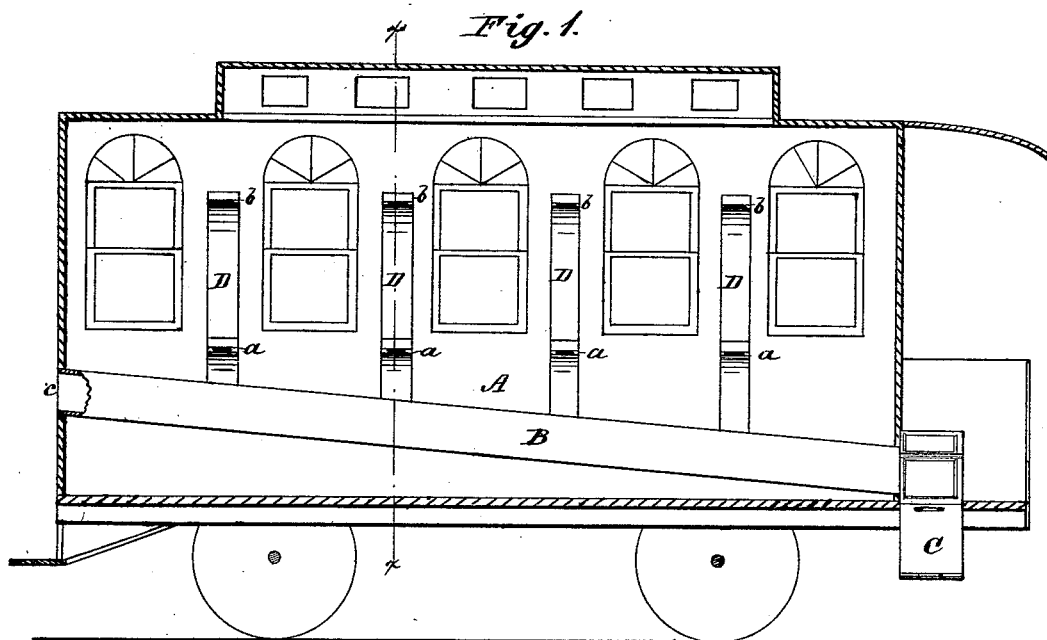


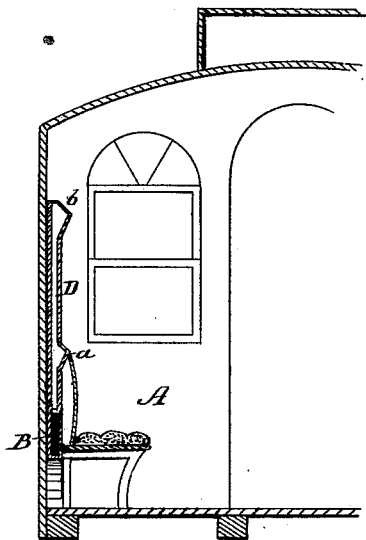
H. R. ROBBINS.  
Fare-Box for Street-Car.

No. 220,661.

Patented Oct. 14, 1879.



*Fig. 2.*



WITNESSES:

*W. W. Hollingsworth*  
*E. W. Upton*

INVENTOR:

*H. R. Robbins*  
BY *Wm. L. C.*  
ATTORNEYS.

# UNITED STATES PATENT OFFICE.

HENRY R. ROBBINS, OF BALTIMORE, MARYLAND, ASSIGNOR TO HIMSELF  
AND JAMES E. STANSBURY, OF SAME PLACE.

## IMPROVEMENT IN FARE-BOXES FOR STREET-CARS.

Specification forming part of Letters Patent No. **220,661**, dated October 14, 1879; application filed  
May 29, 1879.

*To all whom it may concern:*

Be it known that I, HENRY R. ROBBINS, of Baltimore city, State of Maryland, have invented a new and Improved Street-Car Fare-Receiving Apparatus; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a vertical longitudinal section of the car, the section being taken just back of the car-seat and the view being from the inside. Fig. 2 is a vertical transverse section through the line *x x* of Fig. 1.

In that class of street-cars in which a fare-box in one end of the car is made to fulfill the duties of a conductor in receiving the fares no little inconvenience has been experienced on the part of the passengers in depositing their fares. This grows out of the limited space in the car and the necessity of each passenger's passing to the end of the car, which involves the liability of stumbling upon the toes or being pitched into the laps of the other passengers, which liability is greatly increased by the frequently crowded character and irregular motion of the car, and involving also the further liability of losing one's seat.

It has been proposed to remedy this difficulty by using an inclined tube or trough extending through the length of the car, and provided with a series of inlet-orifices, into which a ball is deposited and allowed to roll into a receiving-box at the end; but the difficulty here is to suitably arrange this inclined tube so as to be out of the way and protected against bending or breakage, which would render it inoperative.

The object of my invention is to obviate these difficulties; and to this end it consists in arranging a flat inclined conduit between the back of the car-seat and the side of the car, and connecting with the same a series of receiving-throats of different lengths, extending upwardly above the back of the car-seat, between the windows.

In order to insure the passage of the fare, I propose to dispense with pasteboard tickets, and use in the place of the same circular metal checks, of the same size and general character as the five-cent pieces. The adoption of these metal checks will not only permit the plan described to be successfully practiced, but re-

duces the liability to counterfeiting, which is easily practiced upon the ticket system, and the necessity for preventing which already exists.

In the drawings, A represents a street-car of the usual construction. In the rear of the back of the seat, and just below the row of windows, I arrange a flattened way, B, which is in the nature of a conduit of a little greater thickness than the coin or check which traverses the same, so that said coin or check is kept upon its circular edge and in a vertical plane to enable it to readily roll. This conduit extends from end to end of the car, and at its forward end it dips with an inclination sufficient to insure the forward travel of the fare even when going up hill. At the forward end of the car it communicates with a receiver or fare-box, C, which may be the ordinary "Slawson" box, or any other approved form which will permit the driver to inspect its contents.

In the space between each of the windows of the car I arrange depositing-throats D, which communicate with the common conduit B. These throats have two openings, one of which, *a*, is at such a height as to permit a passenger when sitting to readily deposit a fare, and the other of which, *b*, is formed in the upper portion of the throat, in a position where those standing may deposit their fares without inconvenience to the parties who may be sitting in front of the lower openings.

For the benefit of those who may be standing upon the step when the car is crowded, a slot, *c*, is formed in the rear end of the conduit, opening upon the outside of the car.

Having thus described my invention, what I claim as new is—

The combination, with a street-car and its longitudinal seat, of an inclined conduit arranged between the back of the seat and the side of the car, and having depositing-throats of different lengths extending upwardly from the same, between the windows, the said conduit having a receiving-box at its lower end, substantially as shown and described.

The above specification of my invention signed by me this 22d day of May, 1879.

HENRY R. ROBBINS.

Witnesses:

EDWD. W. BYRN,  
CHAS. A. PETTIT.