R. H. Long,
Fare Box.

No. 88648. Patented Apr. 6. 1869.

FIG. 1.

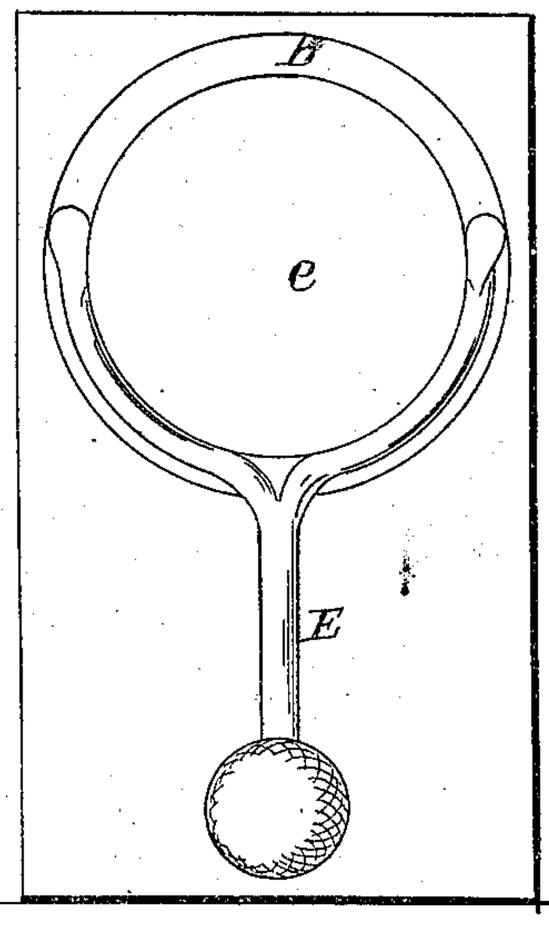
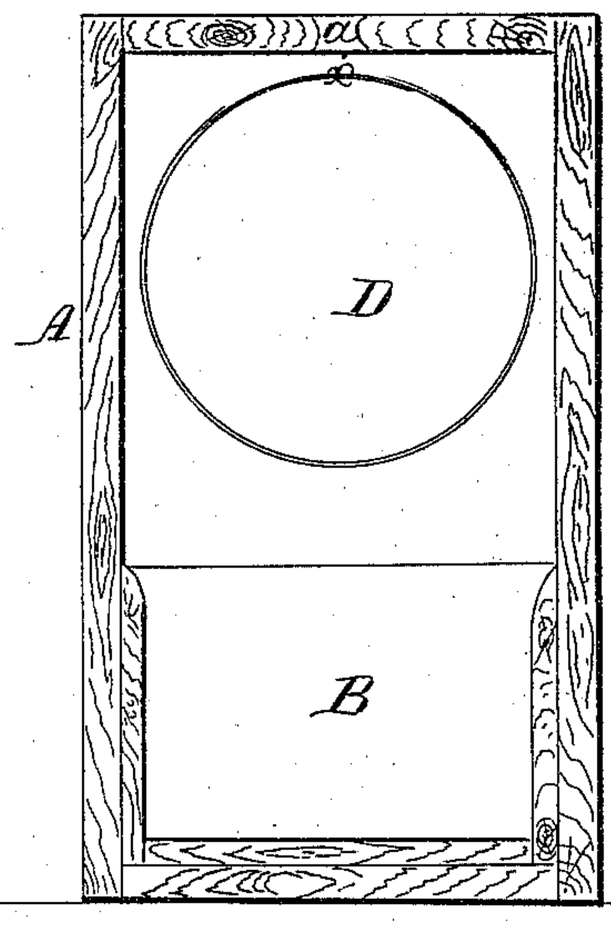


FIG. 2



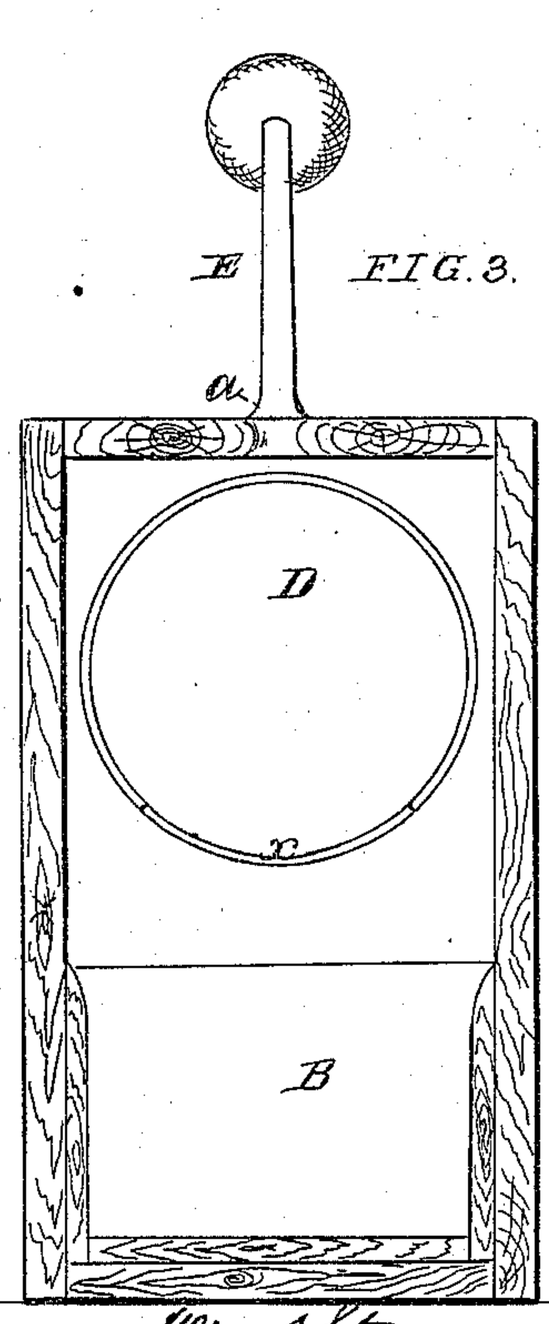
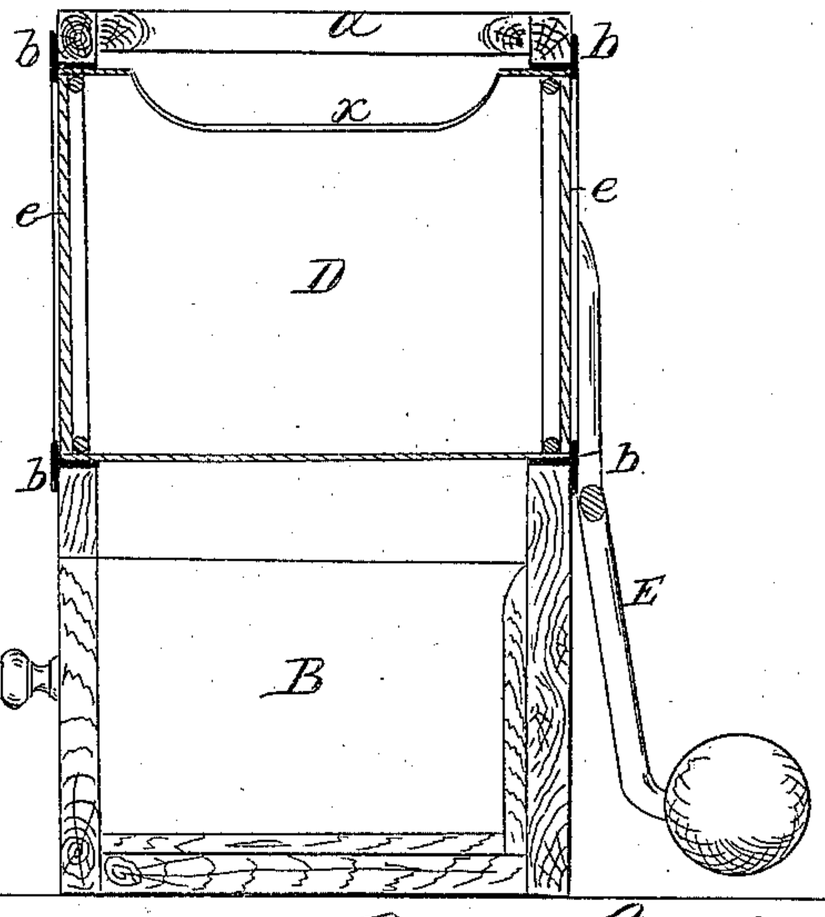


FIG. 3.

FIG. 4



Witnesses { Wm. A. Steel.
John Parker.

R. H. Long
by his Att'y
J. B. Stevenson

UNITED STATES PATENT OFFICE.

ROBERT H. LONG, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN FARE-BOX FOR RAILROAD-CARS.

Specification forming part of Letters Patent No. **88,648,** dated April 6, 1869; antedated March 22, 1869.

To all whom it may concern:

Be it known that I, ROBERT H. LONG, of Philadelphia, Pennsylvania, have invented an Improved Fare-Box for Passenger Railway-Cars; and I do hereby declare the following to be a full, clear, and exact description of the same.

My invention consists of a cylinder having an opening and a weighted arm, and arranged to turn in and being otherwise adapted to a box with a slotted top, all substantially as described hereafter, the whole forming a cheap and simple fare-box for passenger railway-cars.

In order to enable others to make and use my invention, I will now proceed to describe its construction and operation, reference being had to the accompanying drawing, which forms a part of this specification, and in which—

Figure 1 is an end view of my improved fare-box for passenger railway-cars; Figs. 2 and 3, transverse sections of the same, showing the movable parts in different positions; and Fig. 4, a longitudinal section on the line 1 2, Fig. 1.

Similar letters refer to similar parts throughout the several views.

A is a box, in the top of which is an elongated opening, *a*, a drawer, B, being fitted to the lower portion of the box.

A hollow horizontal cylinder, D, a portion of which is cut away at *x*, extends through and is arranged to turn freely in the opposite ends of the box, to which it is confined by rims *b* on the cylinder, and to each end of the latter is fitted a disk, *e*, of glass. To one of these rims *b* is secured at two points a forked rod, E, having at its outer end a weight, which tends to maintain the cylinder D in the position shown in Figs. 2 and 4, in which position the open portion *x* of the cylinder is directly beneath the slot *a* in the top of the box.

My improved fare-box is intended to be applied to and to project through the forward end of a passenger railway-car, the drawer B being locked and inaccessible to the driver, who, however, has control of the weighted rod E.

When a fare has been dropped by a passenger through the slot *a* into the cylinder, the driver, after having ascertained through the glass-plate *e* its correctness, raises the rod E, and thus causes the cylinder to turn until its opening *x* is above the drawer B, the edges of which are beveled, so that they present no obstruction to the lodgment of the fare in the drawer. The weighted rod E is suffered to fall to its original position, thus again bringing the opening *x* of the cylinder uppermost and ready for the reception of the next fare.

When the car has reached the end of its route the drawer can be unlocked and the amount therein withdrawn by an authorized officer.

It will be seen that the cylinder is at all times in a proper position to receive a fare, excepting when the weighted rod E is in the hand of the driver. Even should the latter forget to depress the weighted rod, and this rod should for an instant retain its elevated position, the first slight movement of the car would cause it to fall.

I am aware that a wheel with radial partitions has been arranged to revolve in a fare-box having a hopper at the top. This I do not claim; but

I claim as my invention and desire to secure by Letters Patent—

A hollow cylinder, D, having transparent ends and a single slot, *x*, when the said cylinder is weighted, and arranged to turn in a box, A, having a slot, *a*, all substantially as and for the purpose described.

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

ROBT. H. LONG.

Witnesses:
H. HOWSON,
C. B. PRICE.