, as set forth, and a key secured irremovably to the box.

2. The combination, with the discharge-hopper, the bottom L, the valve E, closing said hopper, and the lock-bolt for holding said valve in closed position, of the removable receptacle, the lock secured thereto and having the tumblers or wings for disengaging said lock-bolt, and the irremovable key bearing and adapted to slide in a socket in the bottom L, substantially as and for the purposes set forth.

3. The combination, with a fare-box having a discharge-hopper and an irremovable key turning in a bearing in the bottom of the box, of a removable receptacle having a valve closing its mouth and a lock for securing said valve, guides for supporting said receptacle beneath the hopper of the box, whereby the key may be inserted in the lock and a stop for preventing the withdrawal of the key while the valve is unlocked or open, as set forth.

4. The combination, in a fare-box for cars, of discharge-opening closed by a lock-valve, E G, with a key fixed in the box, and a removable receptacle, P, with mouth Q, having a lock-valve, R T, constructed to be operated by the key, wings V and W upon the lock T, and bolt and tumbler-bars H and J of the lock G, substantially as and for the purpose set forth.

5. The fare-box having the discharge-hopper, the bottom L, having the guides M, the valve E, having the lock-bolt, substantially as described, the irremovable key having the elongated cylindrical shank and the spline Y, and the key-hole-bearing socket confining the movement of said key, in combination with the removable receptacle having the plate S, the valve R, and the lock T, having the wings W and V, all constructed and arranged to operate substantially as set forth.

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Witnesses:

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