

W. I. OHMER.

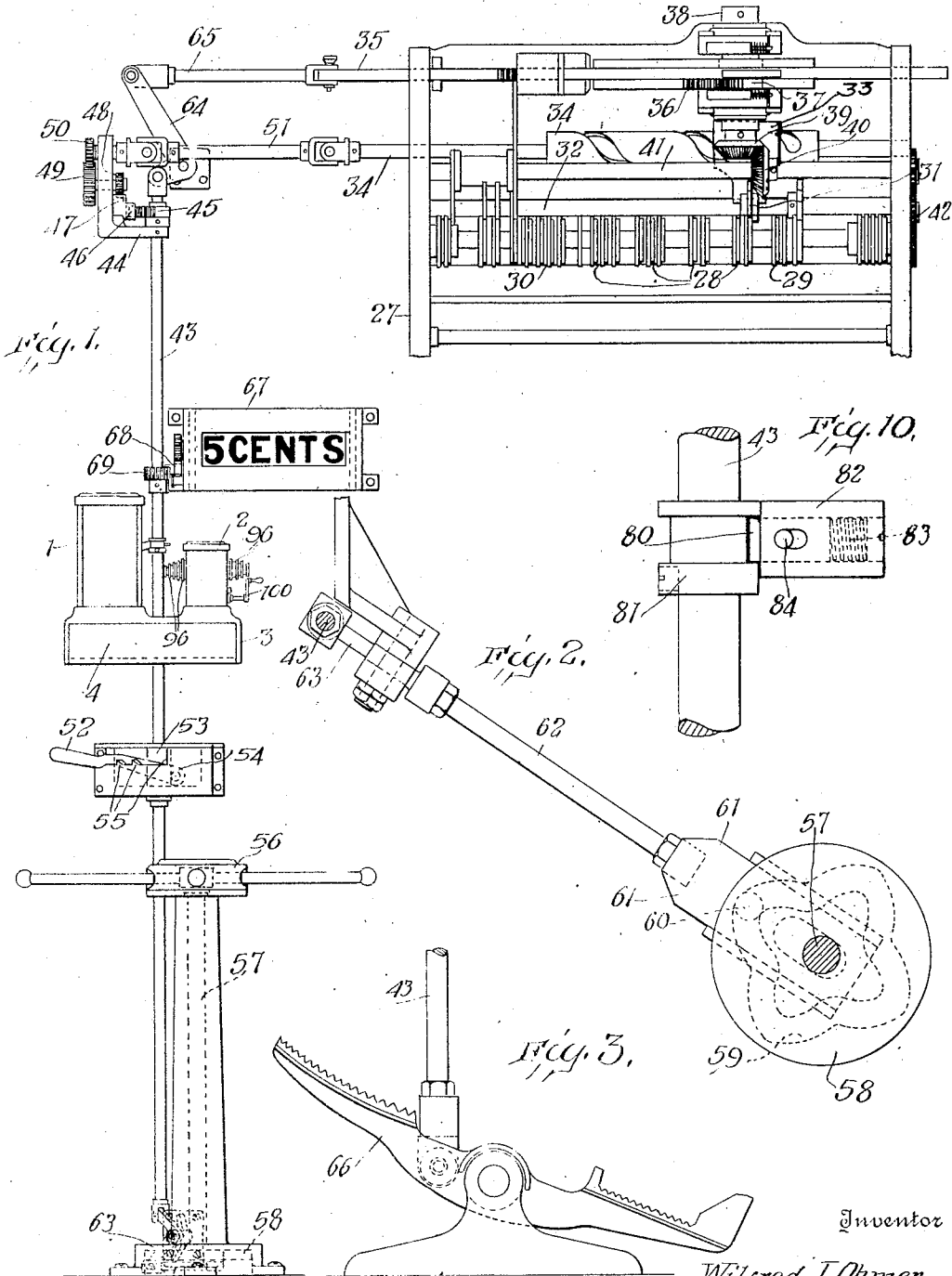
FARE BOX.

APPLICATION FILED DEC. 30, 1911.

Patented Apr. 24, 1917.

5 SHEETS—SHEET 1.

1,223,723.



Witnesses
Edward Walmsley,
Carroll L. Hamaker.

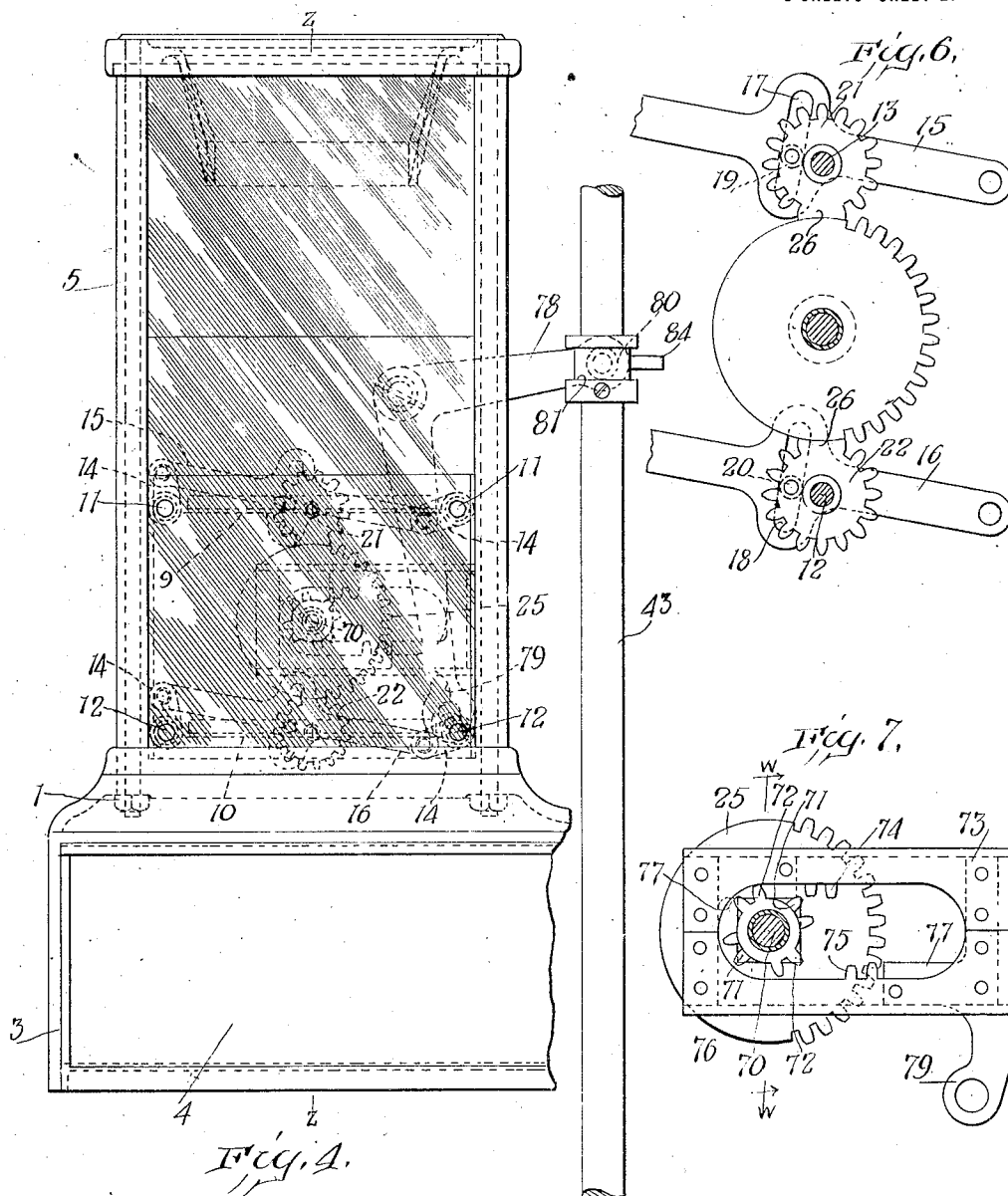
By *William Reed*
Attorney

Inventor

Wilfred I. Ohmer,

1,223,723.

Patented Apr. 24, 1917.
 5 SHEETS—SHEET 2.



Witnesses
 Edward Walmsley,
 Harriet L. Hamaker.

Inventor
 Wilfred I. Ohmer,

By *T. L. Reed*
 Attorney

W. I. OHMER.
FARE BOX.

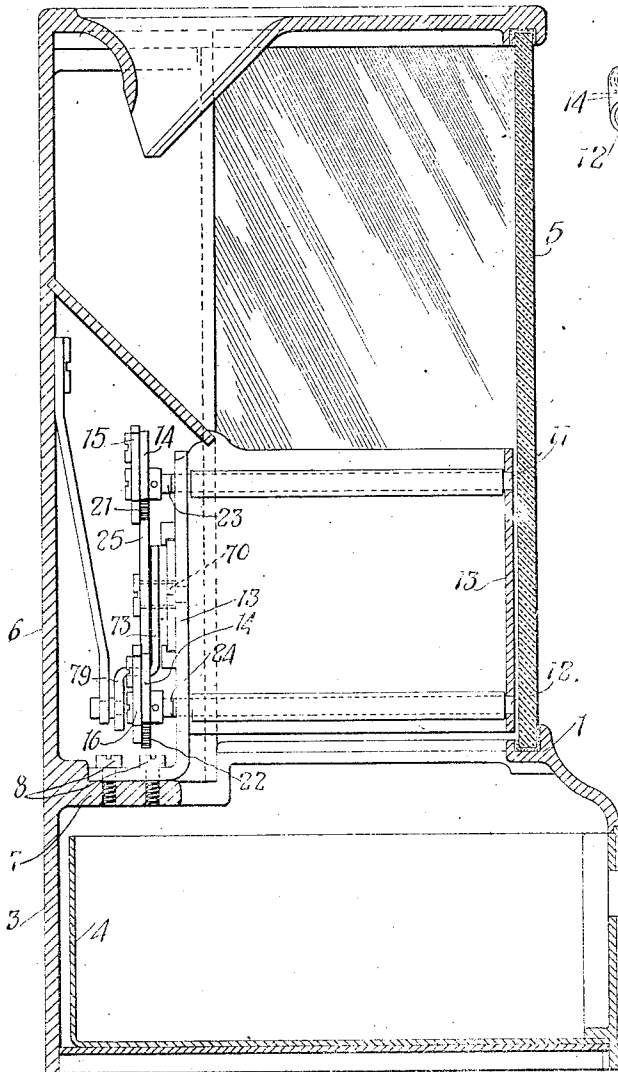
APPLICATION FILED DEC. 30, 1911.

Patented Apr. 24, 1917.

5 SHEETS—SHEET 3.

1,223,723.

Fig. 5.



Witnesses.

Howard Walmsley,
Carriet L. Hammaker.

Fig. 8.

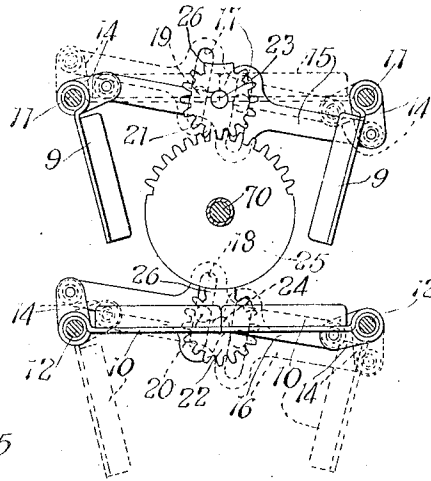
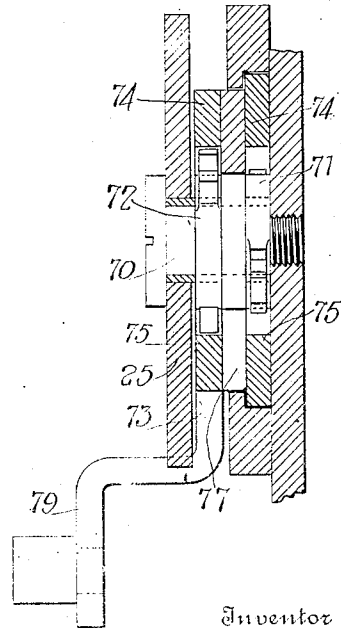


Fig. 9.



Inventor

Wilfred I. Ohmer,

By *Thomas Reed*

Attorney

W. I. OHMER.

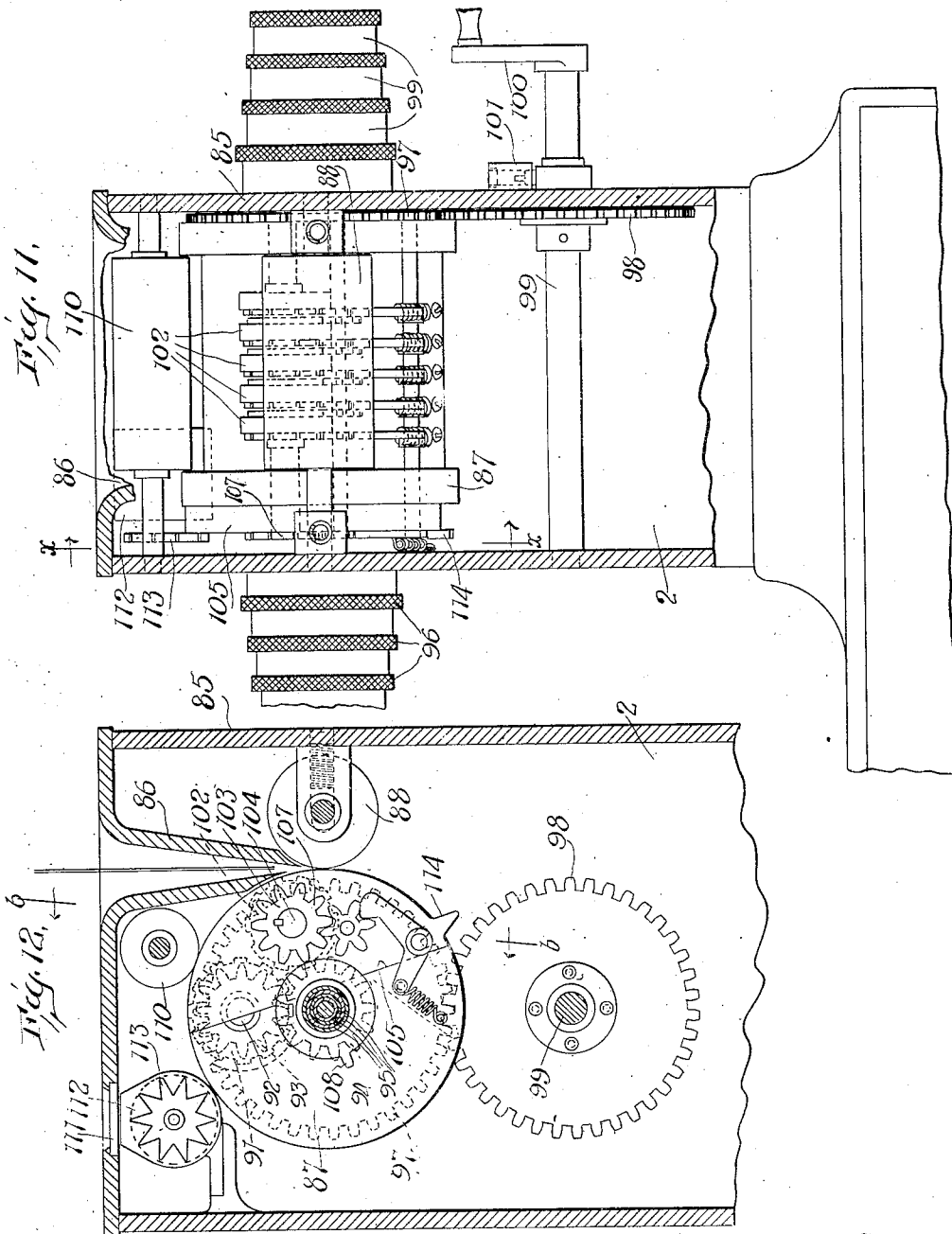
FARE BOX.

APPLICATION FILED DEC. 30, 1911.

Patented Apr. 24, 1917.

5 SHEETS—SHEET 4.

1,223,723.



Inventor
Wilfred I. Ohmer,

Witnesses

Howard Walmsley,
Harriet L. Hammaker.

By *Thomas Reed*
Attorney

W. I. OHMER.

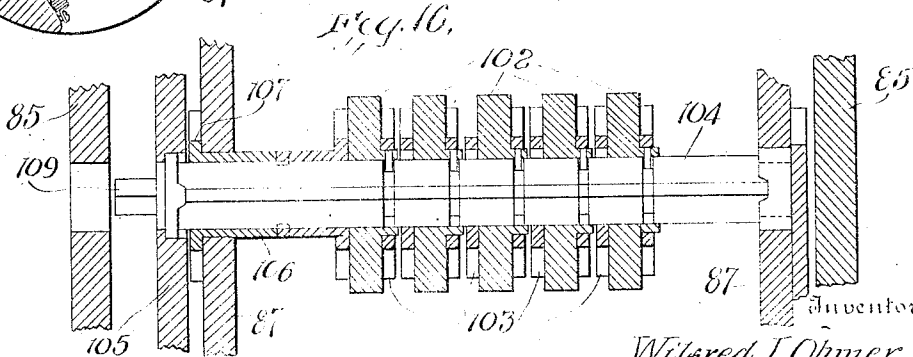
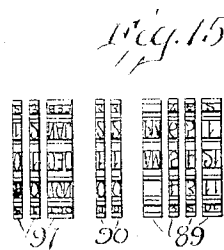
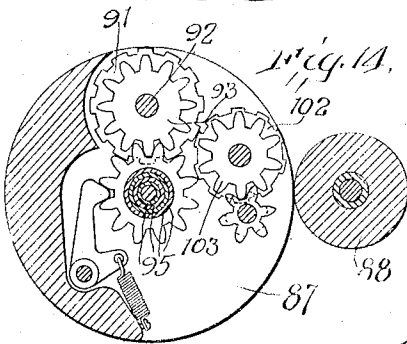
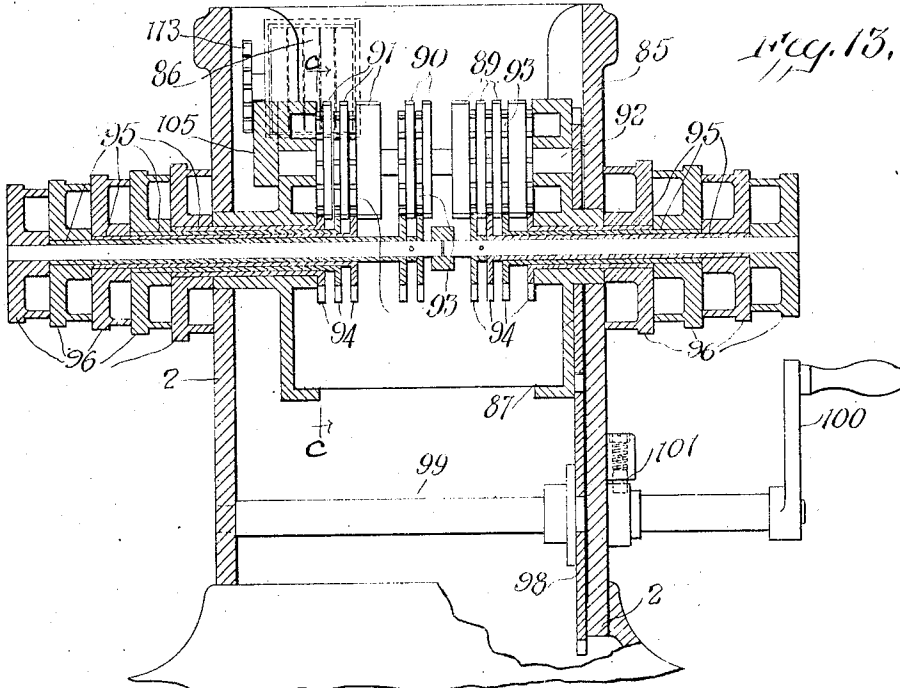
FARE BOX.

APPLICATION FILED DEC. 30, 1911.

Patented Apr. 24, 1917.

5 SHEETS—SHEET 5.

1,223,723.



Witnesses

Howard Walmsley,
Harriet L. Hammaker.

Inventor
Wilfred I. Ohmer,

By

Toulum Reed,
Attorneys

UNITED STATES PATENT OFFICE.

WILFRED I. OHMER, OF DAYTON, OHIO, ASSIGNOR TO THE RECORDING AND COMPUTING MACHINE COMPANY, OF DAYTON, OHIO, A CORPORATION OF OHIO.

FARE-BOX.

1,223,723.

Specification of Letters Patent.

Patented Apr. 24, 1917.

Application filed December 30, 1911. Serial No. 668,612.

To all whom it may concern:

Be it known that I, WILFRED I. OHMER, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Fare-Boxes, of which the following is a specification, reference being had therein to the accompanying drawing.

10 This invention relates to fare boxes and is designed more particularly for use in connection with devices employed on passenger cars to record the specific fare received. The object of the invention is to provide a fare box in which the fare deposited will be displayed both to the collector and to the passenger and will be deposited in the fare receptacle by the operation of the mechanism to record any one of the several specific fares; and further, to provide such a device in which the fare deposited will remain on display until the mechanism has been twice actuated, thus allowing ample time for inspection. It is also an object of the invention to provide a fare box having a separate compartment for transfers and having devices to mark the transfer, as it is deposited, with the time of its receipt and, if desired, with the line number and a consecutive number. Another object of the invention is to so construct and arrange this device that it can be employed in connection with operating mechanism which is actuated in any desired manner, as for example, by a hand lever, a foot lever or a turnstile.

15 In the accompanying drawings, Figure 1 is a front elevation of a fare register, an indicator, fare box and operating mechanism for the same, the register being shown in section; Fig. 2 is a plan view of the operative connection between the turnstile and the vertical operating rod; Fig. 3 is an elevation of a foot-operated mechanism for imparting movement to the operating rod; Fig. 4 is a front elevation of that portion of the fare box adapted to receive the miscellaneous fares; Fig. 5 is a vertical section taken on the line *z z* of Fig. 4; Fig. 6 is a detail view of the trap door operating devices showing the mechanism in locked condition; Fig. 7 is a detail view of a device for alter-

nately operating said trap doors; Fig. 8 is a detail view of the trap doors and their operating mechanism; Fig. 9 is a section taken on the line *w w* of Fig. 7 and looking in the direction of the arrows; Fig. 10 is a detail view of the separable connection between the operating rod and the actuating mechanism for the trap doors; Fig. 11 is a section taken on the line *b b* of Fig. 12 and looking in the direction of the arrows and showing the marking mechanism of the transfer portion of the fare box; Fig. 12 is a section taken on the line *x x* of Fig. 11 and looking in the direction of the arrows; Fig. 13 is a section taken centrally through the time, date and line numbering devices; Fig. 14 is a section taken on the line *c c* of Fig. 13 and looking in the direction of the arrows; Fig. 15 is a front elevation of the time, date and line number printing devices; and Fig. 16 is a sectional view taken centrally through the consecutive number printing device.

10 In these drawings I have illustrated one embodiment of my invention and have shown the fare box as comprising two parts, one of which, the fare box proper, is indicated by the reference numeral 1 and is adapted to receive all fares except the transfers, while the second part or transfer box, indicated by the reference numeral 2, is adapted to receive transfers only. Both parts are here shown as mounted upon a base 3 provided with a drawer 4 extending beneath both parts of the fare box and adapted to receive both the miscellaneous fares and the transfers. While I have shown the two parts of the fare box as carried by a single base and the fares entering a single drawer it will be obvious that separate bases or separate drawers can be provided for both boxes. The device as a whole may be supported in any suitable manner, as by mounting the same on some convenient part of the car.

15 The part 1 of the fare box comprises two compartments, arranged one above the other and separated one from the other by suitable retarding devices adapted to receive and temporarily support the fare which has been dropped into the upper compartment, thus

allowing the same to be scrutinized both by the passenger and the conductor before it is deposited in the fare receptacle, which is contained in the lower compartment of the box. The upper compartment, indicated at 5 in Figs. 4 and 5, is preferably of glass either in part or entirely. In the present instance the back plate 6 is of metal and is formed integral with the base 3 forming the lower compartment of the fare box. In the present instance I have provided two retarding devices arranged one above the other and adapted to be actuated alternately to permit the fare to pass. These retarding devices comprise trap doors, the upper pair being indicated by the reference numeral 9 and the lower pair by the reference numeral 10. The upper doors 9 are rigidly secured to shafts 11 while the lower doors are similarly secured to shafts 12 and both shafts of each pair are journaled in a frame 13 mounted within the lower part of the upper compartment 5 of the box and secured to an inwardly projecting flange 7 carried by the back plate 6 by means of screws 8. To each shaft 11 and 12 is secured a crank arm 14, the crank arm of one shaft of each pair extending upwardly and the crank arm of the other shaft of the same pair extending downwardly. The crank arms are connected one to the other by connecting rods 15 and 16. Each connecting rod is provided at a point between its ends with an enlarged portion having a transverse slot, which slots are indicated at 17 and 18. These slots are adapted to receive pins 19 and 20 carried by rotatable members mounted independently of the connecting rods. In the present instance these rotatable members comprise gears 21 and 22 mounted on stud shafts 23 and 24 carried by the frame 13. The pins 19 and 20 being eccentrically mounted on the respective gears it will be obvious that the rotation of the gears will impart a reciprocatory movement to the connecting rods, thereby causing the shafts carrying the trap doors to be rocked back and forth, each complete revolution of the gear serving to open and close the doors with which that gear is connected.

Suitable mechanism is provided for alternately actuating the gears 21 and 22, thus alternately actuating the two retarding devices. For this purpose I have employed a mutilated gear 25 having along a portion of its periphery a sufficient number of teeth to impart one complete revolution to one of the gears, 21 or 22. The remainder of the periphery of the gear is smooth and the smooth portion constitutes a little more than half the total length of the periphery. Each of the gears 21 and 22 has a solid portion or what may be called a wide tooth 26 having its outer surface curved to conform to the curvature of the smooth portion of the mutilated gear 25.

The rotation of the gear 25 through half a revolution will cause the teeth thereof to engage the teeth of one of the gears 21 or 22 and impart a complete revolution thereto and at the end of the movement of the gears the wide tooth 26 will be in engagement with the smooth periphery of the mutilated gear. Obviously, so long as this wide tooth or solid portion of the smaller gear remains in engagement with the smooth portion of the mutilated gear the small gear, and, consequently, the retarding device with which it is connected, will be locked against movement. The next half revolution of the mutilated gear will impart a similar operation to the other small gear. At the end of each half revolution of the mutilated gear each of the small gears will be locked against movement, this being due to the fact that the smooth portion of the mutilated gear extends for more than half of its circumference, thereby bringing it simultaneously into contact with the wide teeth or solid portions of both small gears.

Rotary movement may be imparted to the mutilated gear to alternately actuate the two retarding devices in any suitable manner. I prefer, however, to actuate this gear from the operating mechanism of a device adapted to record the character or the amount or both of each fare received. This recorder may be of any suitable character. It may make a temporary record only of the fare received, each record being destroyed by the making of the next succeeding record, as is done, for example, in the ordinary fare indicator. On the other hand the recorder may be of such a character as to make a permanent record of each fare received and to preserve both detail and total records of the several fares received and this record may be both a visual and a printed record. In either instance a record of some kind is made. Recording devices of this character are operated through suitable mechanism either by the collector or by the passenger. In carrying out the present invention the operating mechanism employed for the recorder is of such a character that it can be readily connected with the retarding device of the fare box, whereby the movement of the operating mechanism will actuate both the recording device and the retarding device.

In Fig. 1 of the drawings I have illustrated the invention in connection with a fare register which comprises a frame 27 having mounted therein a series of groups of counters 28, each of which is adapted to record the number of fares of a particular kind received. Other groups of counters 29 and 30 register different totals of the fares, as, for example, the total amount of cash received and the total number of fares of all kinds received. A suitable actuator 31 is

adapted to move longitudinally to the axis of the several groups of counters 28 to enable it to be brought into operative relation with any one of these groups of counters. To this end it is slidably mounted on a shaft 32 and is moved longitudinally thereto by means of a nut 33 mounted on a screw-shaft 34, one end of which extends beyond one end of the frame 27 and is operated in a manner to be hereinafter described. Rotary movement is imparted to the shaft 32 and the actuator 31, which is held against rotary movement relatively thereto; by means of a slide bar 35 mounted in the upper part of the frame 27 and having a rack 36 arranged to mesh with a pinion 37 on a vertical shaft 38 which is provided at its lower end with a bevel pinion 39 meshing with a corresponding pinion 40 on a shaft 41 connected at its end by means of suitable gearing 42 with the shaft 32.

The mechanism of the register described is a well known one and I have only shown and described such parts thereof as are necessary to an understanding of the principle on which it operates. It will further be understood that a record is taken from the printing counters 29 and 30 by the printing mechanism commonly employed with registers of this kind.

Rotary movement may be imparted to the screw shaft and reciprocatory movement to the rack bar in any suitable manner either through a single operating member or independent operating members. In the construction here shown I have employed a single operating member to impart movement to both the screw-shaft which constitutes the setting device for the recorder and the slide bar which constitutes the operating device for the recorder. This operating member comprises a vertical shaft or rod 43 having both a rotary and a reciprocatory movement. The upper end of this rod is journaled in a bracket 44 and is provided with a toothed segment 45 meshing with a rack 46 slidably mounted on the bracket 44 and having secured thereto a second rack 47 which meshes with a pinion 48. This pinion is mounted on a short shaft journaled in the bracket 44 and having secured in the other end thereof a segment 49 which meshes with a gear 50 on a flexible shaft 51 which is connected at its other end with the shaft 34. Rotation is imparted to the rod 43 by means of a handle 52 rigidly secured to the rod and adapted to travel in a slot 53 in a housing 54, the edges of the slot being provided with stops 55 to limit the movement of the handle 52 and thus control the amount of rotation imparted to the setting shaft 34 and consequently determine with which group of printing counters the actuator will be brought into operative relation. Vertical movement may be imparted to the rod 43 in

any suitable manner. In Fig. 1 I have shown a connection between the rod and a turnstile 56 which will impart the necessary movement to the rod. The vertical shaft 57 of the turnstile has secured to its lower end a plate 58 having a cam groove 59 in which travels a pin 60 secured to a guide plate 61 carried by one end of a connecting rod 62, the opposite end of which is connected with the adjacent arm of a bell crank lever 63 which has its other arm connected with the lower end of the rod 43. By this arrangement the rotation of the vertical turnstile shaft will impart a reciprocatory movement to the connecting rod 62, which movement will be transmitted to the operating rod 43. The upper end of the vertical rod is connected to one end of a bell crank lever 64, the opposite end of which is connected by means of a connecting rod 65 with the slide bar 35. It is apparent therefore, that when a fare is dropped into the fare box, 1, a slight movement of the handle 52 by the conductor or other collector will set the recorder to record the particular fare which has been received and that the passenger passing through the turnstile will operate the recorder to cause this fare to be recorded.

If it is desired to have the recorder both set and operated by the collector a suitable foot lever 66, such as is shown in Fig. 3, may be provided and connected with the lower end of the operating rod 43.

In addition to the recorder 26, by means of which a permanent record is made of all fares received, I have also shown a temporary recording device or indicator 67 which is connected with the operating rod 43 by means of a rack 68 and pinion 69. This connection causes the indicator to be actuated by the rotation of the shaft 43 and, consequently, it moves in unison with the setting shaft and the indications thereon are so arranged that that one of said indications which is visible indicates the fare which has been received and which the recorder has been set to record. This temporary recording device, *per se*, is also of an old and well known character and does not form a part of the present invention.

The operating member or vertical reciprocating rod 43 may be connected with the mutilated gear 25 of the fare box by any suitable mechanism which will impart an intermittent rotary movement to said mutilated gear. In the present instance the gear 25 is rigidly secured to one end of a shaft 70 on which are mounted two four-toothed gears 71 and 72. The teeth of each of these gears are arranged in pairs, the pairs of each gear are arranged on diametrically opposite sides thereof and the teeth of one gear are arranged on a diameter extending at right angles to the diameter of

the teeth of the other gear. A reciprocatory member 73 is provided with two racks 74 and 75 arranged to engage the teeth of the respective gears 71 and 72. This arrangement is best shown in Figs. 7 and 9 and it will be noted that when the reciprocatory member 73 is moved to the left of Fig. 7 the teeth of the lower rack 75 will engage the lower teeth of the gear 72 but before this rack engages the teeth of this gear the teeth 74 of the upper rack will have passed the adjacent teeth on the gear 71. The movement of the rack to the left will impart a quarter revolution to the shaft 70 and this quarter revolution will bring the second pair of teeth of the gear 71 into a position to be engaged by the teeth of the rack 74 upon the movement of the same to the right, thereby completing the half revolution of the shaft and the mutilated gear 25. The shaft 70 is locked against rotary movement when the reciprocatory member or frame 73 is at either limit of its movement. To accomplish this I rigidly secure to the shaft 70 a square plate 76 and provide the member 73 near each end thereof with a locking plate 77 having a straight edge adapted to engage the edge of the plate 76. The arrangement of the locking plates 77 are such that one of them will move into its operative relation with the squared plate immediately upon the completion of the movement of the shaft 70 in either direction. Movement is imparted to the reciprocating member 73 by connecting the same with the vertically reciprocating operating rod 43 by means of a bell crank lever 78 pivotally mounted on a fixed support in the rear of the fare box and having one arm pivotally connected to an arm 79 carried by the member 73 and provided at its other end with a pin 80 adapted to enter a grooved collar 81 rigidly secured to the rod 43. Preferably the pin 80 is slidably mounted in the arm 78 and as here shown the arm is provided at its outer end with a housing 82 in which the pin is slidably mounted and within which is mounted a spring 83 tending to move the pin normally toward the collar 81. (See Fig. 10). A finger piece or pin 84 is connected with the pin 80 and enables the same to be moved rearward against the tension of the spring 83 to disconnect the arm of the bell crank lever from the operating rod and thereby permit the lever to be actuated independently of the recorder. If desired suitable locking mechanism may be applied to this connecting device.

I wish it to be understood that the particular actuating mechanism just described is used for the purpose of illustration only, that it does not constitute a part of the present invention and will be protected by a separate application for patent.

The operation of the mechanism just de-

scribed will be readily understood. It will be apparent that both the recording devices and the retarding devices of the fare box are operated by a single operating member. When reciprocatory movement is imparted to this member this movement is transmitted in the form of rotatory movement to the shaft 70 and gear 25. The ratio of the gearing is such that half a revolution will be transmitted to the mutilated gear 25. As above explained the half revolution of this gear will impart a complete revolution to one of the smaller gears 21 or 22, thereby opening and closing one retarding device and the next half revolution of the mutilated gear, which occurs upon the next operation of the operating rod 43, will impart a complete revolution to the other small gear, thereby opening and closing the other retarding device. Consequently, when the passenger drops a fare into the fare box its movement will first be checked by the upper retarding device. Immediately upon the character of the fare becoming apparent the collector will operate the recorder to make a record thereof. This operation of the recorder will operate one or the other of the retarding devices. In case the retarding device operated is the lower one the fare just paid will remain upon the upper retarding device. The registration of the next fare will cause both fares, the one previously received and the last one received to be deposited upon the lower retarding device and then the operation of the mechanism to record a third fare will cause both of the fares which now rest upon the lower retarding device to be deposited in the fare receptacle or lower compartment of the fare box. In any case the fare will be displayed until two fares have been recorded, thus allowing ample time for scrutiny by the passenger as well as the collector and thus avoiding mistakes and disputes.

The transfer portion of the fare box comprises an upper portion 85 having a chute 86 through which the transfer may be inserted into the box. This portion of the box is not necessarily of glass or transparent material as only one kind of fare is deposited in the same and this fare is handled by the conductor before it is deposited. Mounted in the transfer portion of the box, which will be termed the transfer box, is suitable mechanism for canceling or printing upon the transfer certain desirable data. In the present instance this data includes the date, the time that the transfer is received, the line number and also a number. Further, the present device is provided with a visual counter which displays the number printed upon the transfer. It will be understood that the mechanism for printing this data may be of any suitable character. For the purpose of illustrating the invention I have

here shown the same as comprising a printing cylinder 87 upon which the printing devices are mounted and a platen 88 arranged to cooperate with the printing devices of the cylinder 87. The printing cylinder and the platen are journaled in the frame of the transfer box and are so arranged with reference to the chute 86 that a transfer inserted through the chute will engage the adjacent portions of these printing devices, and the rotation of one of the devices will cause the transfer to be gripped between them and simultaneously drawn into the box and marked with the desired data, which marking not only makes a record of this data but also serves to cancel the transfer. Mounted in the printing cylinder 87 are three groups of printing counters, indicated by the reference numerals 89, 90 and 91. The first group, 89, is adapted to print the hour and minute at which the transfer is received. The third group, 91, will print the day of the month on which the transfer is received and the second group, 90, will print the number of the particular line on which the car is running. These printing devices are of well known construction and are set by hand to print the desired data. Each printing wheel is loosely mounted upon a shaft 92 mounted in the cylinder 87 eccentrically to the axis thereof and each counter wheel is provided with the usual gear, indicated at 93, which meshes with a corresponding gear 94. These latter gears are mounted on an axis coincident with the axis of rotation of the cylinder 87 and each gear 94 is carried by a sleeve 95, the several sleeves which extend beyond the same end of the cylinder being nested in a well known manner. At its outer end each sleeve is provided with a knurled knob or hand wheel 96 by means of which the corresponding gear 94 may be rotated and the counter wheels adjusted to the desired point. The cylinder is, in the present instance, rotated by means of gearing, one of the gears, 97, being rigidly secured to the end of the cylinder and meshing with a second gear 98 mounted on a shaft 99 extending beyond one side of the frame box and provided with a handle 100. If desired, a suitable stop may be provided, as shown at 101, to stop the rotation of the handle when it has completed a single revolution and thus cause the counters to be alined in printing position. It will be noted that the opposite end portions of the cylinder 87 are of relatively great width. These are adapted to engage the edges of the transfer and press the same against the platen roller and these parts of the cylinder, together with the platen, constitute feeding devices for feeding the transfer into the transfer box.

The consecutive number printing device, which is also carried by the printing cylinder 87, may be of any suitable character and

is here shown as of a well known type. As shown it comprises a series of printing counters 102 each having an operating gear 103 and each being loosely mounted upon a shaft 104. This shaft is rotatably mounted in the end walls of the cylinder. It will be noted that one end of the shaft 104 extends loosely through the adjacent end of the cylinder 87 and is journaled in a hood or extension 105 mounted on the outer surface of this wall of the cylinder. It will be further noted that a sleeve 106 is mounted upon the shaft 104 and extends through the opening in that end of the cylinder carrying the hood or extension 105. The inner end of this sleeve is rigidly secured to the units counter wheel 102 and the outer end has rigidly secured thereto in the space between the hood 105 and the adjacent end of the cylinder a gear 107 adapted to engage a fixed stop which, in the present instance, comprises a one-toothed gear 108 mounted on the end of the casing in a position to engage the teeth of the gear 107. (See Fig. 12.) Each revolution of the printing cylinder will, therefore, cause the gear 107 to engage the teeth 108 and will advance the units counter one step. This movement is transferred from the units counter to the succeeding counters by transfer mechanism of any suitable character and as that here shown is of ordinary construction and forms no part of the present invention it is not necessary that it should be described. The printing counters 102 may be so mounted that they can be reset to zero at the end of a given period and a new count started or they may be such that they cannot be reset and will continue to count on indefinitely, thus registering every transfer received from the time the device is installed up to 99,999. In the present instance I have illustrated the shaft 104 as a resetting shaft of a well known character which need not be described here, it being sufficient to note that the rotation of the shaft by means of a suitable key or wrench applied to the squared head 109 will cause all of the counter wheels to be returned to zero.

The device for inking the printing counters may also be of any suitable character. In the present instance it consists merely of an inking roll 110 journaled in the frame or casing 85 at a point where it will come in contact with the printing counters before the latter engage the transfer to print thereon.

It is also desirable that a visual indicator should be provided to indicate the number which has been printed upon the transfer. For this purpose the top wall of the casing 85 may be provided with a sight opening 111 and a series of counters 112 mounted within the casing in a position to be read through this opening. This visual counter may be

of any of the usual types and as here shown the initial movement is imparted thereto by the usual star wheel 113 adapted to be engaged by a tooth or projection 114 mounted on the edge of the printing cylinder 87 so that each rotation of the cylinder will not only advance the printing counters 102 one point but will likewise advance the visual counters one point, thereby causing the visual counters to indicate the number which will be printed upon the next transfer which is fed into the box.

The operation of the mechanism will be readily understood from the foregoing description and it will be apparent that I have provided in combination with a specific fare recorder, of any suitable character, a fare box having a operable retarding device and have provide an operating mechanism common to both the recorder and the retarding device of the fare box, whereby the act of the collector in recording any one of a series of fares which he may receive will operate the retarding device of the fare box to permit the fare which has been deposited upon the said retarding device to pass into the fare receptacle of said fare box; and that I have also combined with this mechanism a transfer box adapted to print certain data upon each transfer deposited within the same.

While I have shown and described one embodiment of the invention it will be understood that the invention does not reside in the specific devices which I have employed in carrying out the present embodiment and any suitable devices may be substituted for those here shown and the arrangement of the device correspondingly altered. It will, therefore, be further understood that I do not wish to be limited to the details of construction shown and described, for obvious modifications will occur to a person skilled in the art. It will also be understood that devices for printing the data on the transfer are not limited to this use but are of general application and may be utilized to print the date and number, or other data on certificates or coupons of various kinds.

Having thus fully described my invention, what I claim as new and desire to secure by Letters Patent, is:—

1. The combination, with a fare recorder having setting means to set the same to record any one of a plurality of fares of different kinds, and a fare box having operable mechanism, of an operating device connected with said setting means, said fare recorder and said fare box mechanism, means arranged within the reach of the conductor to move said operating device in one direction to set said fare recorder to record the selected fare, and means connected to said operating device for moving the same in another direction to simultaneously cause

said recorder to be actuated to record a selected fare and to operate the mechanism of said fare box.

2. The combination, with a fare recorder having means to set the same to record any one of a plurality of fares of different kinds, and a fare box separate from said recorder and having operable mechanism, of an operating device connected with said fare recorder and said fare box mechanism to cause said recorder to be actuated to record a selected fare upon each operation of the mechanism of said box, means arranged within reach of the conductor to operate said setting means to allow the said recorder to register a selected fare, and means connected with said operating device and arranged to insure the operation of the mechanism of said fare box as each fare is deposited therein and a passenger enters.

3. The combination, with a fare recorder having means to set the same to record any one of a plurality of fares of different kinds, and a fare box separate from said recorder and having operable mechanism, of an operating device connected with said fare recorder and said fare box mechanism to cause said recorder to be actuated to record a selected fare upon each operation of the mechanism of said fare box, means arranged within reach of the conductor to operate said setting means to allow the recorder to register the selected fare, and means connected with said operating device and arranged to be operated by a passenger entering.

4. The combination, with a fare recorder having means to set the same to record any one of a plurality of fares of different kinds, and a fare box separate from said recorder and having operable mechanism, of means operated by the collector to operate said setting means to allow said recorder to register a selected fare, and means to insure the operation of said recorder and fare box mechanism each time a fare is deposited in said fare box and a passenger enters, said last-mentioned means being arranged to be operated by the passenger.

5. The combination, with a fare recorder having means to set the same to record any one of a plurality of fares of different kinds, and a fare box having operable mechanism, of an operating device common to said setting means, fare recorder and fare box mechanism, means attached to said operating device and within reach of the collector to set said recorder to record a particular fare, and separate means connected to said operating device to insure the operation of said fare box mechanism and fare recorder as each fare is deposited in the fare box as the passenger enters.

6. In a fare recording mechanism, a fare box having operable parts, a recorder pro-

vided with counters adapted to register fares
of various kinds, and a rotary and recipro-
catory rod connected to said fare box and
said recorder, whereby the rotation of said
5 rod will set said recorder to register a speci-
fied fare and reciprocation thereof will ac-
tuate said fare box and said recorder.

In testimony whereof, I affix my signa-
ture in presence of two witnesses.

WILFRED I. OHMER.

Witnesses:

HARRIET L. HAMMAKER,
F. W. SCHAEFER.