

(No Model.)

2 Sheets—Sheet 1.

W. GOLDING.
FARE BOX.

No. 269,195.

Patented Dec. 19, 1882.

Fig. 1.

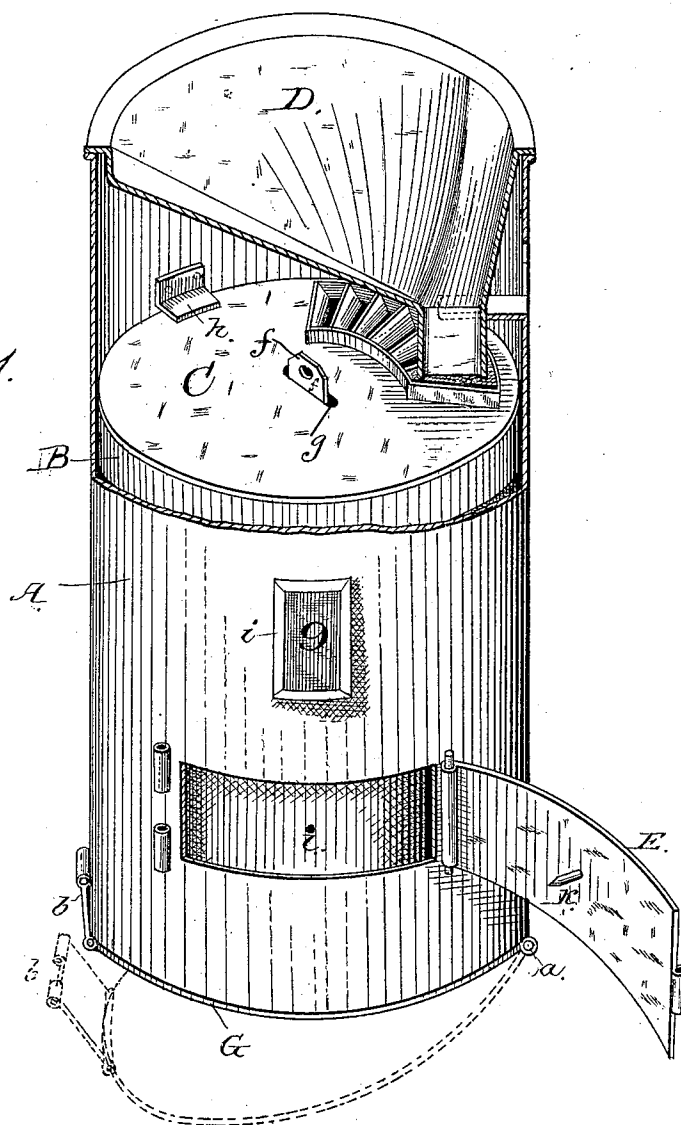
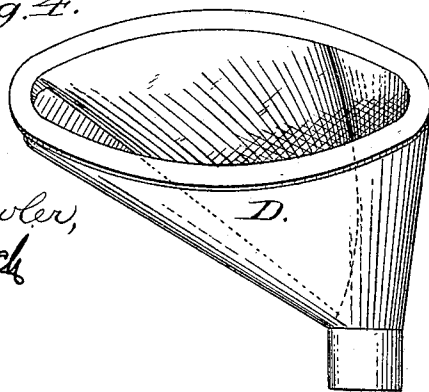


Fig. 4.



Witnesses;

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H. H. Kerr
Attorney*

(No Model.)

2 Sheets—Sheet 2.

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Fig. 3.

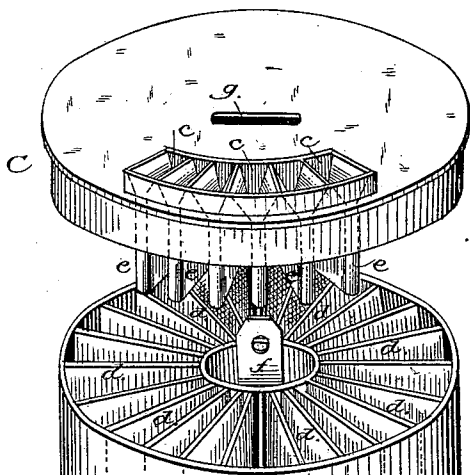


Fig. 2.

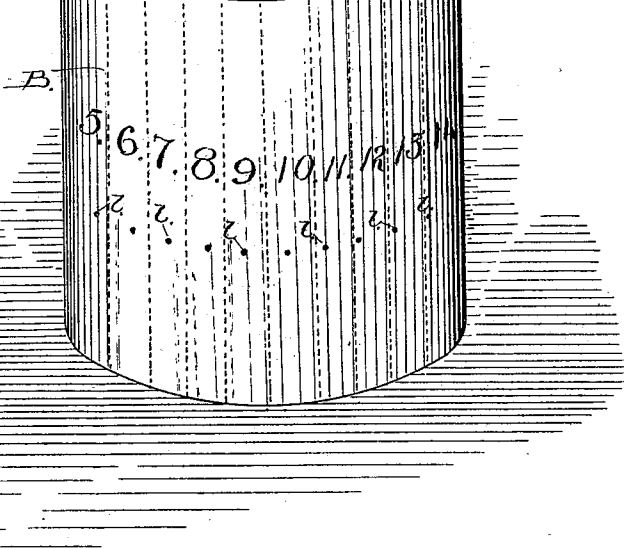
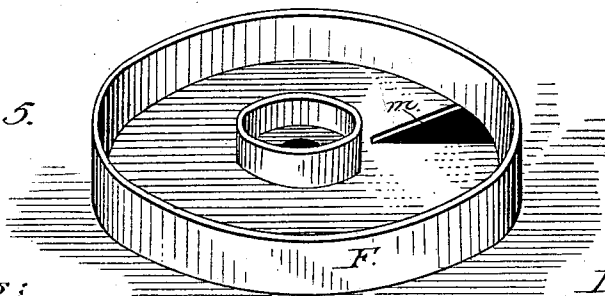


Fig. 5.



Witnesses;

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Attorney

UNITED STATES PATENT OFFICE.

WILLIAM GOLDING, OF NEW ORLEANS, LOUISIANA, ASSIGNOR OF ONE-HALF TO SCHUYLER B. STEERS, OF SAME PLACE.

FARE-BOX.

SPECIFICATION forming part of Letters Patent No. 269,195, dated December 19, 1882.

Application filed September 9, 1881. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM GOLDING, a citizen of Great Britain, residing at New Orleans, in the parish of Orleans and State of Louisiana, have invented a certain new and useful Fare-Box for Street-Cars, Ferry-Boats, &c., of which the following is a specification.

My invention relates to improvements in fare boxes or tills in which the fare is dropped by the passengers; and it consists in certain details of construction, as hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a view of my entire box. Fig. 2 is a view of the fare-receptacle removed. Fig. 3 is a view of the cap of the fare-receptacle. Fig. 4 shows the hopper, and Fig. 5 a cap to be used in emptying the fare-receptacle.

Similar letters refer to similar parts throughout the several views.

A is a cylindrical case, open at the top, and provided at the bottom with a bottom, G, hinged at *a*, and provided at *b* with a suitable lock, clasp, or fastening device.

B is the fare-receptacle. It consists of a cylindrical box, made to fit closely the inside of the case A. It is divided into compartments by the vertical and radial partitions *d d*.

C is the cap of the fare-receptacle. It is provided with tubes *e e e*, which extend down into the compartments when the cap is placed over the receptacle. Although in the drawings I have shown the cap C as provided with only a few tubes, *e*, in practice I provide said cap with a number of tubes corresponding with the number of compartments in the fare-receptacle B'. The upper ends of the tubes are widened, as at *c c c*, so that the fares may pass freely from the hopper into the compartments. A lip or tongue, *f*, engages with a slot, *g*, keeping the cap in position. The cap C is placed over the receptacle, which is then inserted in the bottom of the case A and the hinged bottom fastened. Stops *h* hold the receptacle, preventing vertical motion, but allowing it to be revolved within the case. The hopper D may be permanently fastened to the top of the case. Numbers, as shown, representing the com-

partments are placed on the receptacle. These numbers also correspond to the numbers of the trips, and the proper number is made to appear through the slot *i* at the commencement of a trip. A door, E, is provided with a detent, *k*, which, when the door is shut, engages with a depression, *l*, in the receptacle, preventing rotation. At the end of the trip the door is opened, the receptacle revolved until another compartment is brought under the hopper and the trip-number brought to view, when the receptacle is again fastened for the new trip.

In removing the fares the fare-receptacle is taken from the case, the cap C is taken off the receptacle, and the cap F placed thereon. The cap F has an opening, *m*, of the size and shape of the compartment-openings. The cap is slid around until the opening is successively brought over the mouths of each compartment, thereby enabling the receiver to remove the contents of each compartment separately.

It is evident that any share-holder who rides the length of a single trip may ascertain the amount of fare which should correspond to that trip, and is enabled, by inquiring at the office the next day for the amount taken from the compartment for that trip, to detect any negligence or dishonesty on the part of the driver.

My fare-box may be placed underneath and attached to any ordinary fare-receiving box for the purpose of separating the fares for the different trips.

What I claim is—

1. The combination of the fare-receptacle B, provided with radial compartments and the cap C, and the case A, having hinged bottom G, and door E, carrying detent *k*, substantially as and for the purpose set forth.

2. The combination of the cylindrical case A, having stops *h*, the fare-receptacle B, having radial and vertical compartments, the cap C, having tubes *e* and slot *g*, the lip or tongue *f*, and the hopper D, substantially as and for the purpose set forth.

WM. GOLDING.

Witnesses:

E. L. STREAM,
TOWN VAUGHAN.