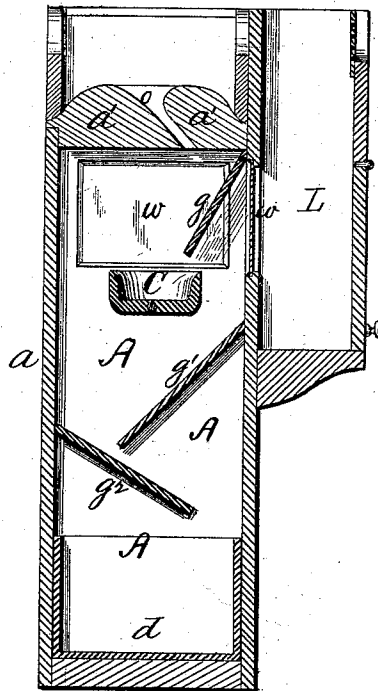


W. J. COWING.
Fare-Box.

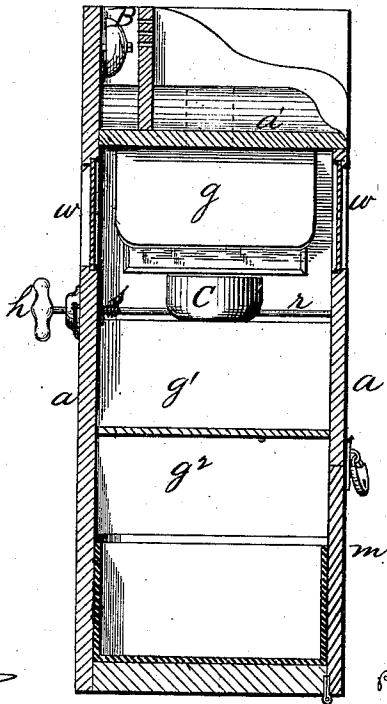
No. 168,722.

Fig. 1.



Patented Oct. 11, 1875.

Fig. 2.



WITNESSES;
Gerrille Lewis
McChurck

INVENTOR:
W. J. Cowing
By Hill & Ellsworth
His Atty

UNITED STATES PATENT OFFICE

WILLIAM J. COWING, OF WASHINGTON, DISTRICT OF COLUMBIA.

IMPROVEMENT IN FARE-BOXES.

Specification forming part of Letters Patent No. 168,722, dated October 11, 1875; application filed September 23, 1875.

To all whom it may concern:

Be it known that I, WILLIAM J. COWING, of Washington, District of Columbia, have invented certain new and useful Improvements in Fare-Boxes; and I do hereby declare the following to be a full and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a vertical transverse section, and Fig. 2 is a vertical section in line $x x$ of Fig. 1.

Similar letters of reference in the accompanying drawings denote the same parts.

The object of this invention is to improve the construction of fare-boxes for street-rail-road cars, omnibuses, &c., so as to render them more simple and economical in construction, and to cause them to exhibit the fare more plainly previous to its being deposited at the lower end of the box.

To accomplish these objects I dispense with the upper compartment and its horizontal trap-floor heretofore used in this class of boxes, and, in lieu thereof, employ a single compartment, in which a small central cup receives the fare and holds it until it can be inspected. The cup is so shaped and arranged that the fares deposited at any one time are concentrated at the center of the box, where they can readily and plainly be seen from both front and rear.

In the drawings, $a a$ represent the sides, and a' the top, of my fare-box, in which is a single chamber or apartment, A, provided with suitable guards or deflectors $g g^1 g^2$, to prevent paper currency, tickets, &c., from being drawn out of the opening o by means of a stick or wire. C is a small cup, supported at the center of the chamber A upon a rod, r , and held in the proper upright position by means of a spring, s . B is the conductor's or

driver's call-bell, and L is the lamp-chamber. The sides of the box are provided with glass windows $w w$; and a drawer, d , is arranged at the lower end of the box to receive the fares as they drop from the cup C.

The cup may be made of glass, if preferred, and its walls should slope inward from the top to the bottom, so as to concentrate its contents at the center of the chamber, where they can readily and plainly be seen. It can be inverted by a movement of the rod r by means of the projecting handle h , and when the rod is liberated the spring s instantly restores the cup to its proper position. The situation of the cup at the lower end of the incline g , almost directly beneath the opening o , causes it to assist the incline in preventing the abstraction of the contents of the box through said opening.

At the end of the route the fares collected on the trip are removed through the door m by the proper officer.

The inclines $g^1 g^2$ may be dispensed with, if preferred, they being provided merely out of abundant caution to prevent any possible unauthorized access to the drawer d .

The incline g may be made in the form of a chute or spout to direct the fare more accurately into the cup, though this will not, in general, be necessary.

Having thus described my invention, what I claim as new is—

The single-compartment fare-box A, provided with the central cup C, the rod r , and the spring s , arranged with relation to the incline g , the opening o , and the windows $w w$, substantially as and for the purposes herein set forth.

W. J. COWING.

Witnesses:

F. McKENNY,
THEODORE MUNGEN.