Oct. 23, 1923. 1,471,918

T. L. ROBERTS, JR

FARE INDICATOR

Filed Dec. 16, 1922

Fig. 1.

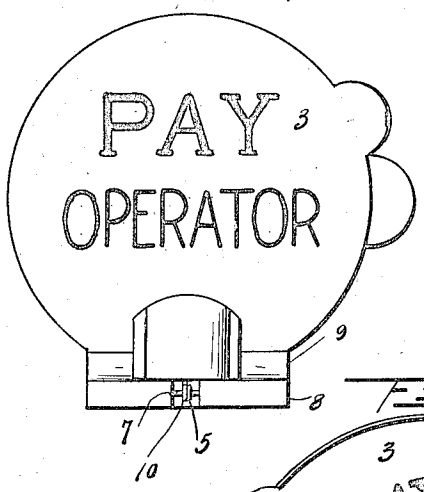


Fig. 2.

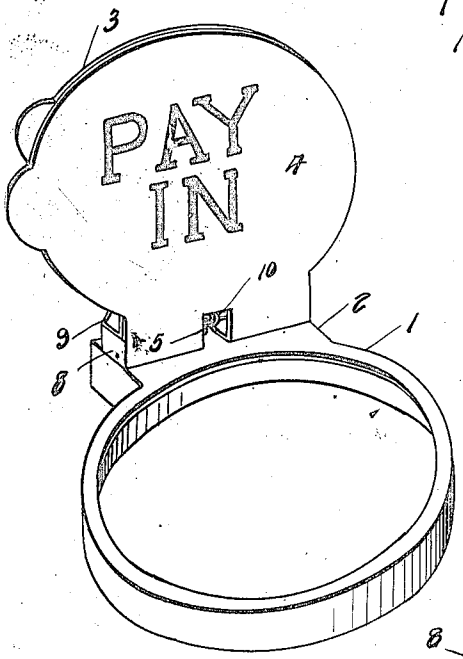


Fig. 3.

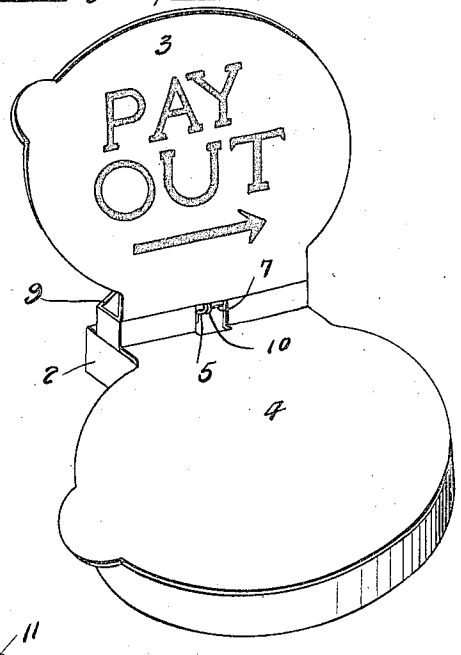


Fig. 5.

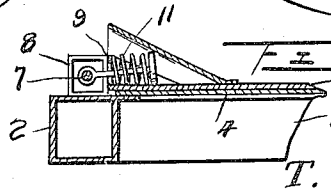
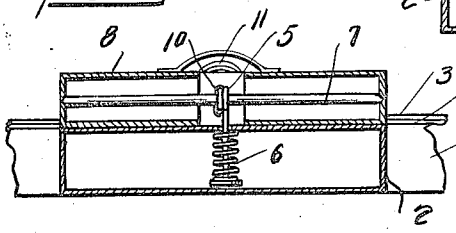


Fig. 4.



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UNITED STATES PATENT OFFICE.

THOMAS L. ROBERTS, JR., OF PITTSFIELD, MASSACHUSETTS.

FARE INDICATOR.

Application filed December 16, 1922. Serial No. 607,366.

To all whom it may concern:

Be it known that I, THOMAS L. ROBERTS, Jr., citizen of the United States, residing at Pittsfield, in the county of Berkshire and State of Massachusetts, have invented certain new and useful Improvements in Fare Indicators; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

Urban and interurban street cars operating in certain sections require the fare to be paid when entering or when leaving the car, according to circumstances, and a passenger is generally in doubt whether to pay upon entering or upon leaving the car and must rely upon the motorman or driver of the car for information and, as this is not always convenient, confusion frequently occurs.

The present invention provides indicating means associated with the fare box whereby to inform the passenger upon entering the car whether the fare is to be paid upon entering or upon leaving.

Other objects and advantages will be apparent and suggest themselves as the nature of the invention is understood.

While the drawings illustrate an embodiment of the invention it is to be understood that in adapting the same to meet different conditions and requirements, various changes in the form, proportion and minor details of construction may be resorted to without departing from the nature of the invention.

Referring to the accompanying drawings forming a part of the application,

Figure 1 is a top plan view of a fare box with the covers in closed position and the words "Pay operator" in full view,

Figure 2 is a perspective view, the covers open and the words "Pay in" in full view,

Figure 3 is a view similar to Figure 2 with one of the covers closed and the other in position to display the words "Pay out",

Figure 4 is a detail longitudinal section of the connection between the covers and the top of the fare box, and

Figure 5 is a detail cross section of the connection.

Corresponding and like parts are referred to in the following description and designated in the several views of the drawings by like reference characters.

The numeral 1 designates the top of a fare receiving box such as generally provided for street cars. The top 1 is provided with a lateral extension 2 to which covers 3 and 4 are connected in a manner to swing and pivot, thereby admitting of the covers being reversed and in either position to stand upright or occupy a horizontal position. An eye bolt 5 forms connecting means between the extension 2 and the cover 4 and receives an expansible helical spring 6 which is located within the extension 2. The end of the bolt provided with the eye projects beyond the extension 2 and receives a rod 7 disposed within a projection 8 at the pivot end of the cover 4. The projection 8 is elongated and formed with flat faces whereby to hold the covers in the required adjusted position.

The cover 3 is provided at its pivot end with a projection 9 somewhat similar to the projection 8 and the flat faces of the projections 8 and 9 are adapted to be brought into abutting relation so as to hold the covers in the required adjusted position. An eye bolt 10 similar to the eye bolt 5 is mounted in the projection 9 and receives an expansible helical spring 11. The eye of the bolt 10 projects and receives the rod 7. It is observed that the rod 7 is common to both eye bolts 5 and 10. The springs mounted upon the eye bolts normally exert a pulling force to hold the flat faces of the projections 8 and 9 in engagement so as to maintain the covers in the required adjusted position. The eye bolts 5 and 10 provide a twofold movement for each of the covers whereby they may be reversed or swing into open or closed position, as required.

The cover 4 is provided upon one side with the words "Pay in" and an arrow pointing to the box. By reason of the connection between the covers and top 1, the covers may be adjusted to occupy either a vertical or a horizontal position with the words thereon in full view. When the passenger is required to pay the fare upon entering the car, the covers are adjusted to expose the fare receiving opening of the box and with the words "Pay in" in full view, thereby indicating that the passenger must pay when entering the car. In the event of the passenger being required to pay the fare upon leaving the car, the cover 4 is closed and the cover 3 adjusted to display

the words "Pay out" and the arrow pointing to the entrance. Upon the opposite side of the cover 3, the words "Pay operator" appear, thereby informing the passenger that the fare is to be paid to the motorman or operator of the car.

What is claimed is:

1. An indicator having a base, a signal plate movable relatively thereto with respect to a closed and open position, said signal plate having a substantially flat portion to engage the base in the latter position, a resilient connection to maintain said portion in contact with the base, and said connection being yieldable automatically through and to permit movement of the plate from one position to the other.

2. An indicator having a base, a signal plate movable relatively thereto from a closed to an open position, the signal plate having a substantially flat portion to engage the base in the latter position, a rod on the plate, a bolt connected to said rod extending from the base, a spring on said rod engaging the base whereby a resilient connection is provided to maintain said portion in contact with the base, and said connection being yieldable automatically through and to permit movement of the plate from one position to the other.

3. An indicator having a base, a signal plate movable relatively thereto from a closed to an open position, the signal plate having a substantially flat portion to engage the base in the latter position, a rod on the plate, a bolt connected to said rod extending from the base, a spring on said rod engaging the base whereby a resilient connection is provided to maintain said portion in contact with the base, said connection being yieldable automatically through and to permit movement of the plate from one position to the other, a second signal plate, said second signal plate being movable relatively to and independently of the first signal plate and having a substantially flat portion to engage the first signal plate at different portions in its open and closed positions, and a resilient connection between the second signal plate and said rod to maintain the substantially flat portion of the second signal plate in engagement with the first signal plate and to permit the movement of the second signal plate.

4. An indicator having a base, a signal plate movable relatively thereto from a closed to an open position and provided with a substantially flat portion to engage the base in the latter position, a rod carried by the signal plate, a resilient connection between the rod and base to maintain said portion in contact with the base, said connection being yieldable automatically through and to permit movement of the plate from one position to the other, a second signal plate, said second signal plate having a substantially flat portion to engage different parts of the first portion in its open and closed positions, respectively, and a resilient connection between the second signal plate and said rod to maintain the substantially flat portion of the second signal plate in contact with the first signal plate and to permit movement of the second signal plate from one position to the other.

In testimony whereof I affix my signature in presence of two witnesses.

THOMAS L. ROBERTS, JR.

Witnesses:

JAMES F. O'BRIEN,

PHILLIP B. BRIGGS.