J. B. Slawson. Sheet 1, 2 Sheets.

Fare Box.

No. 31,262. Patented Jan. 29, 1861

Fig. 3

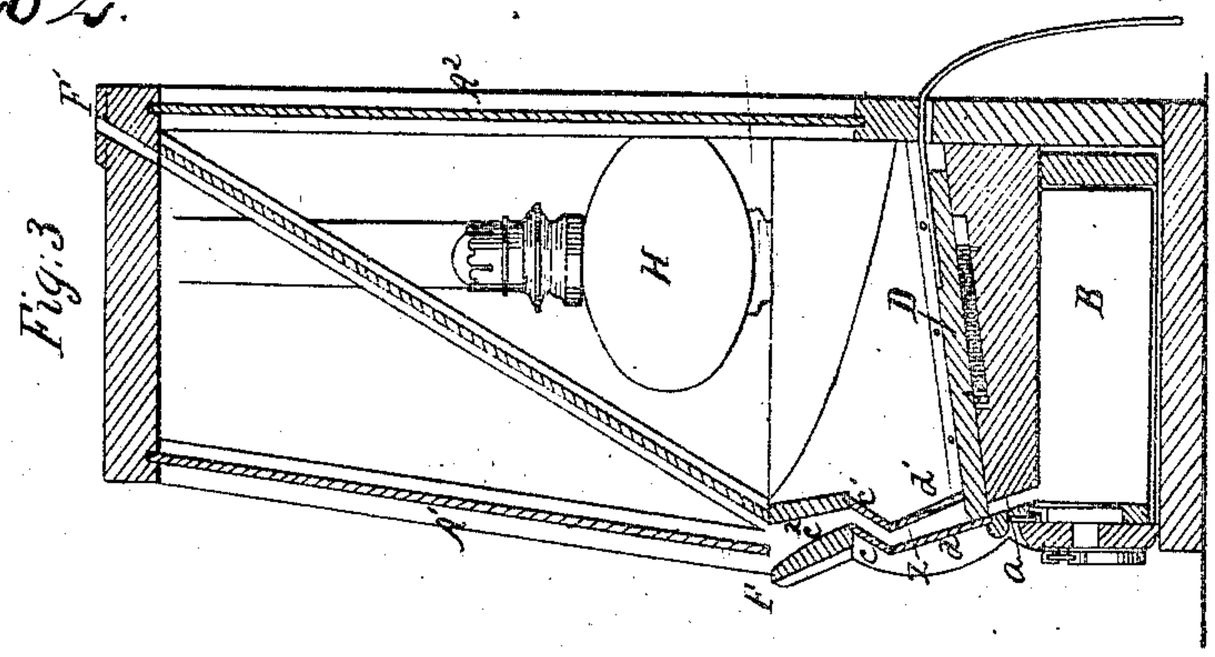


Fig. 1

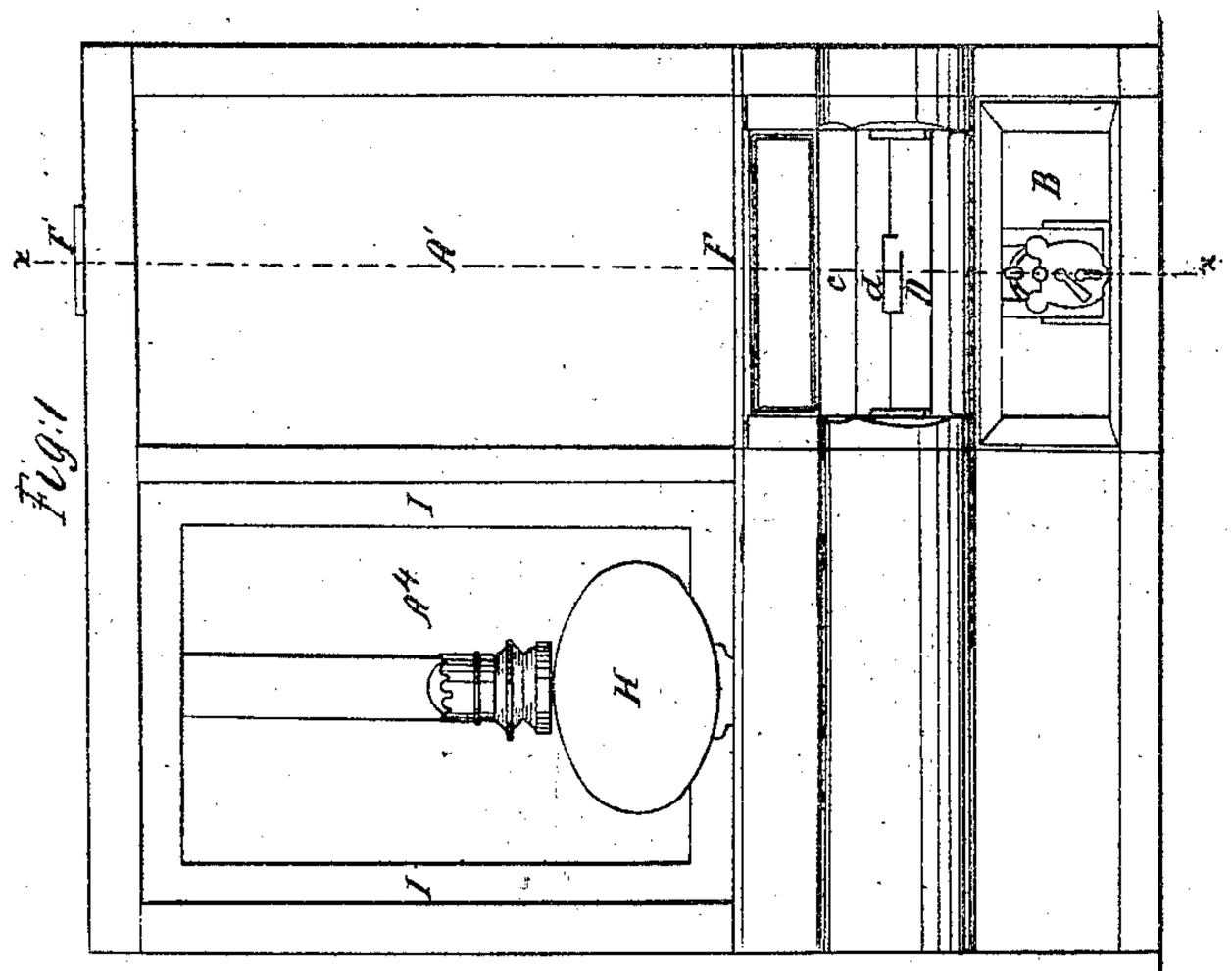
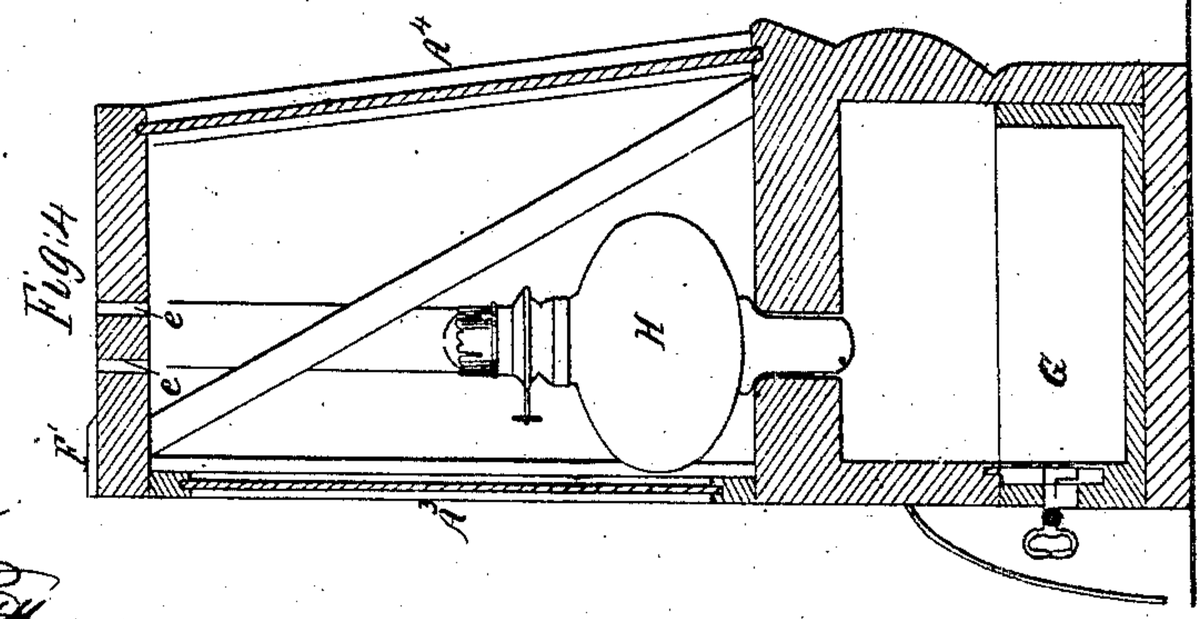


Fig. 4



Witnesses

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Fare Box.

No. 31,262. Patented Jan. 29, 1861.

Fig. 2

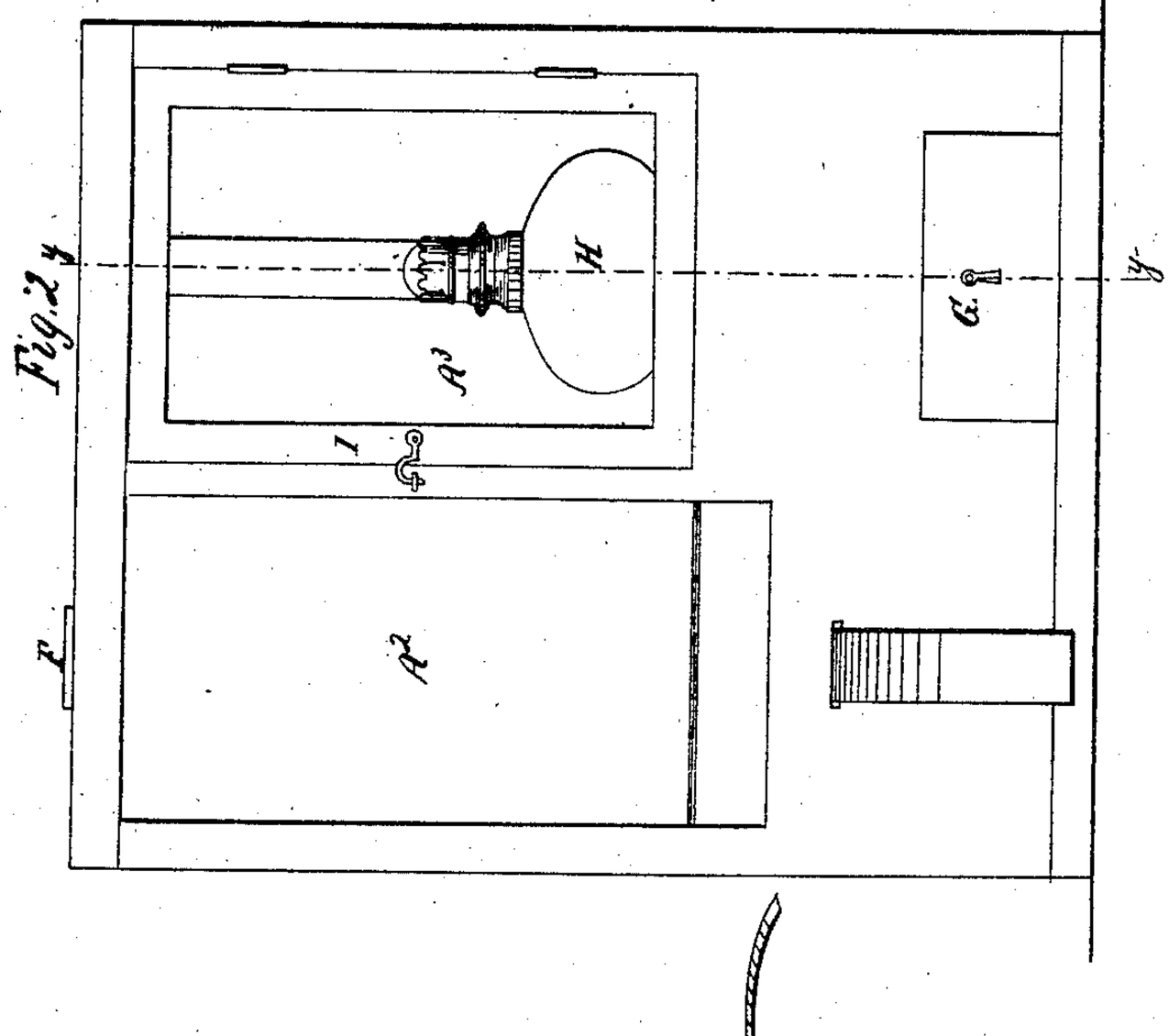


Fig. 6

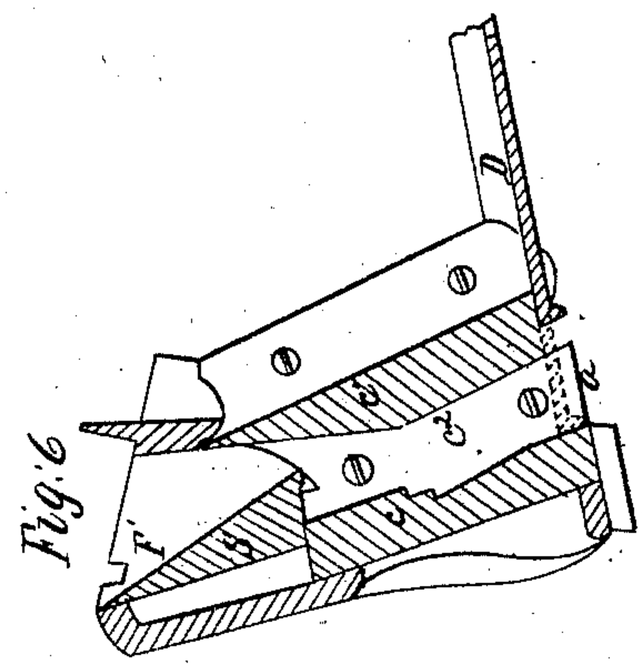
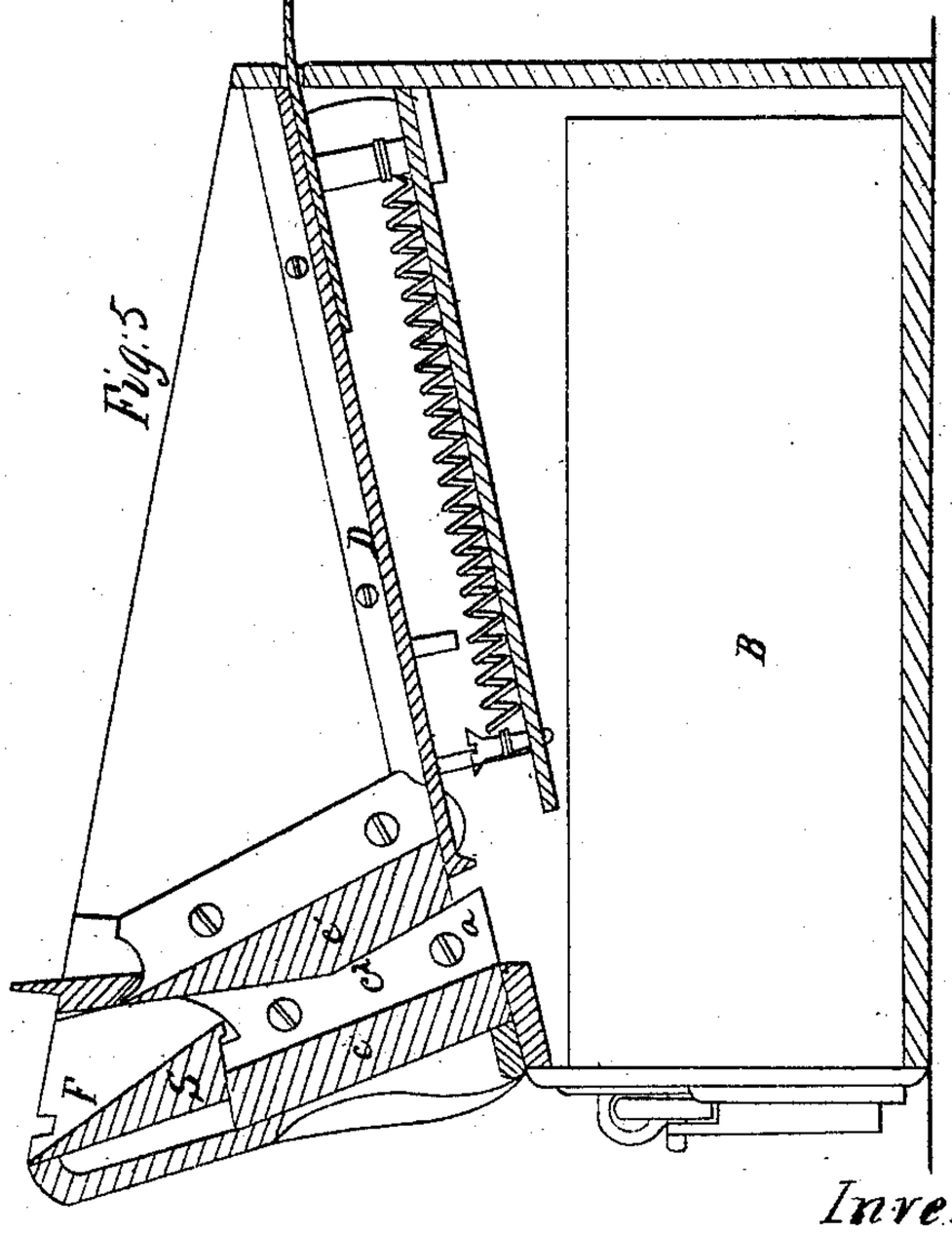


Fig. 5



Witnesses

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UNITED STATES PATENT OFFICE.

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

FARE-BOX.

Specification of Letters Patent No. 31,262, dated January 29, 1861.

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 new and useful Improvement in the Construction of Fare-Boxes; and I do hereby declare that the following is a full, clear, and exact description, reference being had to the accompanying drawing, in which—

Figure 1, represents a front elevation of a fare box constructed on my improved plan; Fig. 2 a rear elevation of the same; Fig. 3, a vertical transverse section taken through the line *x*, *x* of Fig. 1; Fig. 4, a similar view taken through the line *y*, *y* of Fig. 2 with the exception of the lamp which is shown in elevation; Fig. 5, represents a vertical section of the lower part of the box showing a modification of the form of the glasses that make the front and rear sides of the reception chamber of the fares and Fig. 6, a similar view of the same glasses but in a different form.

My present improvement relates to that class of fare boxes intended for the prevention of fraud on the part of conductors, drivers, &c., (as originally invented and patented by me) in which the fare, on being deposited by the passenger, before dropping into the receiving drawer below, is temporarily arrested in an upper compartment so constructed and arranged as that the conductor, &c. as well as the passenger may scrutinize the fare, to see whether the amount deposited is correct; after which it is caused to drop into a receiving chamber suitably arranged for that purpose.

In practice it has been found that the drivers &c. in some instances have been able to extract the fare by neglecting to open the passage to the drawer below, thus causing the money to remain in the upper compartment, so that, when nobody is in sight, they attempt to extract it by means of a thin stick, provided with a split or cleft at the lower end, into which they force the coin and then withdraw it through the orifice or mouth of the fare box, the split and elasticity of the wood enabling them to get a sufficient hold of the fare, while remaining in the upper compartment to withdraw it through the orifice. To obviate which is the object of my present improvement and which consists in combining with the slide or its equivalent and the drawer that receives the fare, a receiving chamber so constructed as to present obstructions at different points to the withdrawal of the fare either by making the glasses which form its sides crooked or of a curved form; or, in so arranging other obstructions within them as to render it impracticable to abstract the fare.

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, the case inclosing the farebox is represented as being provided with glass plates A^1, A^2, A^3, A^4, both in front and in rear. In one portion of this case is arranged the farebox proper, which consists of the money drawer (B) opening in front and securely locked so as to prevent any one from getting access to it and the receiving chamber above the two being made to communicate with each other by withdrawing the spring slide (D) which in its normal position, is made to intercept the fare by covering the channel (*a*) leading from the receiving chamber (C^2) to the drawer (B) below.

The receiving chamber (C^2) into which the money is to be deposited by the inside passengers through the mouth (F) consists of a crooked channel, narrow at the top and wide at the bottom to prevent wedging of the fare; it is formed by glass plates (*c*, *c'* and *d*, *d'*) securely fitted into the frame of the box. This curvature or crookedness of the channel (*z*) produced either by forming the side of the two pairs of glass plates (*c c'* and *d*, *d'*) set at an angle to each other, as fully represented in the drawing or by forming each of the sides of one glass plate only, which, for that purpose must be curved to the required shape. This peculiar shape or formation of the receiving chamber (C^2) which, at its upper end, is made barely wide enough to allow the money to pass through, will render it impracticable to extract money through the mouth, when by the neglect, intentional or otherwise of the conductor &c., the slide, after the inspection of the fare, has not been withdrawn, so as to drop it in the drawer beneath. Another form for the same purpose is represented in Fig. 5, in which the piece of metal (*s*) that forms one side of the mouth piece is made to project over the outer plate of glass *c* (there being but two plates (*c* and *c'*) instead of four, as in Fig. 3,) so as to arrest and detach the coin from the cleft stick

as it is attempted to be withdrawn from the chamber (C^2) formed by the glasses (*c* and *c'*) this projection of the mouth piece (*s*) forming a narrow channel at the upper end of the chamber which has been found to act very well, while still a further security is added to this device as may be seen in Fig. 6, by cutting out channels or grooves in the front glass (*a* Fig. 6,) so as to form sharp angular projections at such point in the front plate as the coin and stick will be made to strike in their twistings from the bottom of the chamber (C^2) to the mouth as they are being withdrawn.

In order to enable the outside passengers to deposit their fare in the box, a mouth or orifice (F') is formed at the top of the case and an inclined glass (*b*) is so arranged as to direct the money thus deposited into the channel or receiving chamber (C^2). After the fare has been dropped into the crooked channel (C^2) either through the mouth (F) on the inside of the car, or through the mouth (F') on the outside, it rests on the top of the slide (D) that covers the lower end of the channel (C^2) that connects the latter with the receiving drawer (B) below, in this position the fare is scrutinized by the driver or conductor when, if the amount is correct and in good money it is dropped into the drawer (B) by withdrawing the spring slide (D) from beneath the channel (C^2) which is again closed by the action of the spring of the slide. In the other portion of the case is arranged a drawer (G) opening on the outside of the box next the driver, so that the conductor or driver should have ready access to it. This drawer being intended for them, to keep the change and tickets. In the upper part of the case over this drawer is arranged a lamp (H). The case being provided with a door (I) in order to light the same and with holes (*e e*) at the top for the escape of the smoke. This arrangement of the lamp inside of the case, inclosing the fare box, will not only serve the purpose of lighting up the inside of the omnibus and the space outside next the driver or conductor but will also sufficiently illuminate the fare box compartment, to enable the conductor and passengers to scrutinize thoroughly the money paid for night fares.

In order to prevent the smoke of the lamp from darkening or tarnishing the inside of the glass plates inclosing the fare box and receiving chamber a glass plate may be inserted between the two compartments. And, if deemed advisable, the chimney itself may be passed directly through the top of the box, in which event a cap may be arranged over it to prevent the ingress of rain &c.

What I claim and desire to secure by Letters Patent, is—

Constructing the receiving chamber (C^2) of glass plates (*c c'*, *d d'*) in the manner and for the purposes substantially set forth, in combination with the slide (D) and drawer (B) the whole being constructed and operated substantially in the manner and for the purpose set forth.

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

J. B. SLAWSON.

Witnesses:
ROBT. M. LUSHER,
WILLIAM BULLITT.