

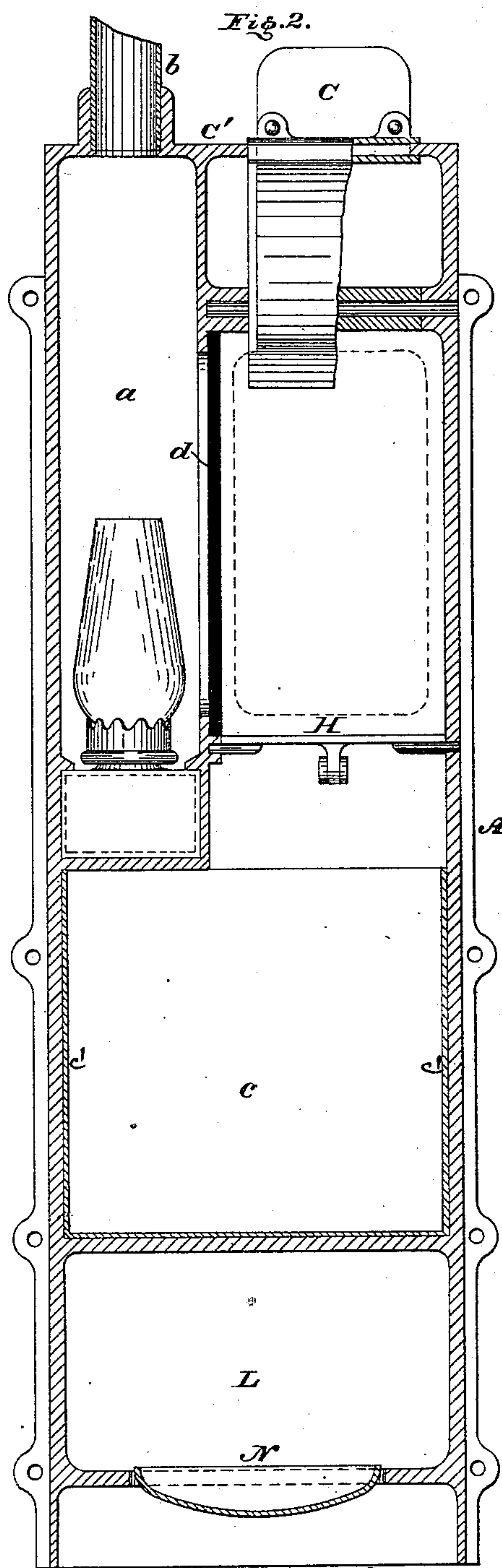
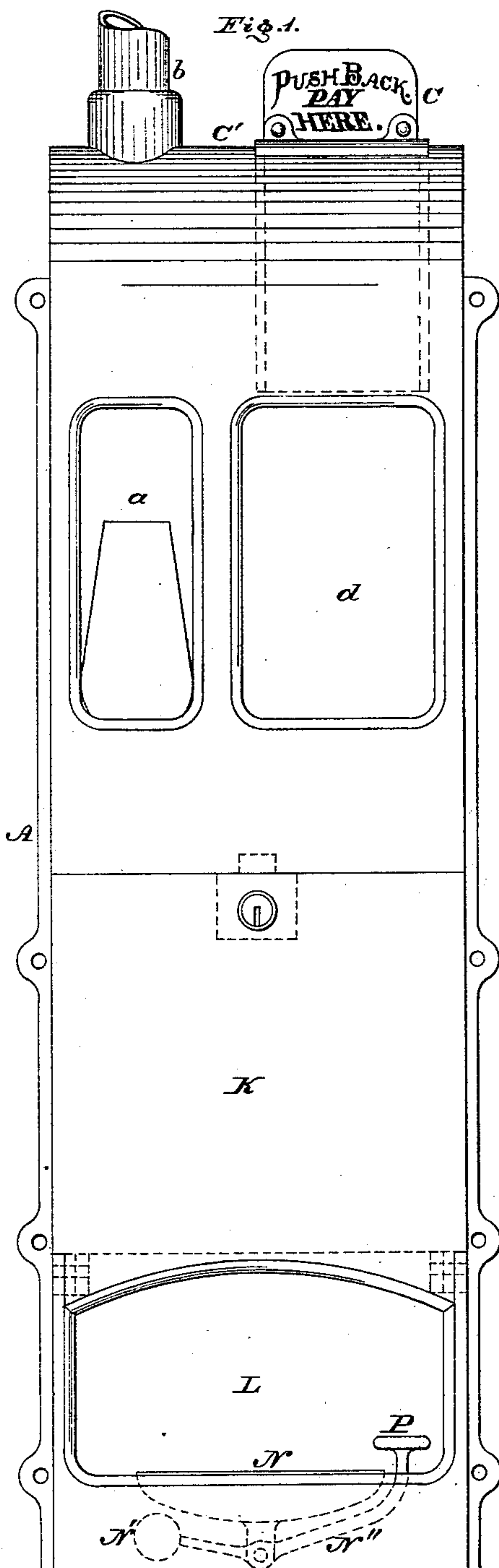
(No Model.)

2 Sheets—Sheet 1.

W. H. BUCKLEY, Jr.
FARE BOX.

No. 259,360.

Patented June 13, 1882.



Witnesses:

A. P. Grant,
H. F. Kircher

Inventor:

W. H. Buckley, Jr.,
by John A. Diederichsen

ATTORNEY.

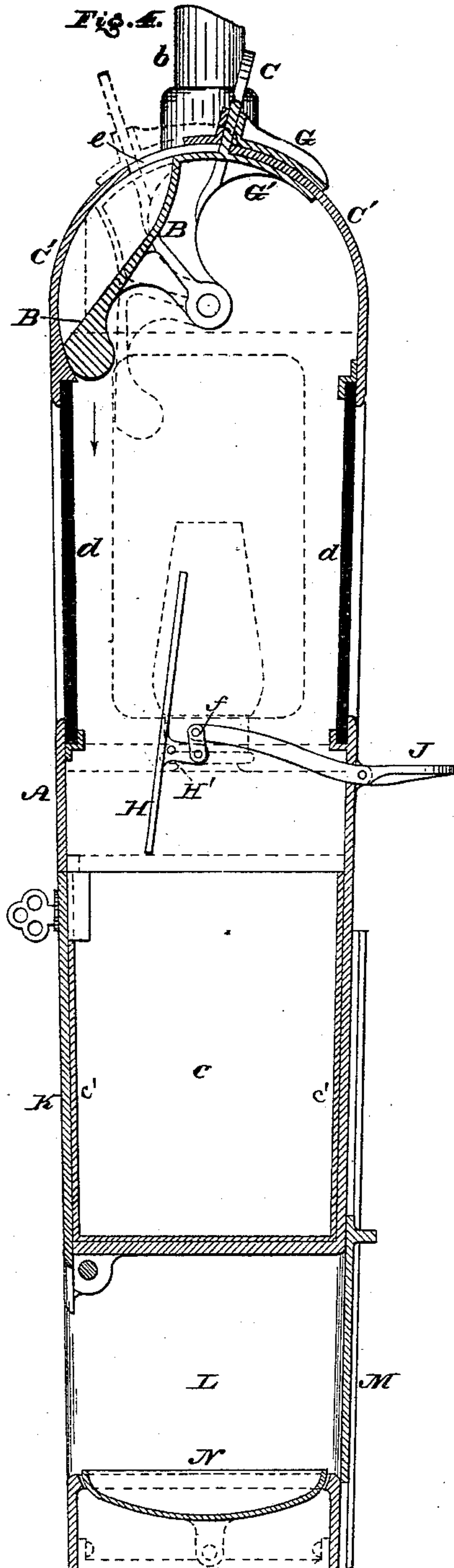
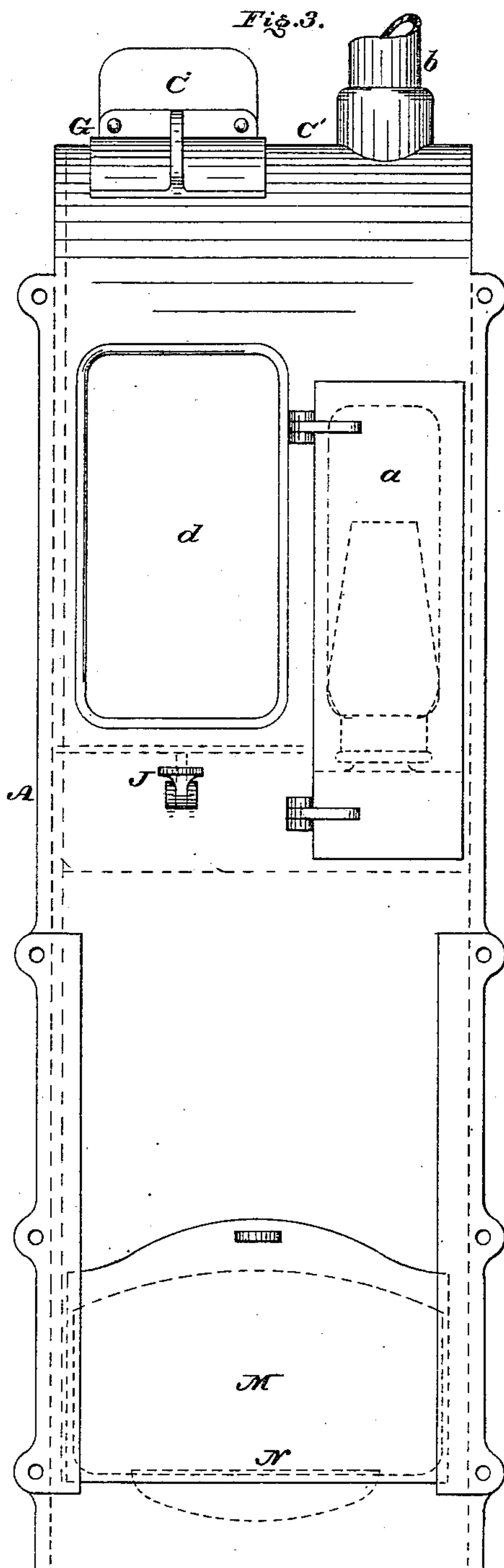
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ATTORNEY.

UNITED STATES PATENT OFFICE.

WILLIAM H. BUCKLEY, JR., OF PHILADELPHIA, PENNSYLVANIA.

FARE-BOX.

SPECIFICATION forming part of Letters Patent No. 259,360, dated June 13, 1882.

Application filed March 22, 1881. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. BUCKLEY, Jr., a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Fare-Boxes, which improvement is fully set forth in the following specification and accompanying drawings, in which—

10 Figure 1 is a front elevation of the box embodying my invention. Fig. 2 is a vertical section thereof. Fig. 3 is a view of the back or side opposite to Fig. 1. Fig. 4 is a vertical section at a right angle to that shown in Fig. 2.

15 Similar letters of reference indicate corresponding parts in the several figures.

This invention relates to fare-boxes for street-cars, &c.; and it consists, first, in a fare-box having a segmental top and a throat there-
20 in, with a tray pivoted inside of said box, having a finger-piece and two concentric guards attached thereto, one outside of said top and the other inside of or under it, said guards forming a double brace for the pivot of the
25 tray; second, in the combination, in a fare-box, of a catch-plate, having a short arm pivoted out of its center of gravity in order that it may return automatically to its normal position, and an operating lever and link, as hereinafter set
30 forth; and, third, in a fare-box having an inverted gong serving both as an alarm and as a ticket and change receptacle, in combination with a hammer-lever and an open frame for the passage of tickets and change or fares, all sub-
35 stantially as hereinafter set forth.

Referring to the drawings, A represents a box adapted to be secured to the body of a car, omnibus, coach, or other conveyance, or place where fare or admission is deposited, in such
40 manner that one face is toward the driver and the other toward the passengers, said box having a lamp-chamber, *a*, and top pipe or chimney, *b*, for the products of combustion of the lamp, and a collection apartment, *c*, under
45 lock and key, and also provided with plates of glass *d*, whereby the interior of the box may be readily viewed and inspected, the box, excepting the fixtures, being one casting. Within the box, at the upper part thereof, is mount-
50 ed an inclined tray, B, the face of which is

curved or depressed, and to the same is attached a hand-piece, C, which, being within reach of the passengers, &c., projects through a slot or throat, *e*, in the top C' of the box A, said top being of curved form. Attached to
55 the hand-piece C is a segmental piece, G, and formed with or secured to the tray B is a segmental guard-piece, G', the two pieces being on opposite sides of the top C' of the box, and riding thereon, and adapted to cover and un-
60 cover the throat *e*. The tray's closed position is shown by the full lines, Fig. 4, and it is weighted, or the springs suitably applied to it for causing the automatic return of the guards over the throat, in which position of parts the
65 tray is open, though the throat is closed.

H represents a catch-plate, which is hinged or pivoted within the box A, and operated by the driver by means of a lever, J, which is pivoted to the box, and has connected to its
70 inner end a pivoted strap or link, *f*, which is attached to an arm or projection on the under side of the plate, it being noticed that said plate is located within the box, below the tray B, and above the collection-chamber *c*, which
75 latter is at the bottom of the box, and is provided with a door, K, under lock and key, controlled by the proper officer of the company or party owning the box. The casting of the box is continued below the chamber *c* into the
80 form of an open frame or passage, L, through which the passengers can pass their money for change or tickets to the driver, the back of said frame being provided with a slide, M, operated by the driver so as to close the passage
85 when not in use. On the base of the frame or passage L is supported an alarm or inverted gong, N, which is adapted to be struck by the hammer N', the lever N'' whereof has its head
90 P adjacent to the gong N.

The operation is as follows for purposes of cars, omnibuses, &c.: When the passenger requires change or tickets he strikes or sounds the alarm N, whereby the attention of the driver is directed, and the slide M is then raised
95 by the driver. Change is made or tickets are provided and placed by the driver on the gong N as a cup or receptacle, the gong being then sounded by the driver, if desired, and the slide M is then closed by him. The passenger, i

having thus acquired his ticket or fare, or being previously supplied with the same, pushes back the hand-piece C, as directed by the notice thereon. This uncovers the throat *e* and forces the tray B to the position shown by the full lines, Fig. 4, the tray B abutting against the wall of the top of the box. The fare is then dropped in the throat *e*, and is held by the tray B until the passenger lets go the piece C, when the tray returns to its first position, as indicated by the dotted lines, Fig. 4. The fare is no longer held, and so drops on the catch-plate H, the throat *e* being closed by the guards G G', which have returned to their first position with the tray B, so that access to the fare for return thereof is prevented. When the driver finds the fare correct, viewed through one of the windows or glass plates *d*, he presses the lever J and tips the fare from the plate H into the chamber *c*, after which said plate H returns to its first position. This return is caused by the preponderance of the upper end of said plate over the lower, said plate being pivoted out of its center of gravity. The downwardly-operated lever J is connected at its inner end, by link *f*, to a short arm, H', extending from plate H at the pivotal point thereof. The fare is afterward removed from the chamber *c* by the proper official of the company, who unlocks the door K, and so has access to said chamber.

The exchange frame or passage is cast with the wall of the box, and, if desired, may be at top of the box, or between the top and bottom, as most convenient, so long as it remains in combination with the box, instead of a separate piece located in the door or other place of the car, &c.

The slide M, when raised or swung out, opens the communication between the passenger and driver, and when closed prevents dust, &c., entering the car.

The box comprises in itself the inlet and arresting chamber, the detaining-chamber, and collection-chamber. The top C' of the box has the curvature of a segment of a circle, and the pivotal point of tray B is the center of said circle. The guards G G' are concentric in

their curvature with said top C', so that as they move backward or forward they fit the outer and inner faces of said top piece and form a double brace for the pivot of said tray. They will be found very serviceable in strengthening the same whenever any attempt is made to forcibly break down said tray. When the finger-piece C is moved forward to close the neck *e* these guards form a double shell, protecting the latter. The tray B is cast or otherwise formed in one piece with the inner guard, G', and with finger-piece C, and is inserted into the casing A and raised to its operative position, when the said finger-piece will protrude through a slot in the segmental top C'. The guard G is then secured to said finger-piece outside of said curved top. The space or chamber *c* is occupied by a removable box, *c'*, which is withdrawn through door K to count the tickets or fares.

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

1. The fare-box having a segmental top and a throat in said top, in combination with the pivoted tray B, having a finger-piece, C, and two concentric guards, G G', the guard G' being formed with the finger-piece on the inner side of the segmental top, and the guard G being attached to said finger-piece on the upper side of the segmental top, said guards serving as a double brace for the pivot of the tray.

2. The catch-plate H, having short arm H' pivoted out of its center of gravity, in order that it may return automatically to its closed position, in combination with lever J, link *f*, and casing A, substantially as set forth.

3. The inverted gong N, arranged as described, and serving both as an alarm and as a ticket and change receptacle, in combination with a hammer-lever and an open frame for the passage of change and tickets, substantially as set forth.

WM. H. BUCKLEY, JR.

Witnesses:

JOHN A. WIEDERSHEIM,
F. COOPER.