(Model.)

2 Sheets—Sheet 1.

W. T. DRYDEN.

FARE BOX.

No. 344,729. Patented June 29, 1886.

FIG. I.

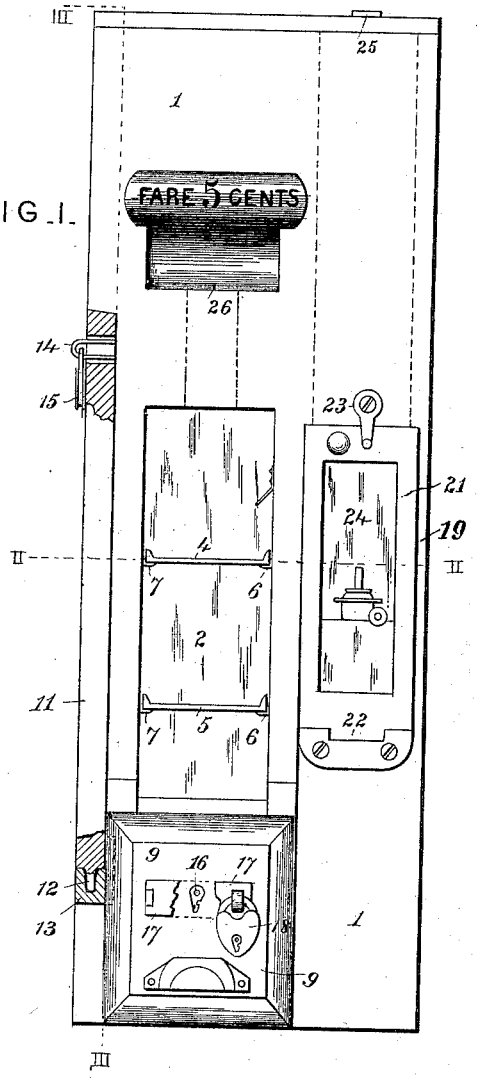


FIG. III.

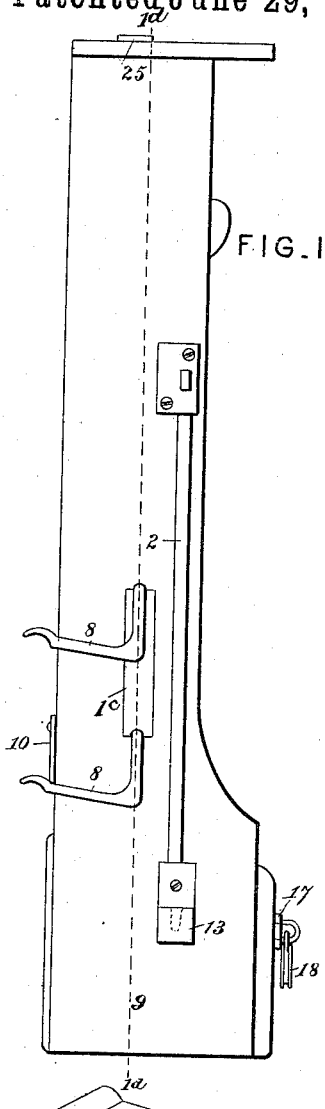


FIG. II.

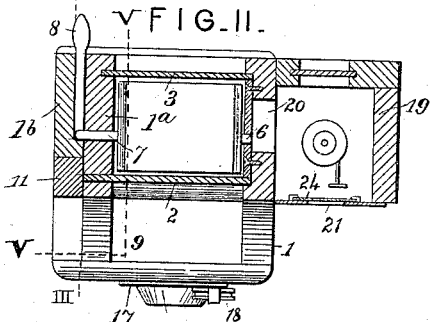
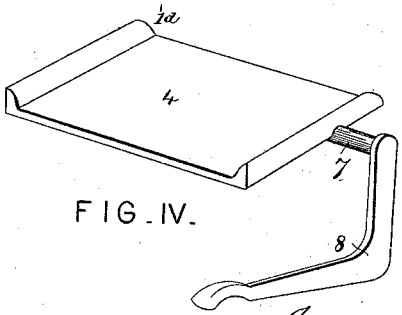


FIG. IV.



Attest { Geo. T. Smallwood. J. Henry Kaiser.

Inventor William T. Dryden. By Knight Bros. attys

(Model.)

2 Sheets—Sheet 2.

W. T. DRYDEN.

FARE BOX.

No. 344,729. Patented June 29, 1886.

FIG. V.

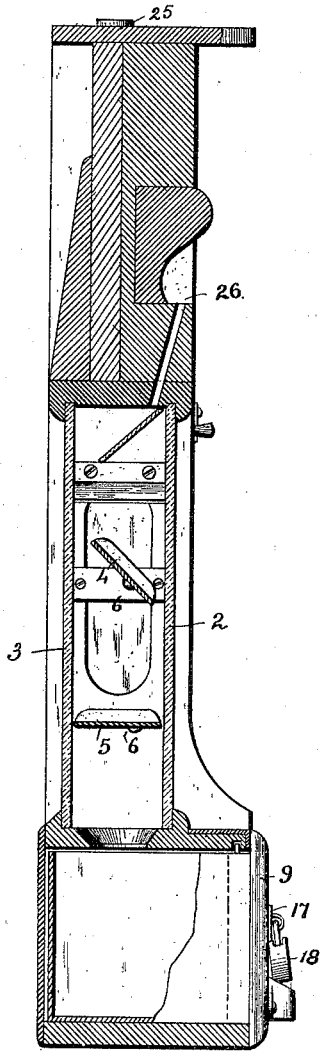
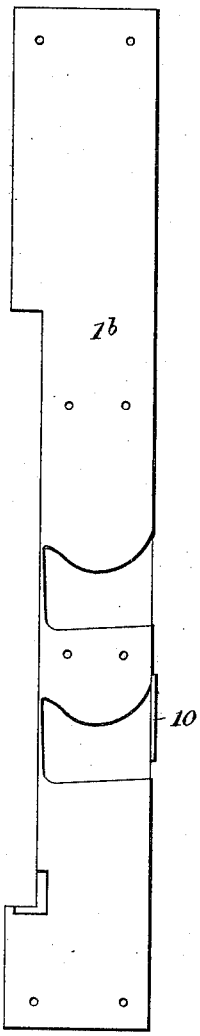


FIG. VI.



ATTEST.

Geo. T. Smallwood

J. Henry Kaiser

INVENTOR.

William T. Dryden.

By Knight Bros

Attys

UNITED STATES PATENT OFFICE.

WILLIAM T. DRYDEN, OF MEMPHIS, TENNESSEE.

FARE-BOX.

SPECIFICATION forming part of Letters Patent No. 344,729, dated June 29, 1886.

Application filed July 26, 1884. Serial No. 138,863. (Model.)

To all whom it may concern:

Be it known that I, WILLIAM T. DRYDEN, a citizen of the United States, residing at Memphis, in the county of Shelby and State of Tennessee, have invented certain new and useful Improvements in Fare-Boxes, of which the following is a specification.

My invention relates to fare-boxes for street-cars, omnibuses, and other public conveyances; and it consists, first, in constructing the tilting shelves with integrally-cast pivots and operating-handles; secondly, in the provision of a sliding window, under protection of a lock and key, for affording access to the inside of the box without necessitating the removal of any of the fixed parts of the box; thirdly, in pivoting the tilting shelves eccentrically and providing them on their preponderating sides with weighted operating-handles; and, also, in certain details of construction to be hereinafter more fully described, and particularly pointed out in the claims.

In order that my invention may be more fully understood, I will proceed to describe it with reference to the accompanying drawings, in which—

Figure I is an elevation of my improved fare-box, viewed from the interior of the car, partly in section. Fig. II is a horizontal section on the line 2 2, Fig. I. Fig. III is a side elevation of the fare-box with the outer layer or section of the shell and the sliding glass-retaining bar removed. Fig. IV is a detail perspective view of one of the tilting shelves removed. Fig. V is a vertical section on the line 5 5, Fig. II. Fig. VI is a view of the inner face of the outer layer or section of the shell, which is omitted in Fig. III.

1 represents the external shell of the box, which may have any desired contour, that represented in the drawings being preferable. The interior of the box proper is exposed to view by glass windows 2 3, located in the front and back, respectively, in the customary manner, the window 2 being, however, made removable, as will be hereinafter fully described. Any desirable number of tilting shelves, 4 5, may be employed, each of said shelves being cast integrally with its pivots 6 7 and the operating-handle 8, which is in the form of an elbow-lever at the extremity of one of the pivots—7, for example—said handles being formed sufficiently heavy to insure the automatic return of the shelves to normal or closed position.

The side of the box through which the pivots 7 pass is preferably formed in two layers or sections, 1^a 1^b, the inner one being cut in such a manner as to permit it to embrace the said pivots 7, the shelf and handle being on its opposite sides. For this purpose a simple slot may be cut through it, as shown at 1^c, which, when the parts are secured together, is stopped or filled by a strip or block; or the whole section may be cut into sections, as indicated by the dotted line 1^d, the meeting edges of said sections being notched for embracing the pivots. Between the adjacent faces of the sections 1^a and 1^b cavities or spaces are formed, as shown in Fig. II, to permit the necessary play of the levers 8. The lower walls or bottoms of these cavities or spaces form stops to limit the depression of the operating-levers, whereby the edges of the shelves adjacent to the handles are prevented from dropping below the horizontal plane of the shelf when in normal position. This double wall is not, however, absolutely essential, although it is preferred. The pivot of the lower shelf, 5, rests upon the bottom of the slot 1^c, while that of the upper shelf rests upon the upper end of the block which fills said slot. This is also not essential, as a metallic plate may be provided for each to rest upon, if desired.

The lower shelf, 5, on which the fares are arrested for the last time prior to being dropped into the money-drawer 9, is preferably secured by a latch, 10, engaging with the tilting-handle 8, to prevent the accidental dropping or discharge of the fares.

The glass window 2 on the inner side of the fare-box slides into place, as above stated, and is secured by a vertical metallic bar, 11, formed at bottom with a stud or pin, 12, engaging in a permanently-attached socket-step, 13, and mortised at top to engage over a staple, 14, where it is secured by a lock, 15. By this device the lock 15 is made to prevent any surreptitious access to the interior of the fare-box; but when the said lock and the bar 11,

which secures it, are removed, the window 2 may be slid out and free access had to the interior of the box for cleansing the same, or for any other necessary purpose.

The money-drawer 9 is secured by a lock, 16, the key-hole of which is covered by a hinged hasp, 17, secured by a padlock, 18, so that two keys are required to give access to the box, which keys may, of course, be kept by different officers of the road, if desired.

The lamp-box 19 is separated from the interior of the fare-box proper by a customary window, 20, and is closed in front by a door, 21, having a hinge, 22, at bottom, and fastened at top by a hasp, 23. In the door 21 is a glass window, 24, for illuminating the interior of the car. A smoke-flue, 25, from the lamp-box is carried up vertically through the roof of the car without elbows or other obstructions.

Fares introduced at the pay-aperture 26 fall on the first shelf, 4, whence they may be severally dropped to the second shelf, 5, and there retained for any necessary period for counting, or to suit the convenience of the driver. From the shelf 5 they may be dumped in the same manner into the money-drawer below.

The tilting shelves 4 5 are pivoted eccentrically, as shown in Figs. II and IV, or, if centrally pivoted, have their operating-handles sufficiently weighted to cause the said shelves to return by gravity to their horizontal position, in readiness for the reception and retention of fares falling upon them. The shelves and their operating-handles and pivots are of simple and economical construction, being superior in this respect to some which necessitate the use of separate parts jointed together.

Having thus described my invention, the following is what I claim as new therein and desire to secure by Letters Patent:

1. In a fare-box, the combination of the shell or casing, the shelf, pivots, and operating-handle, formed integrally, and a stop for limiting the descent of one side of said shelf, the said handle constituting a counter-balance for returning the shelf to normal position, substantially as set forth.

2. The combination, in a fare-box, of the sliding window 2, fastening-bar 11, provided with a pin or stud, 12, the step-socket 13, and a staple and lock, 14 15, for securing the said fastening-bar.

3. The combination, in a fare-box, of a shelf pivoted eccentrically to the sides thereof, a rigid handle projecting from one of its pivots on its preponderating side, and a stop for preventing the edge of said shelf adjacent to said handle from falling below the normal plane of the shelf, substantially as set forth.

W. T. DRYDEN.

Witnesses:
WM. L. TIMBERLAKE,
JAS. S. LYTLE.