(No Model.)

2 Sheets—Sheet 1.

S. R. RUCKEL.

Fare Box.

No. 235,900. Patented Dec. 28, 1880.

Fig. 1.

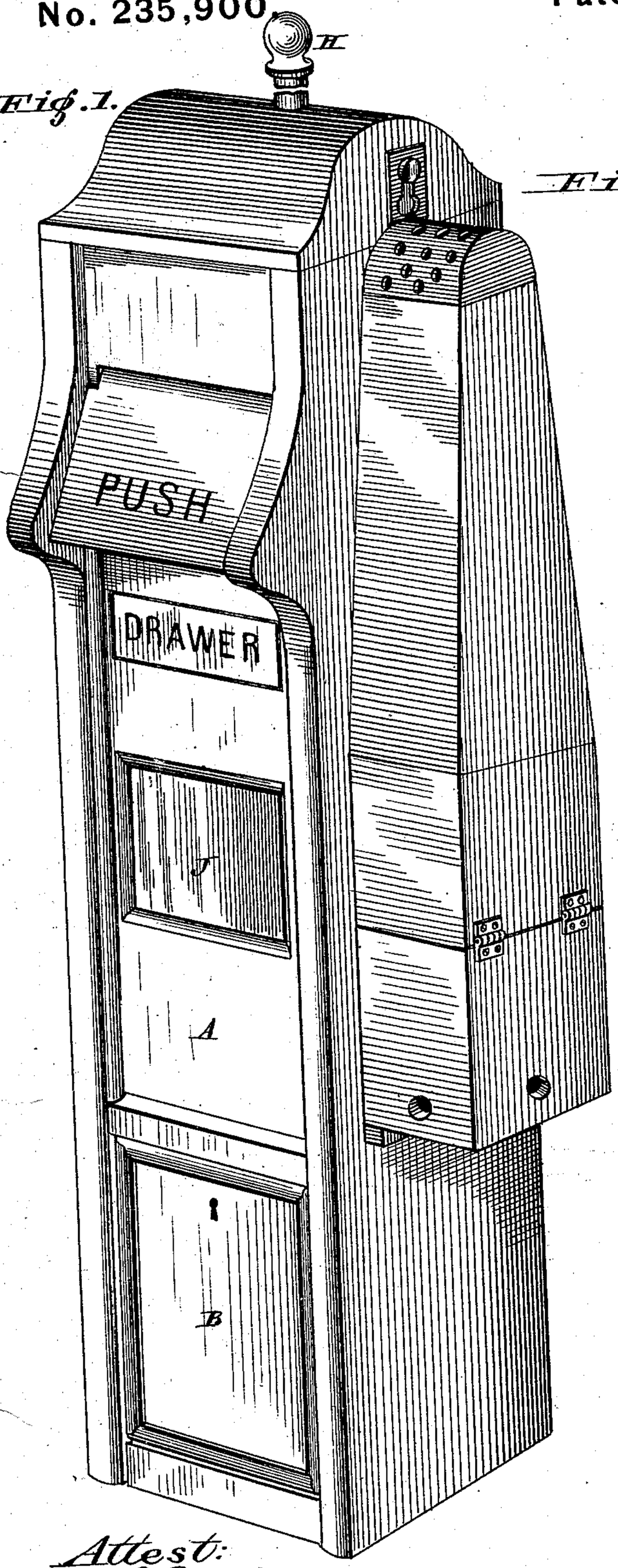
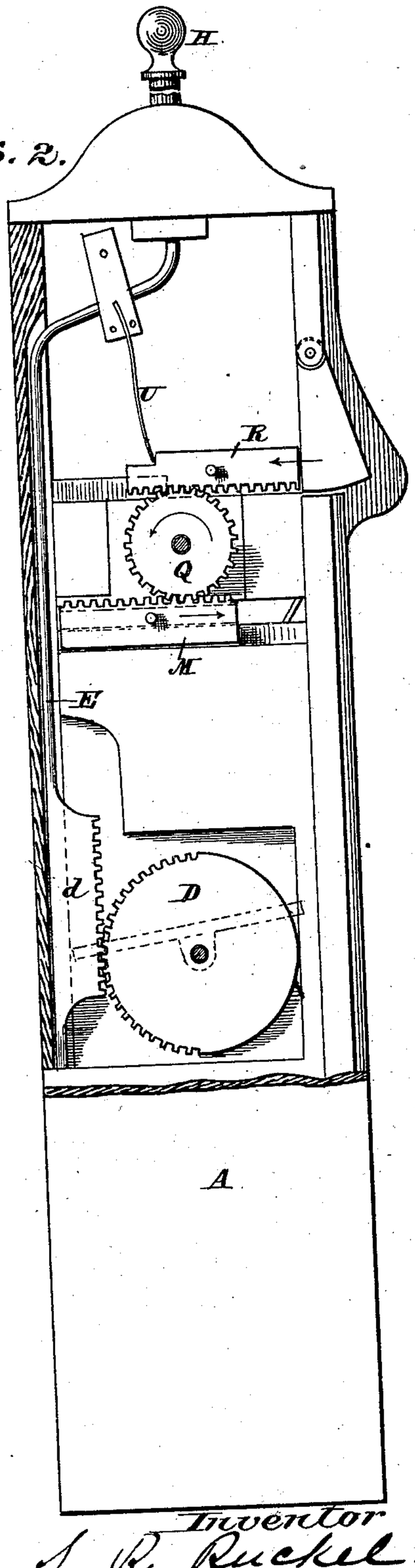


Fig. 2.



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By. N. C. Abbot. Atty.

(No Model.)

2 Sheets—Sheet 2.

S. R. RUCKEL.

Fare Box.

No. 235,900. Patented Dec. 28, 1880.

Fig. 3.

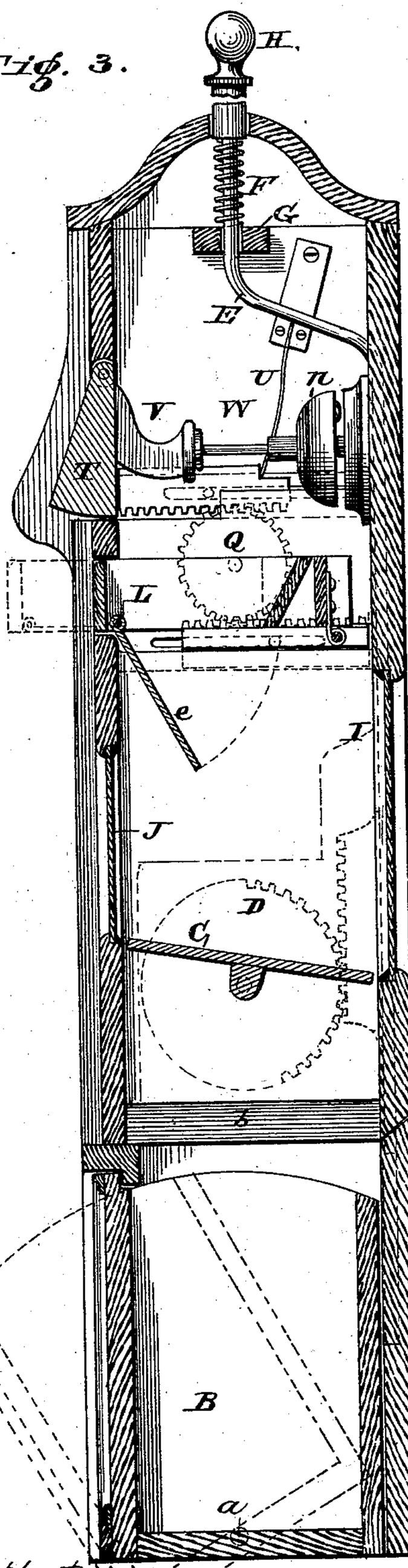
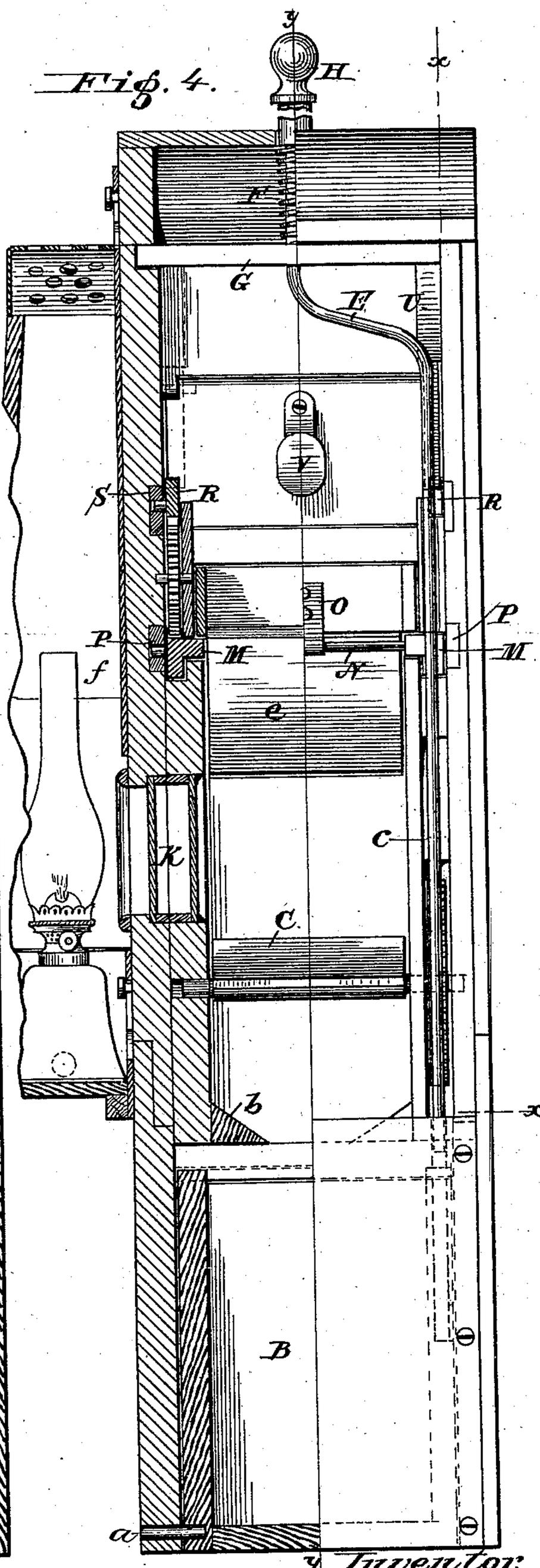


Fig. 4.



Attest
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Inventor:
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By. N. C. Abbot. Atty

UNITED STATES PATENT OFFICE.

SAMUEL R. RUCKEL, OF KANSAS CITY, MISSOURI.

FARE-BOX.

SPECIFICATION forming part of Letters Patent No. 235,900, dated December 28, 1880.

Application filed October 4, 1880. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL R. RUCKEL, a citizen of the United States, residing at Kansas City, in the county of Jackson and State of Missouri, have invented certain new and useful Improvements in Fare-Boxes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as 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 or figures of reference marked thereon, which form a part of this specification, in which—

Figure 1 is a perspective of the box; Fig. 2, a side elevation, with a portion of the side removed, on the line *x x* of Fig. 4; Fig. 3, a vertical section; and Fig. 4 a rear elevation, with a portion of the back removed and in section to the left of the line *y y*.

My invention has reference to street-car fare-boxes; and it consists in the construction and also the combination of parts hereinafter described, and then sought to be pointed out in the claims.

In the accompanying drawings, the letter A indicates the box, provided with a tilting money-receptacle in its bottom, a tilting exhibiting-plate above the receptacle with a glass face both to the front and back of it, a rod for tilting the plate, and a sliding fare-receiving drawer above the exhibiting-plate provided with a hinged bottom and operated from a hinged or swinging flap, which strikes a bell and sounds an alarm whenever a fare is deposited.

The money-receptacle is indicated by the letter B, and is journaled at its bottom to the sides of the box A by pins *a* in a manner that will permit the receptacle to be tilted so as to throw the open top outward, in order that access may be had to it for the removal of its contents, or, better still, that its contents may be discharged or thrown from it by tilting the receptacle far enough for that purpose. The receptacle is provided with a lock and key, and just above it, by blocks *b* or other means, the sides of the box are in effect made to converge, so that the fares will be directed immediately into the receptacle.

Next above the receptacle is an exhibiting-plate, C, onto which the fare is thrown to be inspected by the car-driver before being discharged into the receptacle below. This plate is journaled in the sides of the box, and to one journal there is keyed or otherwise secured a cog-wheel or segmental cog, D. This cog-wheel is preferably made to fit within a recess or compartment, *c*, formed as shown in Fig. 4, so that it will not interfere with the falling of the fare within the box. The cogs mesh with the cogs on the face *d* of the rod E, so that when the rod is depressed it will tilt the plate C and deposit the fare into the receptacle beneath, and when pressure is taken from off the rod the spring F will return the rod, and through it the plate, to a horizontal or its normal position.

The spring F is coiled around the lever E near its upper end, one end bearing against a bar, G, which extends from side to side of the box, and the other end against a shoulder formed around the rod, near its end, below the knob H. This knob is outside of the top of the box, and may be located at any suitable point thereon, but is by preference located so that the driver of the car can easily reach and operate it and the rod from his position outside of the car.

In front of the plate C there is placed a glass, I, through which the driver may see the fare on the plate, and back of it is a glass, J, through which the passenger may see the fare which he deposits, while on one side there is a transparent face, K, which may be of two thicknesses of glass, with a space between, through which at night pass the rays of light emitted from a lamp located in a flue on that side of the box. A lower section of this flue is hinged so that it can be swung open when the lamp is to be inserted, and is perforated for the admission of air for combustion, while the top of the flue is likewise perforated for the escape of the products of combustion.

Above the plate C is the sliding drawer L, which is provided with a bottom, *e*, hinged at the end next to the front of the drawer, so that when the drawer is opened by being drawn through the opening made in front of the box for that purpose the bottom will bear against the front of the box, as illustrated in Fig. 3, and by it be held up in a horizontal plane, so

as to receive and hold the fare, and when the drawer is pushed in and thereby closed the bottom will drop by gravity and deposit the fare on the exhibiting-plate below.

The drawer L is supported on racks M, which are fitted next to the sides of the box, as shown, and connected together at the rear by a cross-rod, N, to which the drawer is secured by a strap, O. These racks are provided on their sides, about midway of their length, with pins *f*, which fit into longitudinally-formed grooves in the bars P, which are set into the sides of the box. These racks, as well as those presently to be referred to, are shorter than the width of the box, and consequently are free to slide from front to rear of the box, and are moved back and forth by pinions Q, which are journaled in the sides of the box, as illustrated. The pinions mesh with and derive power from racks R, provided with pins on their sides, which fit into the grooves formed longitudinally in the bars S, which are set into the sides of the box the same as bars P.

If desired, the pinion and racks on one side may be dispensed with; but it is better to employ them on both sides.

As already stated, both racks are shorter than the width of the box, and they are so located with reference to each other and the pinion that when the rack R is moved back and moves the pinion the latter will move forward the rack M, and that will carry in the same direction the drawer L. The movement just described of the parts is effected by means of the flap T, which fits into an opening made in the front of the box, and is journaled at the top to the sides of the box so as to swing back and forth, and which bears normally against the ends of the racks R, so that when pressed in by the hand it pushes back the racks R and causes the connected parts to operate as already related. After the racks have been pushed back they are returned to their normal position by means of a steel spring, U, or its equivalent, in this instance represented as connected to the sides of the box, and made to bear against the ends of the racks R. The springs bear against the ends of these racks with such force as to carry them forward and move the drawer back into the box.

A finger, V, is secured to the back of the flap T, and is so positioned that when the flap is pushed in the finger will strike the hammer of a bell, W, and sound an alarm every time a fare is deposited, so as to call the attention of the driver to the fact.

From the foregoing description of the construction and operation of the several parts the operation of the whole device is readily understood, thus rendering even a summary of the operation unnecessary.

Having described my invention, what I claim is—

1. The combination of sliding drawer L, racks M and R, pinion Q, and flap T, substantially as set forth.

2. The combination of sliding drawer L, racks M and R, pinion Q, flap T, and spring U, substantially as set forth.

3. The combination of sliding drawer L, racks M and R, pinion Q, flap T, spring U, and bell W, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

S. R. RUCKEL.

Witnesses:
W. J. WARD,
LEONARD DANIELS.