

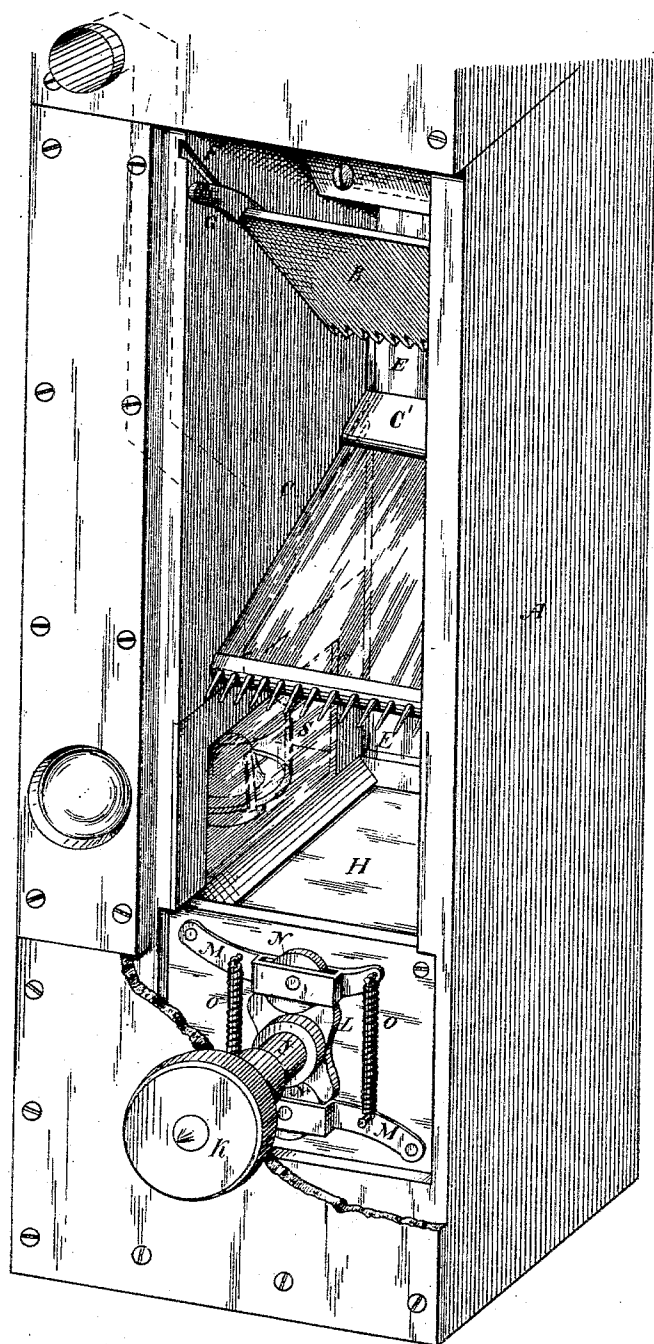
(No Model.)

F. O. LANDGRANE & M. E. WILLIS.

FARE BOX.

No. 325,348.

Patented Sept. 1, 1885.



Witnesses,
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UNITED STATES PATENT OFFICE.

FRANK O. LANDGRANE AND MILTON E. WILLIS, OF SAN FRANCISCO, CAL.

FARE-BOX.

SPECIFICATION forming part of Letters Patent No. 325,348, dated September 1, 1885.

Application filed January 16, 1885. (No model.)

To all whom it may concern:

Be it known that we, FRANK O. LANDGRANE and MILTON E. WILLIS, of the city and county of San Francisco, State of California, have invented an Improvement in Fare-Boxes; and we hereby declare the following to be a full, clear, and exact description of the same.

Our invention relates to certain improvements in fare-boxes, such as are used upon street-cars to receive the fares of passengers.

It consists in certain details of construction, all of which will be more fully explained by reference to the accompanying drawing, which is a perspective with a portion of the box removed, so as to show the mechanism for revolving and holding the tables.

A is a box, which is to be fixed to the forward portion of the car, having an opening at the upper and rear portion, into which passengers within the car may place their fares, and having the inclined plates B and C, over which the fares slide and finally drop upon the table H below, where they may be inspected before they are discharged into the box or receptacle in the lower part of the case.

The plates B and C have their lower edges serrated or provided with sharpened teeth or spikes, as shown at E, to prevent the insertion of a flexible strap with gum upon it, or other device, for the purpose of withdrawing fares after they have been placed in the box; and the plate B, which is made of metal, is fitted into grooves or channels F, within which it may be made to slide upward and forward, for the purpose of more readily reaching the glass which forms the rear portion of the box to clean it. This plate is held in place by pawls G, which rest upon its upper edge when it is in its proper position.

The upper edge of the inclined glass plate C is protected from being chipped or broken by money falling upon it by a metal plate, C', which is bent down over it, as shown.

After the fares have been placed in the box they slide downward and fall upon a plate or table, H, where they rest until they have been inspected by the driver, when this plate is tilted or turned, so as to discharge the fares into the receptacle beneath, and from which

they can be removed when the car arrives at the office by those who have the proper keys.

In order to prevent the surreptitious removal of any money or tickets after they have been placed in the box, we construct our platform or table with four equal sides, forming four faces of a cube, which is mounted upon a shaft, J, passing through the center of the other two faces. This shaft is journaled in a frame-work or plates forming the front and rear of that portion of the casing, and has a handle or knob, K, by which it may be turned, so that either of the four faces or tables may be presented uppermost.

In order to retain the table which may be uppermost in its horizontal position, a four-sided cam, L, is fixed upon the shaft J, having concavities or depressions corresponding in position with the faces of the table H. Above and below this cam L (which is outside of the plate on one side, through which the journal-shaft passes) are pivoted two levers, M, their fulcrums being at opposite sides, as shown in Fig. 1. These levers carry rollers or pulleys N, the peripheries of which have the same curvature as the concavities in the sides of the cam L.

O are springs which are connected with the two levers and tend to draw them toward each other. This causes the rollers N to be pressed against the sides of the cam, and when the knob K is turned the angles of the cam will force the rollers outward until they have passed these angles, when the springs, acting to draw them toward each other, will cause the cam, the shaft, and the cubical table to complete its revolution far enough to bring another face upward, and the tension of the springs forces the rollers into the concavities of the cam with sufficient pressure to hold the table in its place.

We are aware it is not broadly new to construct a fare-box having a revolving plate on which the fare is received, the said plate being held in position by a double spring, which engages notches formed in a flange on a shaft, and such construction we do not therefore claim. We are also aware it is not broadly new to construct a receiving-table having four sides, and

a spring for holding the table, and this construction we also do not claim.

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

In a fare-box, a four-sided table journaled so as to rotate within a casing, and having a cam with concave sides on the journal J, corresponding with the faces of the table, in combination with rollers journaled in lever-arms

on two sides of journal J, so as to fit said concavities in the cam, and springs connecting the levers, substantially as herein described.

In witness whereof we have hereunto set our hands.

FRANK O. LANDGRANE.
MILTON E. WILLIS.

Witnesses:

S. H. NOURSE,
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