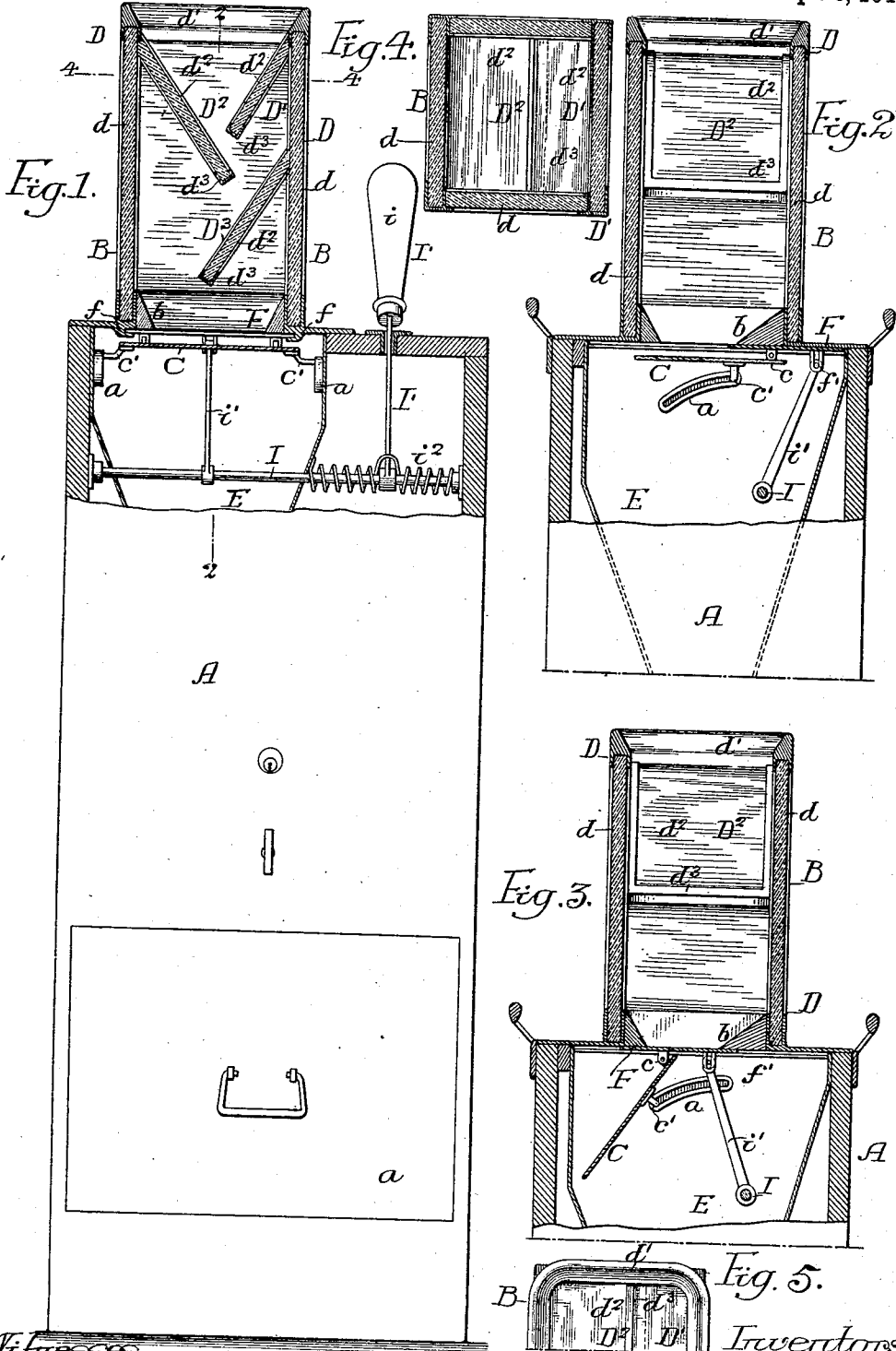


E. S. BUCKNAM & G. B. KOHLER.
FARE BOX.

APPLICATION FILED APR. 28, 1908.

969,597.

Patented Sept. 6, 1910.



Witnesses:
Ezra S. Bucknam
Augustus B. Clapp

Inventors
Ezra S. Bucknam, George B. Kohler
by their Attorneys
Hornum & Hornum

UNITED STATES PATENT OFFICE.

EZRA S. BUCKNAM AND GEORGE B. KOHLER, OF PHILADELPHIA, PENNSYLVANIA,
ASSIGNORS TO THE J. G. BRILL COMPANY, OF PHILADELPHIA, PENNSYLVANIA, A
CORPORATION OF PENNSYLVANIA.

FARE-BOX.

969,597.

Specification of Letters Patent.

Patented Sept. 6, 1910.

Application filed April 28, 1908. Serial No. 429,738.

To all whom it may concern:

Be it known that we, EZRA S. BUCKNAM and GEORGE B. KOHLER, citizens of the United States, residing in Philadelphia, Pennsylvania, have invented certain Improvements in Fare-Boxes, of which the following is a specification.

Our invention relates to certain improvements in the fare receiving section of a fare box; the object of our invention being to so construct the section that after a fare is once placed in the box it cannot be readily removed. This object we attain in the following manner, reference being had to the accompanying drawing, in which:—

Figure 1, is a view in elevation of a fare box, the upper portion being in section to illustrate our improvements; Fig. 2, is a sectional view on the line 2—2, Fig. 1; showing the parts in one position; Fig. 3, is a sectional view similar to Fig. 2, showing the parts in the other position; Fig. 4, is a sectional plan view on the line 4—4, Fig. 1; and Fig. 5, is a view showing one form of the upper rim of the fare box.

A is the body of the fare box.

B is the fare receiving section.

a is the drawer in the present instance, into which the fares pass after being inserted in the fare receiving section. This fare receiving section consists of a metallic frame D having channels for the reception of sheets of glass *d*, preferably on all four sides, as illustrated in Fig. 4, so that the passenger as well as the conductor can see that the fare passes properly into the box. The upper edge *d'* of this metallic frame is beveled on the inside, as shown, so as to form a comparatively narrow edge at the top to prevent the placing of a coin on the edge and the corners may be round, as shown in Fig. 5, if desired; so that a coin cannot be placed on the corner of the box, but must be placed within the box.

D', D², D³ are inclined deflectors which are arranged at such an angle that the end of one deflector is spaced far enough apart from an adjoining one to allow the fare to slide from one deflector to another as it enters the box. The body portions of these deflectors are made of sheets of glass *d'* bound by metallic frames *d''*, making a very substantial construction.

Directly below the receiving section B is

a platform C situated sufficiently below the lower edge of the section B to allow a clear space above the edges of the platform, and the platform is of such a size that there is a clear space between the platform and the walls of the chute E into which the fare is discharged. By this arrangement the coin or ticket dropped onto the platform C cannot be manipulated, as any movement of the coin on the platform will cause it to slide over the edge and into the chute E.

F is a slide mounted in ways *f*, *f'* directly above the platform C and is for the purpose of closing the opening into the fare box from the fare receiving section when the platform is tilted, as shown in Fig. 3. We preferably form a beveled flange *b* around the lower edge of the base section B and the slide F is directly under this flange when moved to the closed position, and the bevel of the flange is such as to form a sharp edge to prevent any coin dropped onto the slide from being manipulated, as the coin will simply slide up the inclined surface.

In order to operate the platform and the slide we provide a shaft I having a handle I', which extends through a slot in the box and is provided with a suitable handhold *i*. On the shaft I is an arm *i'* which has a pin adapted to a slotted projection *f'* on the slide F and a spring *i''* on the shaft returns the parts to their normal position shown in Fig. 2, when moved to discharge a fare into the box.

The platform C is pivoted to the slide F at *c* and has two arms *c'*, one at each side, which are adapted to guideways *a* on the chute E of the fare box, so that when the handled shaft is operated the slide is moved forward and the platform tilted as illustrated in Fig. 3, discharging any fares which are on the platform into the chute leading to the fare receiving receptacle in the drawer. As soon as the handle is released the spring *i''* returns the parts to their normal position as shown in Fig. 2.

The operation is as follows:—When the fare is introduced into the box it slides down the inclined deflectors onto the platform C; then after the conductor has examined the fare he operates the handled shaft so as to tip the platform and allow the fare to slide into the body of the box. In the meantime, the slide F is moved forward so as to

close the opening, thus preventing the depositing of any fares into the box without the conductor having an opportunity to examine them to see if they are correct. If a fare is on the platform and an attempt is made to remove it surreptitiously by the use of an instrument inserted into the fare receiving section as soon as the coin is touched it will slide on the platform and, as there is no abutment against which the coin can be held, the coin will simply slide over the edge of the platform into the box; or if the box is tilted then the fare will slide off the platform into the body of the box.

We claim:—

1. The combination in a fare box having a receiving section, of a platform upon which the fare is placed, said platform having a clear space above and beyond its edges so that if a fare is manipulated or the box tilted the fare will slide from the platform into the box.

2. The combination in a fare box, of a fare receiving section, a platform below the lower edge of the said section and situated some distance from the sides of the box so that a fare deposited on the platform will, if tampered with, slide off the platform.

3. The combination in a fare box, of a fare receiving section, a movable platform upon which the fare is deposited, said platform being below the lower edge of the fare receiving section and arranged some distance from the sides of the fare box, with means for tilting the said platform to deposit a fare in the box.

4. The combination in a fare box, of a fare receiving section having a series of deflecting plates, a horizontal platform below the last plate and upon which the fare is deposited, said platform being so arranged that there is a clear space above the edge of the platform and between the edges of the platform and the side walls of the fare box.

5. The combination in a fare box of a receiving section having an opening in the bottom communicating with the interior of the fare box, a tilting platform closing said opening and a slide for closing the opening when the platform is tilted, said slide being arranged close to the tilting platform, and means for operating the slide as the platform is tilted.

6. The combination in a fare box, of a receiving section, a platform on which the fare is placed, said platform being so situ-

ated that there is a space above and beyond its edges, means for tilting the platform, and a slide for closing the opening into the box when the platform is tilted.

7. The combination in a fare box, of a fare receiving section, a series of deflectors in said section, a platform in the lower portion of the said section, said platform being so situated that there is a space above and beyond its edges, a slide mounted in ways above the platform and connected to the platform, and means for tilting the platform and operating the slide so that the slide will close the opening when the platform is tilted.

8. The combination in a fare box having a fare receiving section, a series of deflectors in said section, a slideway at the lower end of the section, a beveled flange around the interior edge of the section, a platform on which the fare is placed, a slide adapted to slideways, the beveled flange terminating at a sharp edge and at such an angle as to prevent the manipulating of a coin while on the slide.

9. The combination in a fare box having a receiving section, of a platform upon which the fare is placed, a slide for closing the opening in the fare box when the platform is tilted, a rod, a shaft, a handle for said shaft, means connecting the said shaft with the platform, guides for causing the platform to tilt when it is moved forward, and a connection between the platform and the slide so that the slide will close the opening when the platform is tilted.

10. The combination in a fare box, of a fare receiving section, a chute under said section, said chute being enlarged at the upper end so as to receive the fare from the fare receiving section, a platform under the fare receiving section, means for tilting the platform so as to discharge the fare into the chute, said platform being so situated that there will be a space above and beyond its edges, and a slide adapted to close the opening in the fare receiving section when the platform is tilted.

In testimony whereof, we have signed our names to this specification, in the presence of two subscribing witnesses.

EZRA S. BUCKNAM.
GEORGE B. KOHLER.

Witnesses:

JOS. H. KLEIN,
WM. A. BARR.