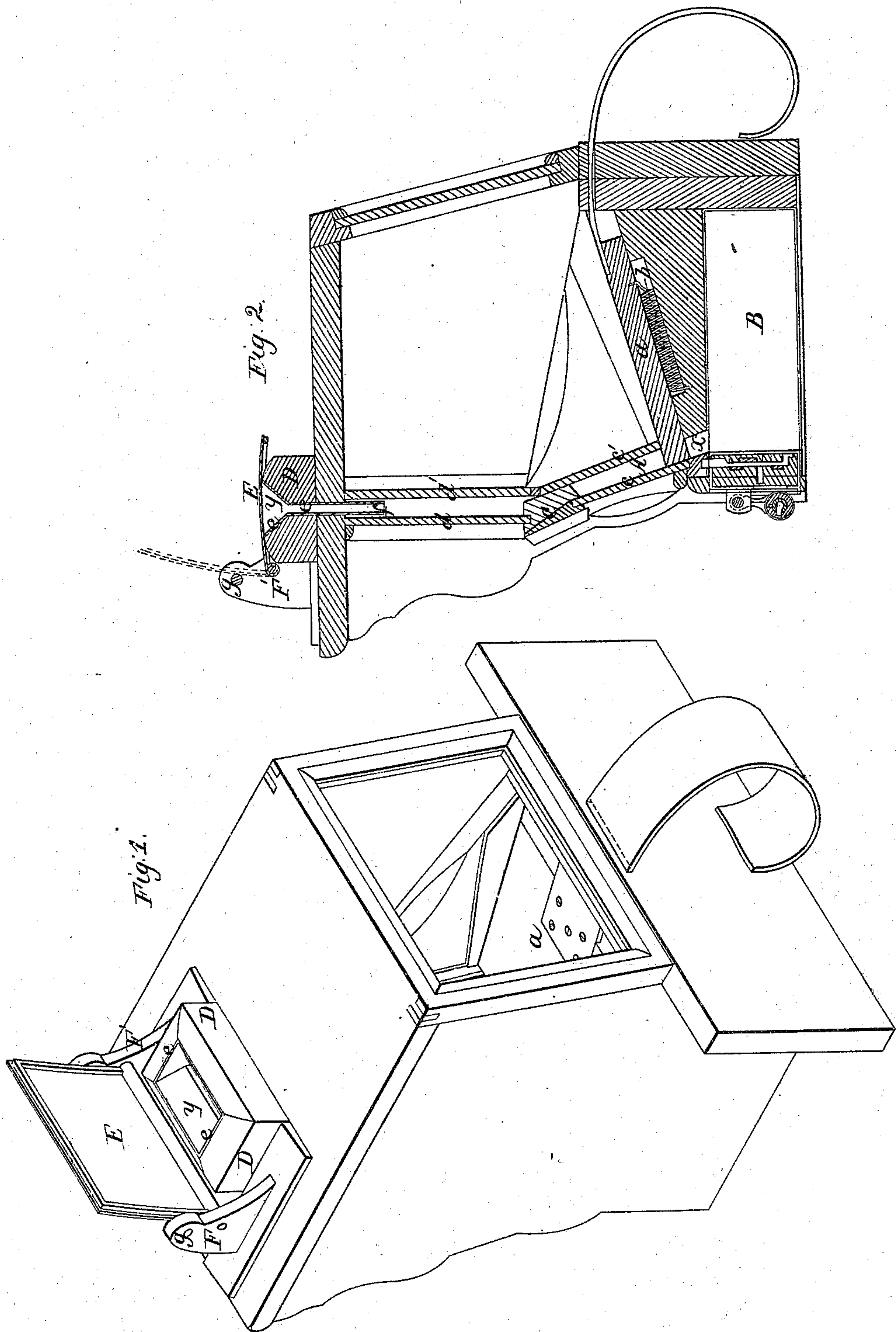


J. B. Stawson.

Fare Box.

N^o 21,372.

Patented Aug. 31, 1858.



UNITED STATES PATENT OFFICE.

J. B. SLAWSON, OF NEW ORLEANS, LOUISIANA.

FARE-BOX FOR OMNIBUSES, &c.

Specification of Letters Patent No. 21,372, dated August 31, 1858.

To all whom it may concern:

Be it known that I, J. B. SLAWSON, of New Orleans, in the parish of Orleans and State of Louisiana, have invented a certain
5 new and useful Improvement in Fare-Boxes, of which the following is a full, clear, and exact description, reference being had to the accompanying drawing, in which—

Figure 1 represents an isometrical perspective view of a fare box with my improvement applied to it and Fig. 2 a vertical transverse section of the same.

Since the method of preventing fraud on proprietors of public conveyances, by means
15 of fare boxes constructed on the plan as patented to me on the 28th day of July 1857, which Letters Patent here surrendered and reissued on the 4th day of May 1858, has come into more general use, great inconvenience has been often experienced, on account that the passengers traveling on the
20 top of the stage, are under the necessity of passing their fare to the inside passengers in order to have it deposited in the fare box; which not only causes much delay but is a
25 source of much inconvenience and trouble to the inside passengers, to obviate which is the object of my present improvement and its nature consists in so constructing and arranging the fare box that the passengers on
30 the outside are enabled as well as those inside to deposit their fare directly into the box.

To enable others skilled in the art to make, construct and use my improvement I will now proceed to describe it in detail.

In the accompanying drawing my improvement is represented as being applied to the improved fare box of I. S. Reeves
40 patented February 23, 1858, and issued to me as his assignee, but it can be applied to any other operating on this principle. In this case the whole of the lower part of the box, that is to say the receiving chamber
45 (A), slide (a), spring (b) and receiving drawer (B), is the same as that of Reeves, my present improvement being represented as combined with them, for which purpose
50 two other glass plates (d and d') are so arranged as that they shall communicate with the two glass plates (c and c') below, which form the sides of the receiving chamber, and with the outside of the omnibus; they for
55 this purpose being properly secured by being let into grooves, formed on the under-side of the top and sides of the box, the

outer one (d) being also let into the cross bar (C) which connects it with the outer plate (c) of the lower set of plates, the
inner upper plate (d') resting in this in- 60 stance upon the top of the corresponding plate (c') of the lower set. These plates (d and d') need not necessarily be made of glass, but of any other suitable material; but the former is better as they give more
65 light enabling the driver and passengers better to scrutinize the money deposited. The plates (d and d') having been thus arranged, an opening is cut through the top of the box (or top of the stage as the case
70 may be) of such shape as to enable the passengers outside to deposit their fare into the box, which as it is dropped in is guided by the plates (d and d') into the chamber (A) below where it is temporarily arrested by
75 the apron (a) for the purpose of enabling the driver to scrutinize the character of the money, and to see that the full amount of the fare has been deposited, which if satisfactory he (the driver) then allows it to
80 drop into the receiving drawer (B) beneath by withdrawing the slide or apron (a) from beneath it, after which he again closes the passage by loosening the strap allowing the spring (b) to force the slide back over the
85 passage (a). But as the rain, dust, &c., would run in and fill up the box, were the opening merely made in the top of the box, I remedy this by securing a block (D) over the top of the opening through which a slot
90 is cut connecting with the opening into the box—the upper end of this slot is widened or beveled outward so as to form a receptacle or hopper (y) for the reception and guidance of the fare into the slot, and thence to
95 the receiving chamber beneath. In this case the slot and hopper is represented as being lined with a metallic casing (e) the lower part (f) of which projects downward for some distance into the channel formed by
100 the two upper glass plates (d and d'). Over the hopper (y) is arranged a heavy metallic cover (E) to shield it from the rain and dust, for which purpose it is made to project over the hopper block (D) for a considerable distance. This cover is hinged on
105 the side next to the rear of the stage, to two standards (F and F') erected for that purpose on the top of the box at a suitable distance in rear of the hopper block (D);
110 a bar (g) being mounted above the cover, and sufficiently far in advance of its hinge

as to prevent the cover from being thrown entirely back,—and so that when raised and the fare deposited in the hopper, it will again by virtue of its own gravity fall back
5 and cover it.

Having thus described my improvement what I claim as new and desire to secure by Letters Patent is—

1. The arrangement of an opening in the
10 top of the fare box through which outside passengers can deposit their fare, when such opening communicates with a chamber in which the fare first falls and is temporarily

arrested previous to being deposited in the receiving drawer beneath for the purpose 15 set forth.

2. I claim the arrangement of the passage block (D) and cover (E) over the opening in the top of the fare box for the purposes described. 20

In testimony whereof, I hereunto set my hand to this specification.

J. B. SLAWSON.

Witnesses:

ROBT. M. LUTHER,
A. R. JENNINGS.