W. E. PRALL.

FARE BOX.

No. 181,281. Patented Aug. 22, 1876.

Fig: 1

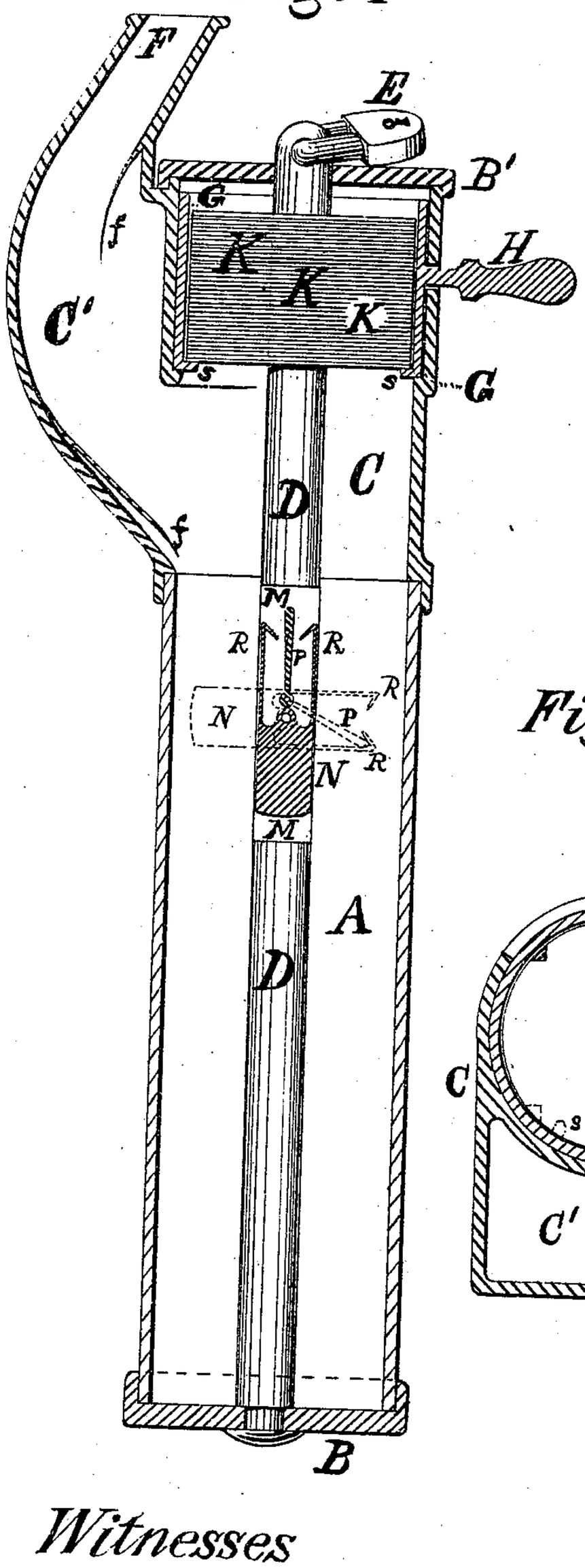


Fig: 3

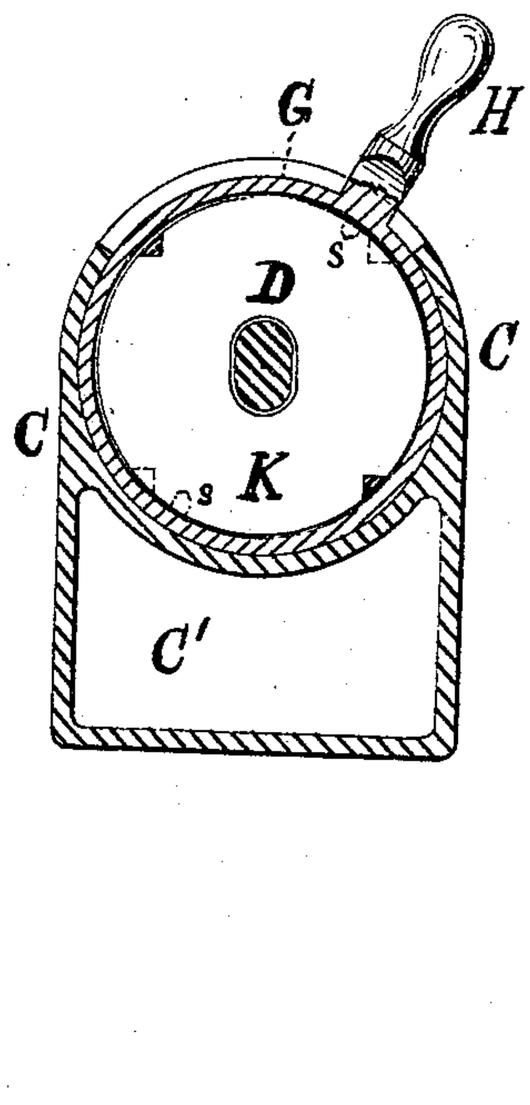
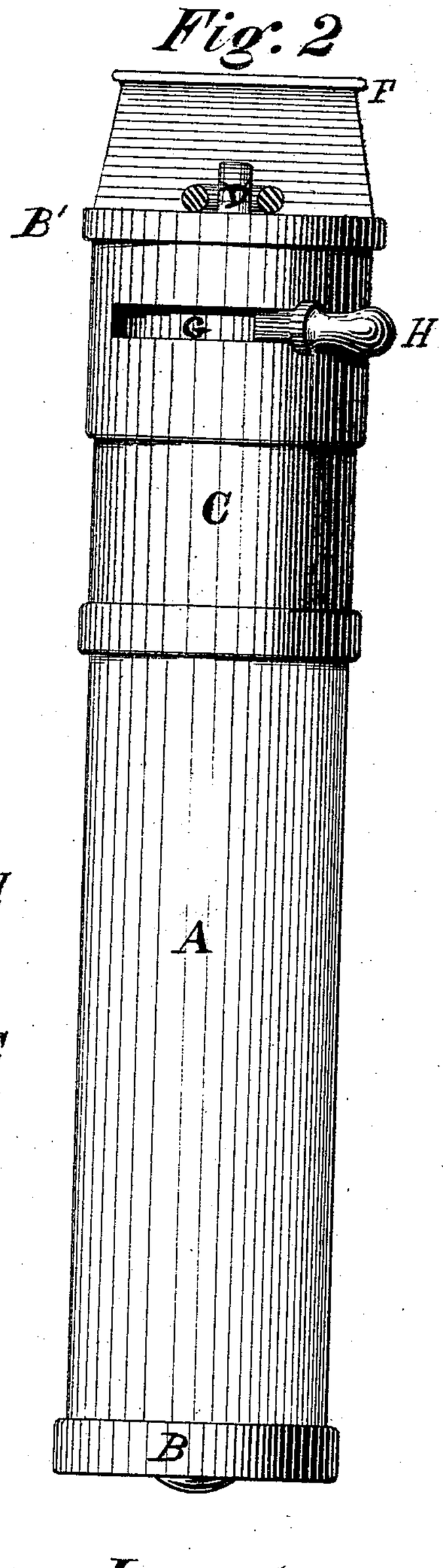


Fig: 2



Witnesses

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Inventor:

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UNITED STATES PATENT OFFICE.

WILLIAM E. PRALL, OF WASHINGTON, D. C., ASSIGNOR OF ONE-HALF HIS RIGHT TO RUFUS E. SHAPLEY, OF PHILADELPHIA, PA.

IMPROVEMENT IN FARE-BOXES.

Specification forming part of Letters Patent No. **181,281**, dated August 22, 1876; application filed August 2, 1876.

To all whom it may concern:

Be it known that I, WILLIAM E. PRALL, of Washington, District of Columbia, (assignor to himself and RUFUS E. SHAPLEY, of Philadelphia, Pennsylvania,) have invented an Improved Fare-Box for Street-Cars and Omnibuses, of which the following is a specification:

The object of my invention is to separate each fare paid into the box from that previously paid by means of movable plates to be dropped singly upon each fare in succession when it has been counted, each plate serving as a false bottom in the box, upon which the next fare may be paid without reaching the fares which have been previously paid.

My invention has for its object, also, to prevent a felonious abstraction of the contents of the box by means of a device which will lock the plates covering the fares whenever the box is so far reversed as to permit its contents to fall toward the aperture through which the payments are made.

In the accompanying drawings, Figure 1 is a sectional view of the fare-box; Fig. 2, an elevation of the same, and Fig. 3 a transverse section in line *x x* of Fig. 1.

A is the body of the box. It consists of a simple cylinder of glass. This glass cylinder is interposed between a metallic cap, B, which closes its lower, and a metallic case, C, covering its upper, end, and is confined by means of a rod, D, secured centrally to the lower cap B, and which, extending through the cylinder and the upper case C, projects through a second cap, B′, covering said upper case, and terminates with an eye to receive a bolt or a padlock, E, by means whereof these several parts are all securely locked together to constitute a complete fare-box.

That portion of the upper case C which covers the cylinder A is cylindrical in form, and of larger diameter than said cylinder. A curved receiving-chamber, C′, in form substantially as shown in Figs. 1 and 3, is combined therewith to open thereinto above the glass cylinder. This lateral receiving-chamber is provided with an aperture, F, to receive the fares, and is armed interiorly with serrated plates *f f*, (see Fig. 1,) to prevent an abstraction of the fare through the aperture F. G is a short concentric cylinder, fitted and turning freely within the cylindrical portion of the case C, and provided with a handle, H, projecting outwardly therefrom through a transverse slot cut in the side of the case, as shown in Figs. 2 and 3. The diameter of the cylinder G is slightly less than that of the glass body A of the fare-box, over which it is placed, and its lower edge is armed with inwardly-projecting pins *s s*. (See Figs. 1 and 3.) K K K are a number of thin metallic plates, fitting loosely within the cylinder G, and resting upon the pins *s s*. These plates are prevented from turning with the cylinder G by means of the central rod D, which is made for this purpose of an oblong section. (See Fig. 3.) Each plate K is notched at opposite points, (see Fig. 3,) corresponding with the position of the supporting-pins *s s*, so that when said pins are brought into register with the notches on either of the plates, that plate will drop from the cylinder G down into the glass cylinder A below. The notches in the several plates are so cut, and the plates so placed upon the central rod D with reference to each other, as that the notches in no two of the plates in succession shall be in register; hence a movement of the cylinder which shall operate to bring the pins into register with the notches on the lowermost plate will serve to release that plate only, and the plates may thus be readily made to drop, one at a time, by the movements of the handle H.

M is a slot cut centrally in the rod D, to receive the gravitating lock or device, composed of the swinging weight N, the hooked arms R R, and the pivoted latch P. One end of the swinging weight N is pivoted centrally therein. The slot is extended above the pivot end of the weight to receive the latch P, which is pivoted at its lower end within the slot, just above the pivot-point of the weight. The upper end of this latch P rests, when the weight is in an upright position, between the inwardly bent or hooked ends of two arms or strips, R R, which extend upwardly from the weight on each side thereof, as shown in Fig. 1. The entire length of this slot does not ex-

ceed the diameter of the inclosing-cylinder A. If, now, the box be overturned, the weight N will swing upon its pivot, carrying with it these lateral hooked arms R R and the inclosed latch P; but the eccentricity of the pivoted center of the latch P with reference to that of the weight N will so far shorten the latch with reference to the hooks as that its end will engage the one hook or the other, and thus lock the weight in a transverse position, as illustrated in dotted lines, Fig. 1; nor can it be unlocked without removing the rod D from the cylinder A.

In the use of this improved fare-box, as soon as a fare has been paid through the aperture F into the glass cylinder A, and viewed and counted therein, a movement is imparted, by means of the handle H, to the inclosed cylinder G, sufficient to bring the pins *s s* into register with the notches in the lowermost of the plates K K, which, being thus released, will drop to the bottom of the glass cylinder and cover the fare therein. This plate will thus serve as a false bottom, upon which the next fare paid will fall and rest, and when it has in turn been viewed and counted, a second plate is allowed to fall, and so on. Thus, each payment of fare may be viewed and counted distinct from all fares that have preceded it, and be then separated from that succeeding it.

If at any time the box be so overturned as to admit of shaking out the fares therein through the aperture F, the weight N, turning by reason of its gravity, will swing across at an angle to the rod D, and cause the latch P to engage one of the hooked arms R, and will be thereby secured and locked in its transverse position. The plates covering the fares will be thus confined in the lower end of the fare-box, and the fares securely retained therein.

To recover the fares from the box it is only necessary to unlock and withdraw the padlock E and its attached rod D. The plates in the case C will remain in their cylinder G, leaving only the plates covering the fares upon the rod D. These may now be withdrawn therefrom and replaced in the cylinder G, and after the rod has been replaced in position in the box and secured with the padlock, the box is again ready for use.

I contemplate making these movable or gravitating plates of perforated metal, or thin wire-gauze, or even of card-board or paper. The body A of the box may also be made partly, instead of wholly, of glass.

I contemplate also, as an equivalent for the gravitating-plates, which are dropped vertically, plates tipped from a lateral chamber or slips of paper folded over on the fares.

I claim as my invention—

1. A fare-box in which each successive fare, when paid in, is permanently separated by a plate from the fares previously paid, and by another plate from the next fare which may be paid, so that each fare may be separately viewed and counted, operating substantially as and for the purpose herein set forth.

2. A gravitating lock or device, composed of the swinging weight N, the hooked arms R R, and the pivoted latch P, all arranged and operating substantially as and for the purpose herein set forth.

W. E. PRALL.

Witnesses:
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