J. B. SLAWSON.

Fare-Box.

No. 210,571. Patented Dec. 3, 1878.

Fig. 1.

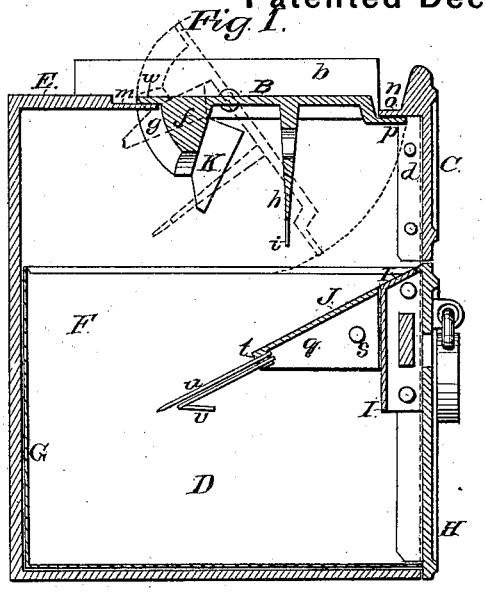


Fig. 2.

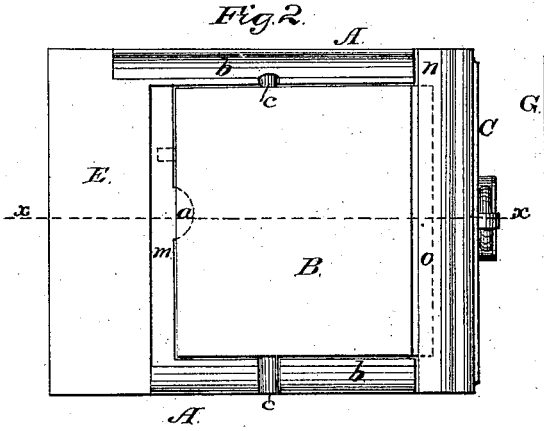


Fig. 3.

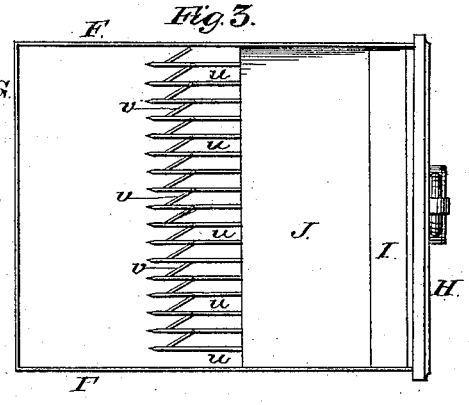
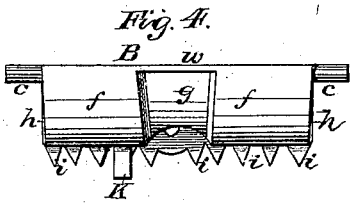


Fig. 4.



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UNITED STATES PATENT OFFICE.

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IMPROVEMENT IN FARE-BOXES.

Specification forming part of Letters Patent No. **210,571**, dated December 3, 1878; application filed September 25, 1878.

To all whom it may concern:

Be it known that I, JOHN B. SLAWSON, of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Fare-Boxes; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification, in which—

Figure 1 represents a detached sectional view from front to rear of my improved money-compartment of a fare-box, showing the money drawer or receptacle in place, as taken through the line *x x* of Fig. 2. Fig. 2 represents a plan of the same, and Fig. 3 a plan of the money-drawer detached from the box. Fig. 4 represents a rear-end view of the dip that arrests the fare for inspection.

As generally constructed, fare-boxes are provided at front and rear with an opening covered by a glass plate or other transparent medium, through which the passengers and driver of the car or vehicle may examine the fare to see that the amount is correct and in good money or tickets, for which purpose the box is generally provided with a dip or temporary arrest for the detention of the fare until examined, after which, by tilting the dip or withdrawing it from the mouth of the opening which leads to the money-drawer below, the fare is precipitated into the latter, where it remains until removed by the party authorized so to do, unless otherwise fraudulently removed—as, for example, by breaking the glass through which the inspection of the fare is made, depressing the dip, or otherwise withdrawing it from the mouth of the opening leading to the money-drawer, and then inserting the hand and removing the accumulated fare therefrom.

To prevent such fraudulent proceeding is the object of my invention, as also to prevent the fraudulent withdrawal of the fare through the mouth of the fare-box from the money-drawer when once it has been deposited therein, and which is frequently effected by many contrivances fraudulently resorted to by the drivers and other persons, as opportunity offers.

My invention consists, first, in providing the dip on its under side with a device such as a serrated blade, or a series of spikes, so arranged and constructed as to obstruct the channel left open by the raising of the rear end of the dip; and, secondly, in providing the money-drawer proper with a slide, the lower end of which may be serrated or otherwise provided, and which I prefer, with a series of slide-spikes, or with a double series of slide-spikes and hooks, so as to prevent the passage of the hand on the depression of the dip through the opening thus formed into the box below, the slide and spikes for this purpose being made to run in a contrary direction to the dip when depressed.

The hooks and spikes also serve as a means of protecting the fare from the fraudulent use of instruments as a means of withdrawing it from the drawer.

To enable others skilled in the art to make, construct, and use my invention, I will now proceed to describe it, omitting a particular description of such parts of a fare-box as is unnecessary to the proper understanding of my present improvement.

In the drawings, A represents a metal box or frame, and which I prefer to make of cast-iron, closed at the two sides and at the rear and bottom, and open at front, and partially so at top, there being just space sufficient left to receive the dip B when in position to arrest the fare, as illustrated in Figs. 1 and 2. Box A for this purpose is provided at the rear, on top, with a lip, *a*, for the support of the rear edge of dip B.

On the upper edge of the two sides of the box are formed two flanged projections, *b b*, flush on their outer sides with the sides of the box, and inclined downwardly on the inside. A vertical slot is formed in one of these projections *b*, the bottom of which constitutes one of the bearings of the pivotal pins *c* of the dip, it being cut sufficiently deep to allow the upper side of the dip to rest in the same plane with the upper side of the inner edge of the flanges. The other pivotal pin *c* has its bearing in a hole formed in the other side of the box, immediately below its flange *b*, as shown in Fig. 1.

To the upper end of the front side of box A is secured a metal plate, C, for which purpose

two flanges, *d*, one at either end, are formed on the plate, and so arranged as to project and just fit within the sides of the box A. Through the sides of the box and these flanges are passed screws, which firmly bind the plate C to the box.

The width of the plate C is so contrived with respect to the bottom of the box as to just leave space sufficient between them for the reception of the money-drawer D.

The flanges *d* are connected at the top by another flange, *o*, which forms a support for the lower end of the glass plate, through which the passengers examine the fare when first deposited in the box.

The dip C is so constructed and so hung that it has a constant tendency to assume a horizontal position whenever depressed by the driver in order to deposit a fare, and which he does by operating a lever attached in any suitable or known way to the under side of the front end of the dip. For the purpose of making the dip thus automatically adjust itself for a new fare by assuming a horizontal position, the rear end of the dip, on its under side, is provided with a heavy metal rib or bar, *f*, so curved on its outer surface as to just clear the inner edge of the shortened top plate, E, of box A. In other words, it is formed in a curve, of which a line drawn from the center of pivots *c* to the edge of the top plate, E, would form a radius, but so as to clear it easily.

Rib or bar *f* is illustrated in Figs. 1 and 4, and is provided at or near its center with a depression, *g*, into which the lip *a* takes, there being left at its upper end a small flange, *w*, which, resting upon the lip *a* when the dip is in its normal (horizontal) position, serves to support the latter, as before described.

On the back of bar *f* is cast or otherwise secured a stop, K, the purpose of which is to prevent the dip B from being depressed farther than is absolutely necessary to deposit or drop the fare into the drawer D below. This is effected by the lower end of the stop K being brought in contact with the under side of the shortened cover E of the box by the act of depressing the dip.

On the under side of the front half of the dip is formed or otherwise secured a projecting plate or rib, *h*, which extends from end to end of the dip. The lower edge of this plate is provided with a series of teeth, *i*, the office of which is to protect the opening formed between the edge of the top plate, E, and the rear edge of the dip when the latter is operated to deposit a fare, and thus prevent through that opening the fraudulent abstraction of the fare from the money-drawer, the teeth being made of sufficient length for this purpose; or a series of pointed spikes may be substituted for rib *h* and teeth *i*. Thus constructed, and the dip properly placed in its bearings in box A, the latter is ready to be inserted and secured into the outer casing of the fare-box, and for the reception of the money-drawer, the peculiar construction of which I will shortly describe.

By reference to Figs. 1 and 2, it will be seen that metal box A is provided at or near its rear, immediately adjoining the rear edge of the dip, with a depression, *m*, which is intended for the reception of the lower edge of the glass plate which covers the opening through which the driver examines the fare as deposited by the passengers. Box A is also provided at front, between the inner edge of the top of the metal plate C and the ends of the flanges *b*, with another depression, *n*, formed in the upper edge of bar or plate C, for the reception of the lower end of the glass plate which covers the opening into the box through which the passengers examine the fare. This depression forms a flange, *o*, against the under side of which the depressed flange *p* of the front edge of the dip bears, and thus closes all communication with the money-drawer below when the dip is in its normal position, and also serves, in connection with lip *a*, to prevent the rearward depression of the dip beyond a horizontal plane.

The money-drawer is constructed in the usual way, so far as the drawer itself is concerned; but in addition thereto I provide it with a slide, constructed in the following manner: F F represent the sides of the money-drawer; G, the rear, and H the front, side, and to the latter of which is secured the lock I. The upper side of the lock I is beveled or inclined sufficiently to prevent a lodgment of a fare on the top, as shown in Fig. 1. J represents a metal slide, which extends from side to side of the drawer, and is secured to the sides F F of the latter by means of flanges *q*, formed on its ends, through which, for this purpose, and the sides of the drawer, are passed screws *s*, as shown in Fig. 1. By reference to the same figure, it will be seen that the plate J is set at an angle to the front of the drawer, so as to form a slide, down which the fare will glide to the bottom of the drawer when precipitated upon it by the depression of the front end of the dip, as shown in dotted lines. The rear end of the flanges *q* are so formed as to bear flush against the face of the lock when the slide is set at the angle required, and thus form a firm support for the slide against pressure from above.

The lower end of the slide J is preferably provided with a lip or flange, *t*, into which are inserted and secured, in any suitable and known way, a series of sharp-pointed spikes, *u*, or, if desired, and which I prefer, a series of sharp, pointed spikes, *u*, and another and corresponding series of hooks, *v*, as illustrated in Figs. 1 and 2. Each of hooks *v* is so arranged with respect to the spikes that its shank runs in a parallel line with, but under, one spike *u*, while the extremity of its hook reaches beyond and under the adjoining spike, the hook being inclined downward and backward for this purpose. The slide J prevents the passage of the hand to the drawer below

when the dip B is depressed, and in this respect is further aided by the use of the spikes *u;* but the principal use of the latter, as well as of the hooks, is to prevent the abstraction of the fare from the drawer by the fraudulent use of devices commonly employed by the drivers.

The incline or slide J, spikes *u*, and hooks *v* are represented as being attached to the front end of drawer D, for the reason that dip B is depressed in that direction; but were the latter made to depress toward the rear of the box, then incline J, spikes *u*, and hooks *v* would be secured to the rear end of the drawer and inclined downward toward the front of the latter.

Having described my invention, I claim—

1. The dip B, provided with the weighted bar *f* and serrated rib *h*, in combination with the shortened cover E of box A, to prevent the abstraction of the fare through the inspection-opening on the driver's side of the box when the dip is depressed, as in depositing a fare, substantially as set forth.

2. The dip B, provided with stop K, in combination with the shortened cover E of the box A, for the purpose set forth.

3. A dip, B, provided with stop K and serrated rib *h*, in combination with a shortened cover, E, of the box A, for the purpose set forth.

4. The combination of a dip having a stop, K, to prevent it from descending beyond a regulated point, with a money-drawer having a rigid slide, J, either with or without teeth, spikes, or hooks on its lower edge, and running in an opposite direction to the inclination of the dip when depressed, whereby the abstraction of fare through the inspection-opening on the passengers' side of the box is prevented, substantially as set forth.

5. A money-drawer, D, of a fare-box, provided with a rigid slide, J, either with or without teeth, spikes, or hooks on its lower edge, and running in an opposite direction to the inclination of the dip when depressed, in combination with a dip having a serrated rib, *h*, whereby abstraction of the fare is prevented through either of the inspection-openings, substantially as set forth.

6. The combination of a dip having a stop, K, and serrated rib *h* with a money-drawer provided with a rigid slide, J, either with or without teeth, spikes, or hooks on its lower edge, and running in an opposite direction to the inclination of the dip when depressed, substantially as set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

J. B. SLAWSON.

Witnesses:
H. M. WHITBECK,
DANIEL G. THOMPSON.