

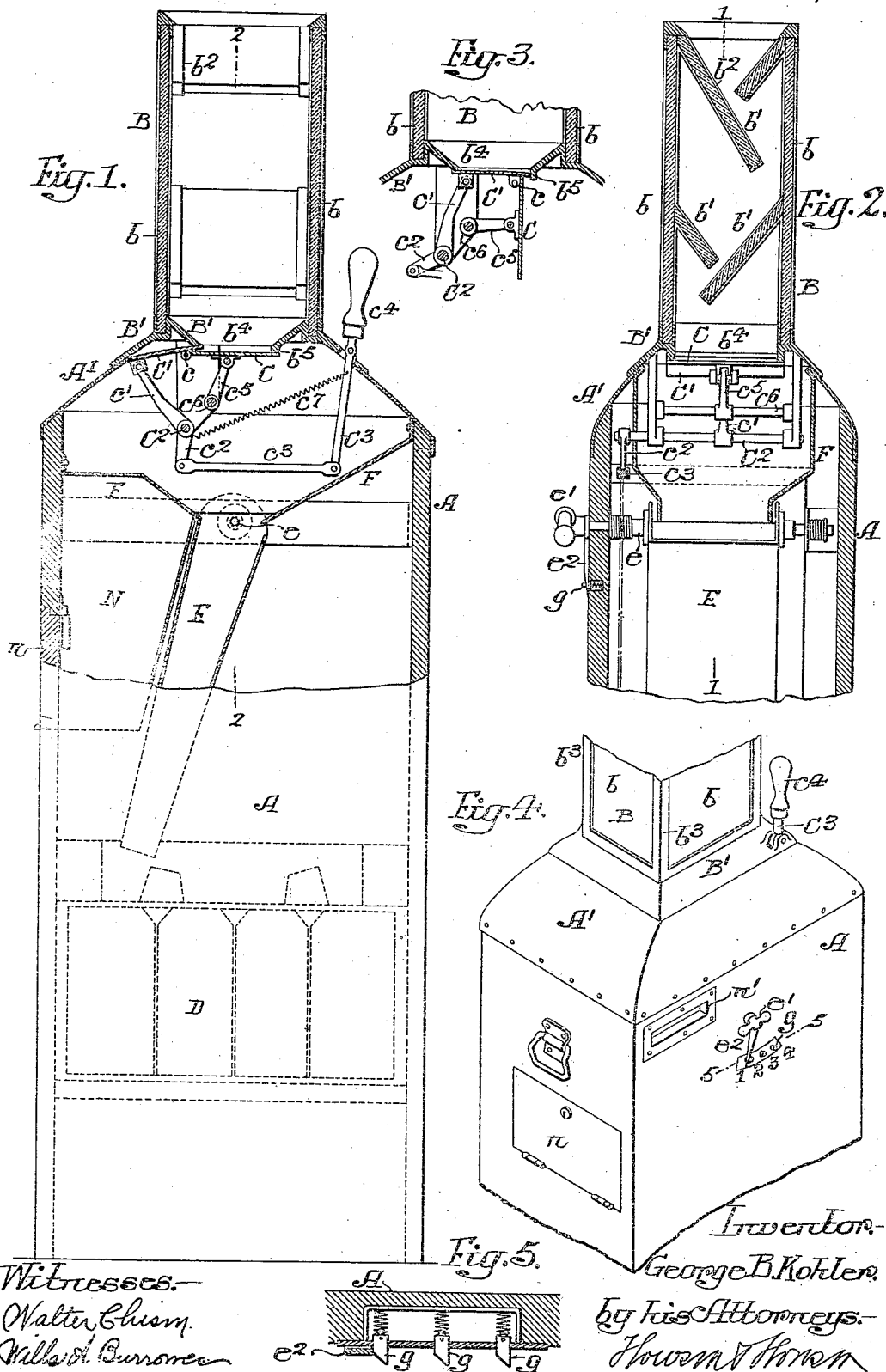
G. B. KOHLER.

FARE BOX.

APPLICATION FILED OCT. 13, 1909.

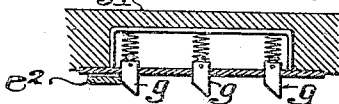
961,076.

Patented June 7, 1910.



Witnesses.
Walter Blum.
Walter A. Burnham

Fig. 5.



Inventor.
George B. Kohler.
By His Attorneys.
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UNITED STATES PATENT OFFICE.

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FARE-BOX.

961,076.

Specification of Letters Patent.

Patented June 7, 1910.

Original application filed July 27, 1908, Serial No. 445,499. Divided and this application filed October 13, 1909. Serial No. 522,397.

To all whom it may concern:

Be it known that I, GEORGE B. KOHLER, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain Improvements in Fare-Boxes, (being a division of application Serial No. 445,499, filed July 27, 1908,) of which the following is a specification.

My invention relates to certain improvements in fare boxes used upon passenger cars of the type known as "Pay as you enter" cars, although it will be understood that the structure forming the subject of my invention can be used generally for the collection of fares, admission fees or tickets, in general.

The object of the present invention is to make a box which cannot be tampered with, and to provide a simple and effective trip mechanism for discharging the fare from the fare receiving section into the fare receptacle within the box.

In the accompanying drawings,—Figure 1, is a view in elevation of my improved fare box, with the upper portion in section, on the line 1—1 Fig. 2; Fig. 2, is a sectional view on the line 2—2 Fig. 1; Fig. 3, is a view of a portion of Fig. 1, showing the mechanism in the discharge position; Fig. 4, is a perspective view of a portion of the box, and Fig. 5, is an enlarged sectional view on the line 5—5 Fig. 4.

A is the casing of the fare box, in the present instance quadrangular in cross section. On the top of the box is a fare receiving section B, glazed in the present instance, on all four sides, as shown at *b*. Within the fare receiving section B are inclined deflectors *b'*, also made of glass, and held in place by metallic arms *b²* projecting from the metallic corner standards *b³*, and at the bottom of the fare receiving section is a metallic plate *B'*, beveled internally toward the discharge opening *b⁴* of the receptacle. This plate forms the base of the fare receiving section and overlaps the cap *A'* of the body portion A. This cap is preferably of metal and is fastened to the base in any suitable manner. In the present instance the body portion A is made of wood, but it will be understood that it may be made of metal or other material without departing from the essential features of the invention. The discharge opening *b⁴* is closed by a pivoted

plate C hung at *c* to a sliding plate *C'*, which in turn is connected to an arm *c'* of a rock shaft *C²*. Mounted on this rock shaft and below the arm *c'* is another arm *c²* connected by a rod *c³* to an operating lever *C³*, the latter having a suitable handle *c⁴* within easy reach of the conductor or other operator. The plate C is also connected to an arm *c⁵* movable on a fixed pivot *c⁶*, so that when the sliding plate *C'* is moved by operating the lever *C³* the plate C will be pushed forward and turned down by the arm *c⁵* to the position shown in Fig. 3. A spring *c⁷* serves to return the parts to their normal position when the operating lever is released, as shown in Fig. 1.

It will be noticed that the plate *C'* is slightly curved so as to work in the arc of a circle, and when it is shifted to the position shown in Fig. 3, it strikes an abutment *b⁵* on the base *B'*, which serves to limit its movement. In the body of the fare box is a fare receptacle D, shown by dotted lines in Fig. 1, having a number of compartments, and pivoted at *e* is a chute E arranged to be moved into position to discharge the fare into any one of the compartments of the fare receptacle.

There is a partition F located in the upper portion of the fare box, and the fare as it is discharged from the fare receiving section B is directed to the chute E, as shown in Fig. 1. The chute E is closed on all four sides and open at top and bottom. One of the pivots or trunnions *e* of the chute, projects from the wall of the box and has a handle *e'* provided with an indicator *e²*, and on the outside of the box I provide marks 1, 2, 3 and 4, in the present instance, which indicate the different compartments in the receptacle D, so that the conductor when turning the handle *e'* to shift the chute E will know the chute into which his fares will be directed. The chute is moved in one direction only by the conductors, and located so that it cannot be returned after it has been moved forward. In some instances, it might, through carelessness, be carried past the point, and in order to obviate this I provide a series of spring bolts *g*, Fig. 5, which engage the indicator *e²*, so that the conductor must first push a pawl in and then turn the handle, which will carry the indicator past the depressed pawl and in contact with the

next projecting pawl. These pawls thus prevent the accidental shifting of the chute and at the same time serve as guides in limiting the movement of the same.

- 5 The fare receptacle and drawer, and mechanism connecting the same with the chute are fully set forth and claimed in an application for patent filed by me on the 27th day of July 1908, Serial No. 445,499, of which this application is a division.

10 When an exchange or other tickets are used I preferably provide a separate compartment N, as shown in Fig. 1, and this compartment has a door *n* provided with a lock, and in the front of the fare box is a slot *n'* which communicates with the box N.

I claim:

1. The combination, in a fare box, of a fare receiving section having an opening 20 communicating with the body of the box, a sliding plate, an operating lever connected to the said plate, a plate pivoted to said sliding plate, and an arm connected to the pivoted plate and mounted on a fixed pivot 25 so that on the operation of the lever the pivoted plate will be tilted and the sliding plate will close the opening.

2. The combination, in a fare box, of a body portion, a fare receiving section hav-

ing a bottom plate, said plate overlapping 30 the top of the box and having an opening therein, the upper surface of the plate being beveled toward the opening, a pivoted plate adapted to close the opening, a sliding plate 35 connected to the pivoted plate, and means whereby the actuation of the pivoted plate will cause the sliding plate to close the opening.

3. The combination, in a fare box, of a fare receiving section having an opening 40 communicating with the body of the box, a sliding plate, an operating lever connected to the said plate, a plate pivoted to said sliding plate and normally closing said opening, an arm connected to the pivoted 45 plate and mounted on a fixed pivot so that on the operation of the lever the pivoted plate will be tilted and the sliding plate will be moved to close the opening, and an operating handle outside the fare box to 50 operate said lever.

In testimony whereof, I have signed my name to this specification, in the presence of two subscribing witnesses.

GEORGE B. KOHLER.

Witnesses:

WM. E. SHUPE,

WM. A. BARR.