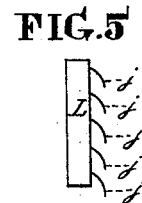
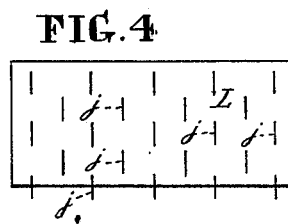
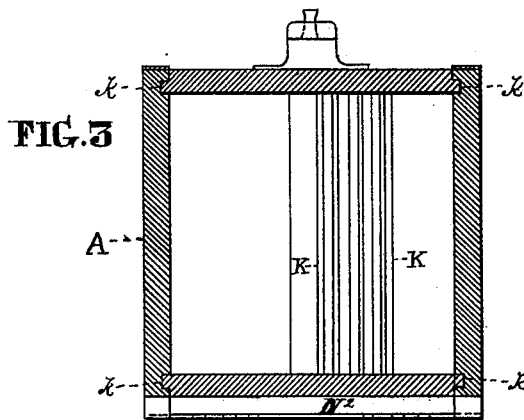
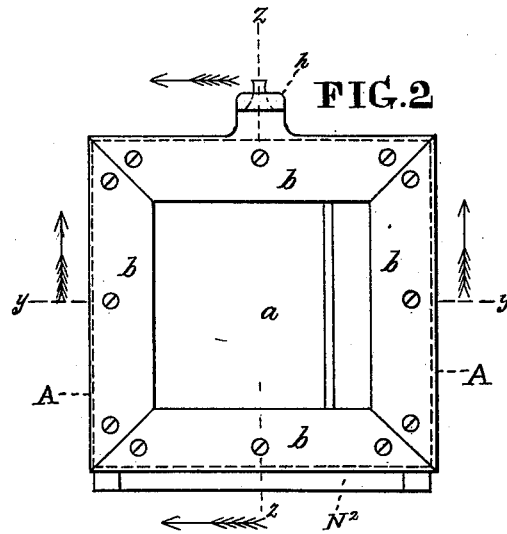
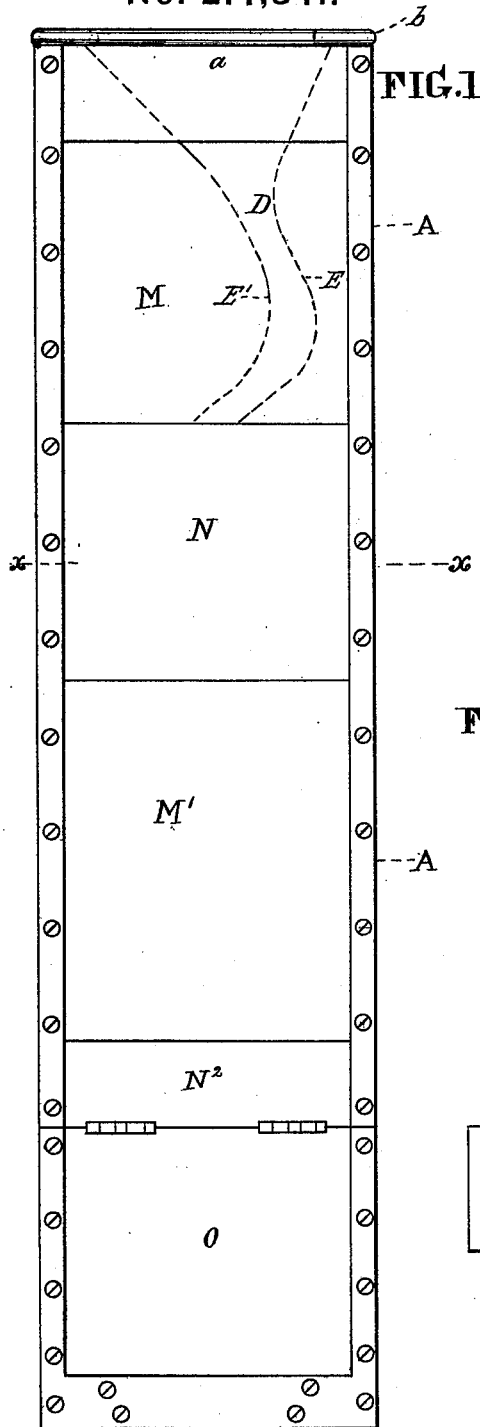


C. T. YERKES, Jr.

Fare-Box.

Patented April 15, 1879.

No. 214,341.



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John S. Kahoon

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FIG. 8

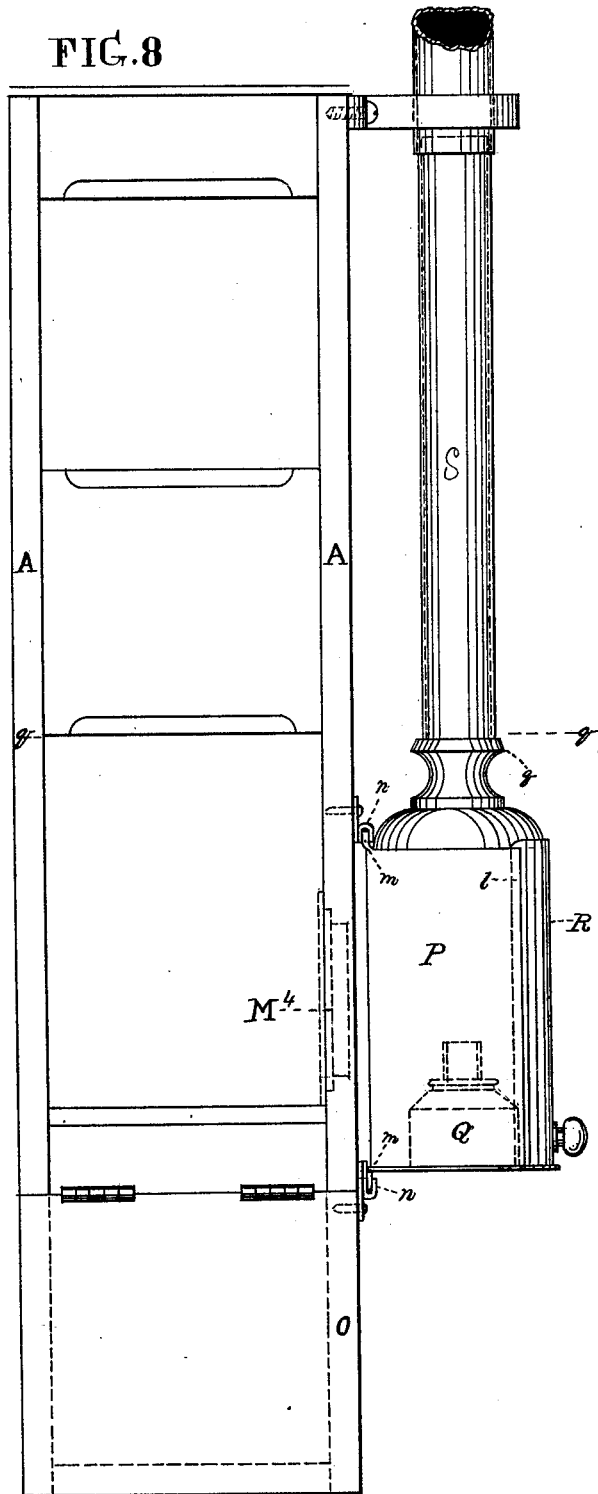


FIG. 9

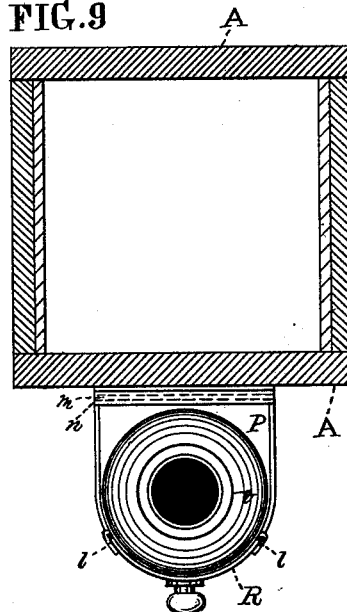
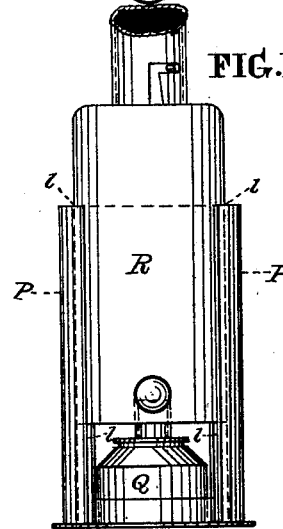


FIG. 10



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CHARLES T. YERKES, JR., OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN FARE-BOXES.

Specification forming part of Letters Patent No. **214,341**, dated April 15, 1879; application filed December 5, 1878.

To all whom it may concern:

Be it known that I, CHARLES T. YERKES, Jr., of the city and county of Philadelphia, in the State of Pennsylvania, have invented a new and useful Improvement in Fare-Boxes for Street Passenger-Cars, of which the following is a specification.

My invention is of that class of fare-boxes which are permanently attached to a car, and is as follows: The trip-board for passing the fare into the drawer is combined with certain devices, fully described hereinafter, which prevent the extraction of the fare from the drawer upward when the trip is lifted, or when it is in its closed position, and a series of hollow angular strips arranged in an inclined plane would prevent the extraction of the fare from the reception-chamber above the drawer by means of a wire or other device inserted in the chute.

In the accompanying drawings, Figure 1 is a front elevation of my improved fare-box. Fig. 2 is a top view of the same. Fig. 3 is a horizontal section at the broken line *x x* of Fig. 1. Fig. 4 is a face view of the board L. Fig. 5 is an end view of the same. Fig. 6, Sheet No. 2, is a vertical section at the line *y y* of Fig. 2. Fig. 7 is a like section at the line *z z* of Figs. 2 and 6. Fig. 8, Sheet No. 3, is a front elevation of the fare-box, having the lamp-case P and chimney S in connection therewith. Fig. 9 is a horizontal section at the line *q q* of Fig. 8. Fig. 10 is a side elevation of the case, with the slide R partly elevated.

Like letters of reference in all the figures indicate the same parts.

Referring to the drawings, A represents the exterior or shell of my improved fare-box, which is intended to be attached to one end of a car. It is provided with a drawer, B, at its lower end, as a receptacle for the fare, which is first received upon the trip-plate C. D is a curved vertical passage for the fare, which is dropped into the funnel-shaped mouth *a*, that commences at the open horizontal frame or board *b*. The passage D is formed by means of two metallic plates, E and E'. (Seen clearly in Fig. 6.) When the fare is dropped into the mouth of said passage it proceeds in its down-

ward course until it is discharged into the chamber G, through which it falls onto the trip-board C. The trip-board is hung by means of the pivots *d d*, which have bearings in opposite sides of the fare-box, as seen in Fig. 6. It is provided at one edge with the counter-weight *e*, which keeps its opposite edge against the stops *f f* at opposite sides of the box until the conductor or driver, as the case may be, wishes to discharge the fare into the drawer B, which he accomplishes by giving a quick pull to the spring-slide H, the curve *g* of the slide, as the latter is drawn outward by pressing against the angle *h* of the counter-weight, throwing the rear edge of the trip-board upward and its front edge downward, whereby the fare is discharged into the drawer; and when the conductor releases his hand from its connection with the slide, the spring I forces the latter back to its former position. (Seen in the drawings.)

To further prevent the extraction of the fare upward from the drawer, there is a curved plate, J, of such curvature as to admit of the trip-plate clearing it in its movements over it. The pins *i i* in opposite sides of the box arrest the edge of the plate in its upward movement, to prevent it being thrown farther up than into the position shown by dotted lines. The movement of the slide only raises the plate partly up; but the momentum given it by the quick pull of the slide H forces it the remainder of the way, until it assumes the position shown by dotted lines, whereby the fare is with certainty discharged into the drawer B. The trip-board is then instantly returned to its horizontal position by the action of the weight *e* upon the slide H, so as to prevent the possibility of the fare being removed upward from the drawer B. By this means it is rendered impossible for a person operating from the outside to hold the trip-board up far enough to extract the tickets from the drawer. It will clearly appear that the direction of the passage makes it difficult to extract the fare by means of a wire or other device; but to make it more difficult, I connect the angular hollow strips K at their ends with the front and rear sides of the fare-box, so that if the fare should be drawn upward it will be caught by the

edges of the strips; or if any fare should be drawn past the strips it will, in its upward movement, press against the hinged plate F, which is connected to the lower end of the plate E, and force its free edge upward against the opposite plate, E', and thus close the passage D. The use of this trap-plate, it will be seen, completely prevents the possibility of the fare being extracted through the passage D if the other means should fail. The upward position of the trap-plate is shown by dotted lines in Fig. 6.

Instead of the angular hollow strips K for arresting the extraction of the fare, the plate L (seen in Figs. 4 and 5) may be used, the plate being provided with hooks *j*, so arranged as to prevent the upward passage of the fare without its being caught.

The panes of glass M and M¹ in the front of the fare-box and the rail N intermediate between the panes are inserted in vertical grooves *k* at opposite sides of the box, and the panes M² and M³ and the intermediate rail N¹ are inserted in grooves at its rear side in the same manner, the rails being rabbetted on their ends to fit the grooves. The rear panes and rail are made fast in their places; but in order to prepare for opening the front of the box for cleaning its inside, the front grooves are continued down to the bottom of the box, and the rail N², to which the door O is hinged, is projected outward in front of the grooves, so that when the door is opened the panes M and M¹ and the rail N may be pushed down, and thus open the front of the box enough for cleaning the inside. In order to remove these parts entirely from the box, to give better opportunity for cleaning it, I contemplate extending the grooves *k* clear through the bottom of the box.

For the purpose of throwing light upon the

fare when on the trip-board C, I combine with one side of the fare-box the case P, which is provided with a lamp, Q, as shown in Figs. 8 and 10, there being a glass pane, M⁴, in said side of the box, through which the light passes from the lamp. The case P is provided with a sliding door, R, which is partly raised in Fig. 10. The edges of the door are held by and slide in ways *l l*. The case P is detachable, for the purpose of removing it for cleaning in the day-time. For this purpose it has flanges *m m* on its ends, which fit the horizontal ways *n n* on the side of the box A, so that by sliding the case on its ways it is easily removed from the box for cleaning, and replaced when cleaned in its position before the car starts on its first night-trip.

The case P is provided with a chimney, S, for the passage of the smoke from the lamp. The upper end of the chimney is passed through an opening in the roof of the car. The lower end has bayonet-joint connection with the cap *q* of the case P, to provide for detaching it from the case and connecting it therewith when the case is placed in position.

I claim as my invention—

1. The trip-plate C, provided with a counterweight, *e*, having an incline, *h*, in combination with the spring-slide H, having a curved bearing, *g*, substantially in the manner and for the purpose set forth.

2. The series of hollow angular ribs K, arranged in an inclined plane, connected at their ends with the box A, in combination with the chute D, to prevent the extraction of the fare through the chute, substantially as set forth.

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Witnesses:

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