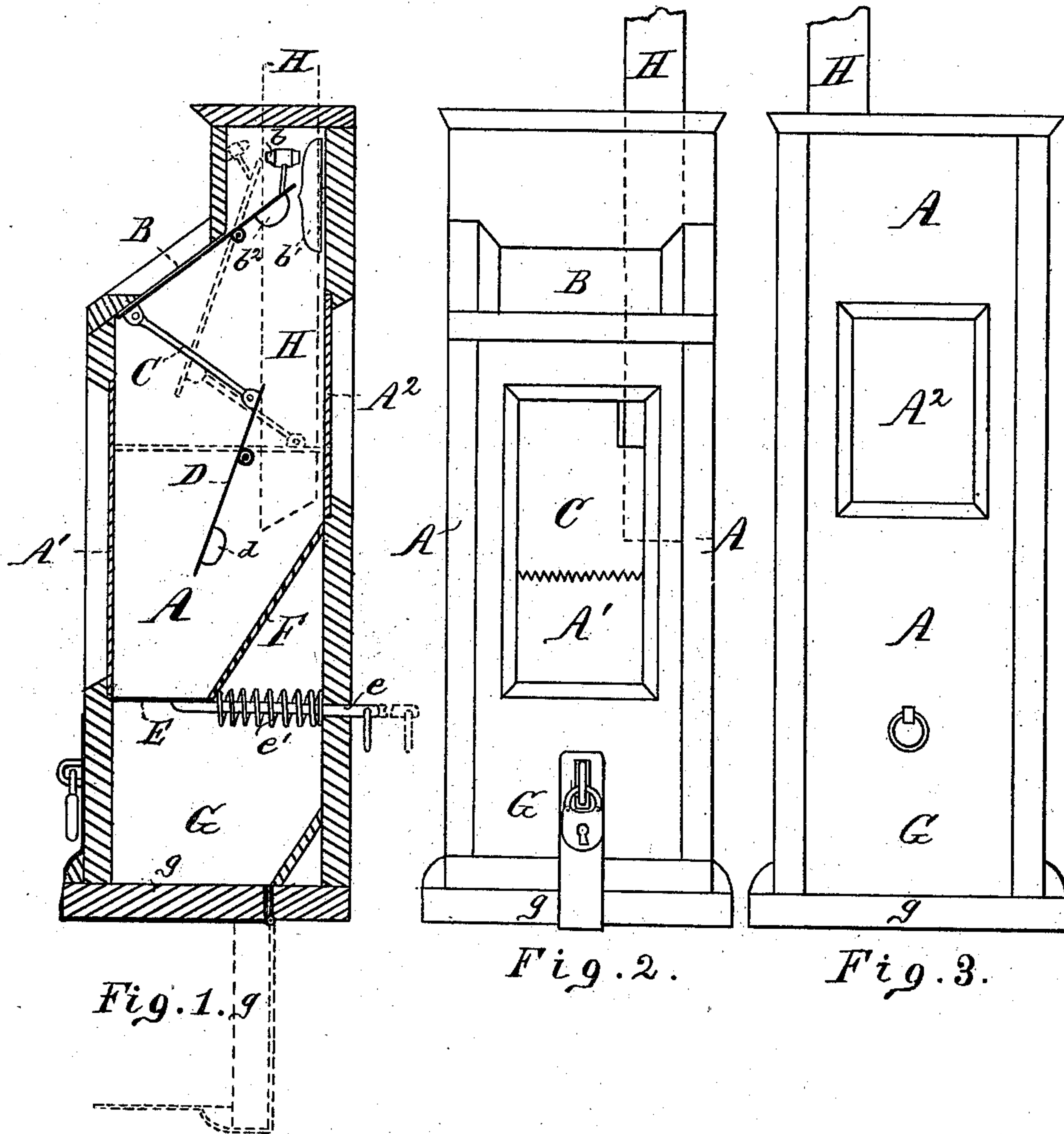


T. HOSTETTER.
Fare-Boxes.

No. 154,550.

Patented Sept. 1, 1874.



Witnesses:
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UNITED STATES PATENT OFFICE.

THOMAS HOSTETTER, OF ST. LOUIS, MISSOURI.

IMPROVEMENT IN FARE-BOXES.

Specification forming part of Letters Patent No. 154,550, dated September 1, 1874; application filed May 27, 1874.

To all whom it may concern:

Be it known that I, THOMAS HOSTETTER, of St. Louis, Missouri, have invented a new and useful Improved Fare-Box, of which the following is a specification:

This invention consists in a new and peculiar arrangement and combination of devices, hereinafter to be more particularly set forth, whereby the opening action of the door operates a dividing-plate in position to receive the fare, and the closing action of the door operates the same plate to drop said fare and signal a bell.

Of the drawings, Figure 1 is a sectional elevation. Fig. 2 is a front elevation; Fig. 3, a rear elevation.

A is the fare-box, having glass A^1 A^2 front and rear, to enable the driver and passenger to look in box. B is the hinged push-door, having at its top a striker, b , which strikes the bell b^1 , secured in corner of box, when the door closes. To automatically close the door the same has a weight, b^2 . The striker b being part of push-door, hence the usual complicated mechanism to give the required bell-signal is here avoided. A connecting-rod, C, has one end thereof hinged to the bottom edge of the push-door B. The other end of said rod is hinged to the rear edge of the dividing-plate D. The dividing-plate D is in inclined position, and turns by its pivotal bearings in the side frames of the box A, from its original inclined position to a horizontal position, and vice versa, according to the open and closing motions of the push-door; therefore (see Fig. 1) when the push-door B is open (dotted lines) the dividing-plate D is closed, (dotted lines,) and when the push-door is closed (full lines) the dividing-plate is in the original position, (full lines.) To facilitate the return movement to original position of the dividing-plate D, the same has a weight, d .

It will be noticed that by the combined operation of the push-door and dividing-plate, as aforesaid—that is, when the former is open and the latter dividing the interior of the box by its horizontal closure—there is at same time, by said horizontally-positioned dividing-plate, prevented the possibility of extracting fares

that have passed below said plate, or which have been finally deposited in money-chamber. In the movement of the dividing-plate D to its original position, the fare drops from said plate below on the inspection-plate E, where it can be inspected. The inspecting-plate E slides horizontally in the box A. It is operated by its rod e , which is drawn outward, and in so doing said inspection-plate is drawn with it and opens the money-chamber. By its coil-spring e' said inspection-plate is returned to again close the money-chamber. In order, however, to insure a certain deposit in money-chamber of each and all fares, no matter in what position they may be on top of the inspection-plate, I have provided a reflector-scraper, F. The scraper F I arrange in inclined position within the box, and so that its lower edge comes directly in contact with the top surface of the inspection-plate E. (See Fig. 1.)

By the combined arrangement of scraper and sliding inspection-plate, as aforesaid, the former acts to scrape off fares on the top of the latter when same is operated to deposit said fares, and thus no fare is left undeposited in money-chamber.

G is my money-chamber. This is virtually the bottom of the box A, its bottom g proper being, for this purpose, made a hinged bottom. (See figures.) The use of an independent money-drawer is thus obviated.

H is a tube, shown in dotted lines, chiefly. Said tube I arrange in the interior of box A, so as nearly to reach the reflector-scraper F. (See Figs. 1 and 2.) The tube H passes out of top of box A, and is further made to connect with the lamp-box ordinarily used in one corner of cars.

The surface of the scraper F is a reflector; also, the interior surface of the tube H is silvered, or made to act as a reflector, so that the rays of light from lamp in car aforesaid shall be directed to pass down said tube and be radiated by the surface-reflector of the scraper F.

Thus the illumination for the inside of the fare-box is done without smoke or grease; the use of a lamp-box side of fare-boxes, and oth-

erwise the inconveniences of the ordinary method of achieving illumination for the fare-box, are thus avoided.

I hereby disclaim the devices shown and described in the patent of H. Baranger, No. 122,549, dated January 9, 1872; but

What I do claim is—

The combination of the push-door B with weight b^2 , its striker b , bell b^1 , connecting-rod

C, dividing-plate D, weight d , arranged to operate in the manner herein shown and described.

In testimony of said invention I have hereunto set my hand.

THOMAS HOSTETTER.

Witnesses:

WILLIAM W. HERTHEL,
CHAS. F. MEISNER.