(Model.) 2 Sheets—Sheet 1.

S. ALEXANDER & F. BOYLE.

FARE BOX.

No. 262,267. Patented Aug. 8, 1882.

Fig. 1.

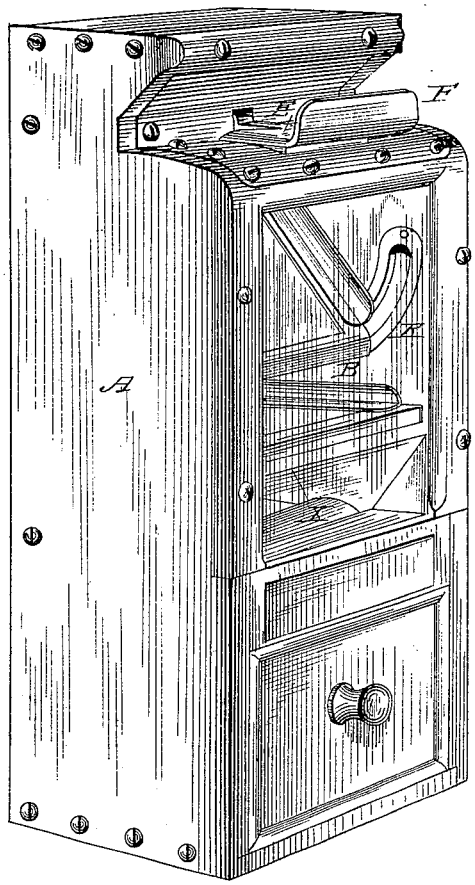


Fig. 2.

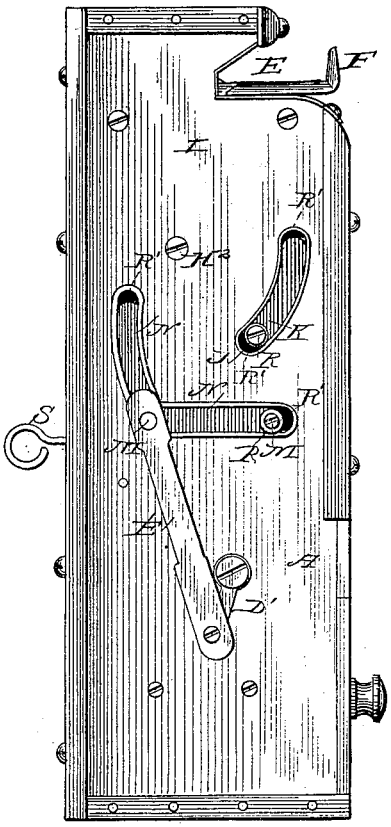
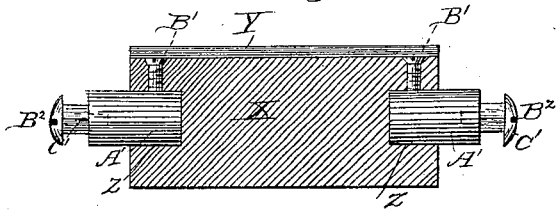


Fig. 5.



WITNESSES:

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(Model.) 2 Sheets—Sheet 2.

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Fig. 3.

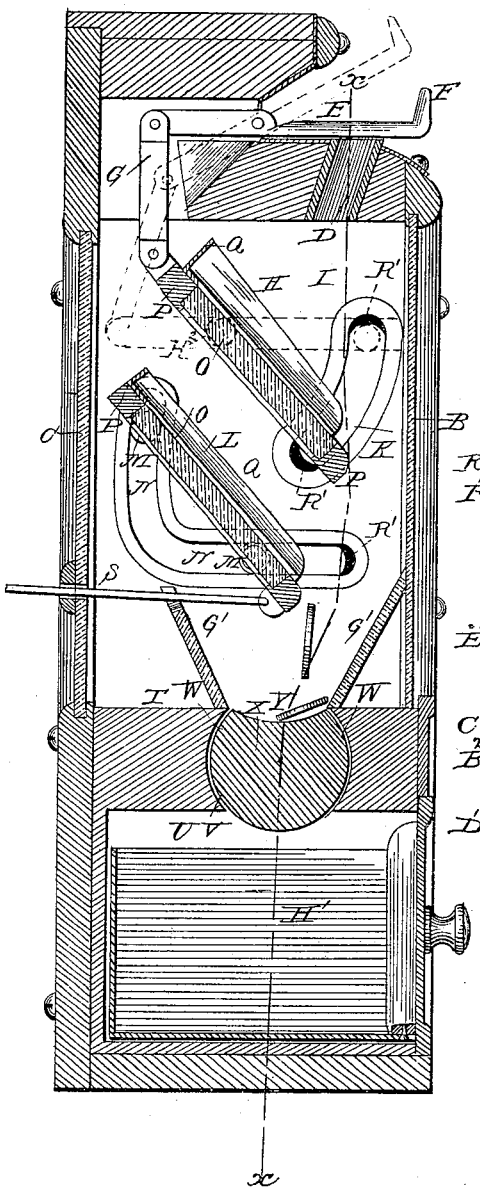
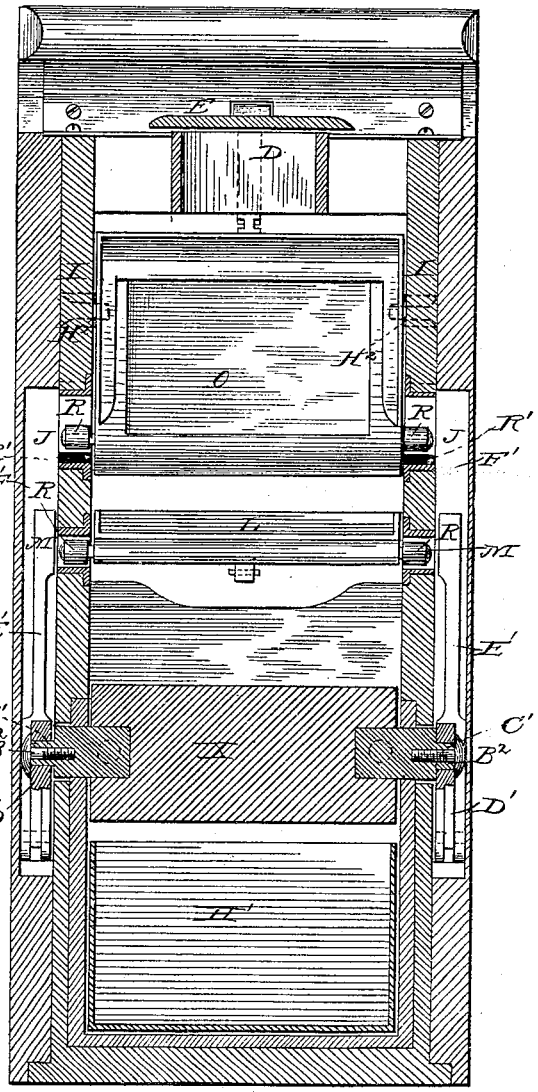


Fig. 4.



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UNITED STATES PATENT OFFICE.

SAMUEL ALEXANDER AND FRANK BOYLE, OF GALVESTON, TEXAS.

FARE-BOX.

SPECIFICATION forming part of Letters Patent No. 262,267, dated August 8, 1882.

Application filed February 18, 1882. (Model.)

To all whom it may concern:

Be it known that we, SAMUEL ALEXANDER and FRANK BOYLE, of Galveston, in the county of Galveston and State of Texas, have invented certain new and useful Improvements in Fare-Boxes; and we do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

The object of this invention is to produce a simple, efficient, durable, and inexpensive fare-box for street-railways and other purposes, adapted by its novel and peculiar construction to prevent the fraudulent abstraction of money or tickets.

In the drawings, Figure 1 is a perspective view. Fig. 2 is a side view with one of the side pieces of the box removed. Fig. 3 is a vertical central sectional view. Fig. 4 is a vertical cross-section on the line *x x*, Fig. 3; and Fig. 5 is a detail view.

Referring by letter to the drawings, A designates our improved fare-box, which is preferably rectangular in shape, and has its front and rear sides formed of plates of glass B C, respectively. In the top of the box is formed the usual opening or fare-entrance, D, and E is a lever pivoted in the top of the box, and provided at its front end with a broad plate, F, forming a cover for the fare-entrance.

To the rear end of the lever E is pivoted a connecting-arm, G, pivoted at its lower end to the rear of a slide or chute, H. The latter is pivoted near its rear end, as shown at H^2 H^2, between the sides I I of box A, and is provided at its front end on each side with pins or studs J J, projecting laterally from the chute and sliding in curved guide-slots K K in the sides of the fare-box.

Under the upper slide or chute, H, is arranged a similar slide or chute, L, having lateral pins or studs M M on each side at its front and rear ends, which pins or studs slide in right-angular curved guide-slots N N, formed in the sides of the box. The chutes or slides H L are preferably constructed of a plate of glass, O, around which is arranged a securing-frame, P, having at its rear end and sides a vertical flange, Q, to prevent any displacement of the fare. Small rollers R R may also be adjusted on the lateral studs or pins J M of the chutes to facilitate their movement in the curved slots, which latter may be lined with metal and have cushions R′ in their ends or corners to obviate damage to the adjustable chutes or slides in operation.

S is an operating rod or handle secured to the front of the lower slide and extending rearwardly through the wall C of the box, where it may be conveniently operated by the driver or person in charge.

T is a horizontal partition arranged above the drawer-recess U in the bottom of the box, which latter recess is preferably lined with metal, as shown. The partition T is formed with a transverse slot, V, having curved or concaved walls W W, between which is adjusted a cylinder, X, having a portion of its surface concaved, as shown at Y. The cylinder is adapted to turn in bearings in the sides of the box, and is preferably constructed with recesses Z Z in its ends. In these recesses are secured gudgeons A′ A′, by means of screws B′ B′ at right angles thereto, the gudgeons having their bearings in the sides of the box, thus forming the journals of the cylinder. Over the projecting square shanks C′ C′ of the gudgeons are secured cranks D′ D′ by means of large-headed screws B entering the shanks, to the ends of which cranks are pivoted connecting-arms E′ E′, having their upper ends adjusted over the pins or studs M M at the sides of the rear end of the lower chute, L, and recesses F′ F′ are provided in the sides of the box for the operation of these cranks and connecting-arms.

G′ G′ denote two inclined converging plates of glass arranged inside the box just over the partition T, so as to guide the money or tickets onto the concaved portion of the dropping-cylinder.

H′ is the cash-drawer, adapted to be securely locked in its position in the recess U at the bottom of the fare-box.

The operation of our invention is as follows: The front plate or cover of the lever is first raised to allow the fare to be deposited through the opening onto the upper slide or chute, which is then in a horizontal position. On re-

leasing the hold on the covering-plate the upper chute, by reason of its gravity, drops down to its normal inclined position, thus depositing the fare on the lower slide or chute, then in its normal horizontal position. The operating-rod is then drawn rearwardly, causing the lower chute to assume an inclined or slanting position, which movement will, by reason of the connecting-arms and cranks, cause the cylinder to turn and present its concaved surface at the opening for the reception of the fare, which meanwhile will drop down onto the cylinder. When the hold on the operating-rod is released the gravity of the lower chute will cause it to return to a horizontal position, thus forcing the cylinder to turn and deposit the fare in the cash-drawer, from whence it can only be removed by unlocking the same, since, even should all the glass in the upper portion of the box become broken, there is not room enough for anything to be inserted into the drawer through the cylinder-opening.

It will thus be seen that our improved fare-box is a secure protection against the fraudulent abstraction of its contents by breaking the glass or other means, as at no time, either in receiving or depositing fares, is the cylinder trap or opening in the partition above the cash-drawer open.

If preferred, the lever and covering for the fare-entrance, and also the connecting-arm and curved slots for the upper slide or chute, may be dispensed with, and the said chute be rigidly fixed in an inclined position; or it may be dispensed with altogether and the fare deposited direct on the lower chute. The employment of the upper chute, however, as will be readily seen, will obviate the liability of the money being abstracted by any instrument before it is deposited in the cash-drawer, as when the cover to the fare-entrance is raised the chute invariably assumes a horizontal position, thus virtually closing the entire top of the fare-box.

Having thus described our invention, we claim and desire to secure by Letters Patent of the United States—

1. The chute or slide L, having pins or studs at its front and rear ends working in right-angular curved guide-slots N N in the sides of the box by means of an operating-rod, S, as set forth.

2. The combination of the slide or chute L, having lateral pins or studs M, working in right-angular curved slots N in the sides of the box, the connecting-arms E′, cranks D′, cylinder X, having a portion of its surface concaved, partition T, having the transverse slot provided with concaved walls, and the inclined guides G′, substantially as herein shown and specified.

In testimony that we claim the foregoing as our own we have hereunto affixed our signatures in presence of two witnesses.

SAMUEL ALEXANDER.
FRANK BOYLE.

Witnesses:
HUGO BROZIG,
M. J. KEENAN.