G. BEADLE.

Fare-Box.

No. 197,315. **Patented Nov. 20, 1877.**

Fig. 1.

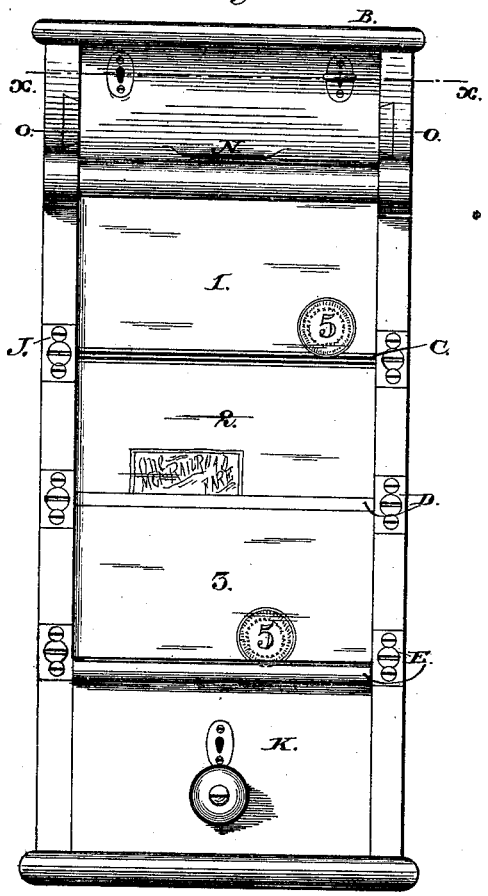


Fig. 4.

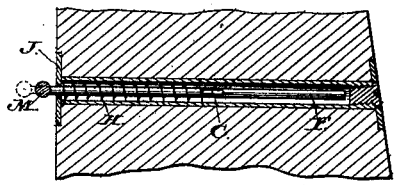


Fig. 2.

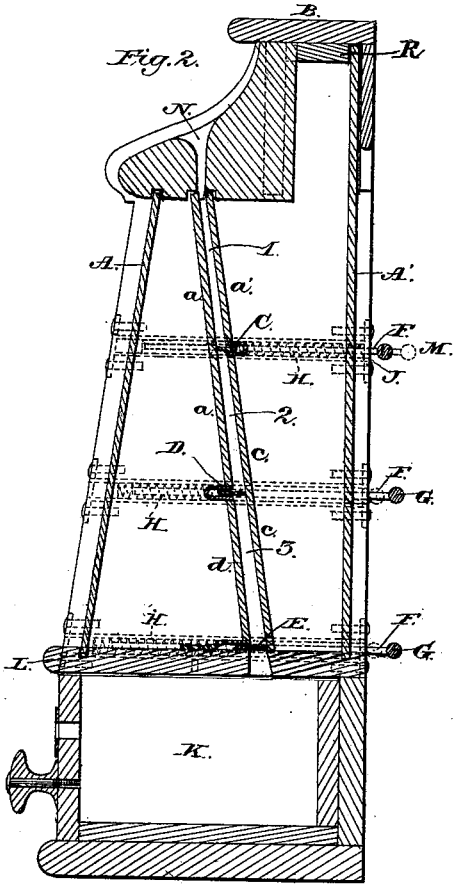


Fig. 5.

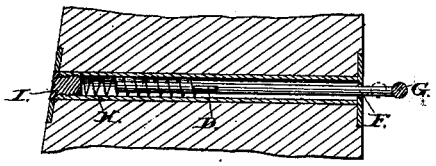
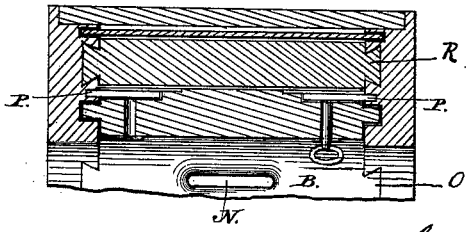


Fig. 3.



Attest:

Alexander Scott

Henri Guillaume

Inventor:

George Beadle.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

GEORGE BEADLE, OF SYRACUSE, NEW YORK.

IMPROVEMENT IN FARE-BOXES.

Specification forming part of Letters Patent No. **197,815**, dated November 20, 1877; application filed October 27, 1877.

To all whom it may concern:

Be it known that I, GEORGE BEADLE, of the city of Syracuse, county of Onondaga, and State of New York, have invented certain new and useful Improvements in Fare-Boxes, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making a part hereof, in which like letters of reference indicate like parts in all the figures, and in which—

Figure 1 is a front elevation. Fig. 2 is a central vertical section. Fig. 3 is a section on the line *x x* of Fig. 1. Fig. 4 is a section showing the pull-bar. Fig. 5 is a section showing the push-bar.

To enable those skilled in the art to make and use my invention, I proceed to describe its construction and operation,

In each of the inner sides of the box are formed grooves for the reception of the front glass A and back glass A′, the front of the box being that side toward the passengers, and the back being toward the driver. These glasses are removable upwardly when the top or cover B of the box is removed, and are firmly secured in their places when said top is secured in its place. In this manner I secure easy access to all the glass portions of the box for the purpose of cleaning or replacing such portions.

Upon the inner sides of the box are formed other grooves for the reception of other glasses which form the change-chute. These latter grooves are so disposed that they diverge from each other as they approach the bottom of the box. The object of this divergement is to obviate the clogging of the chute as the change accumulates therein. I prefer this form, though I may dispose such grooves parallel with each other.

The change-chute is divided into two or more sections by means of a series of sliding gates, C D E. In this instance I have constructed three sections, for a purpose hereinafter described.

It will be observed that the front glass *a* of the chute extends over sections 1 and 2, while the back glass *a′* extends over section 1 only. The object of this construction is to permit the passage of the sliding gate C. In like manner and for a like purpose, the back glass *c* extends over sections 2 and 3, while the front glass *d* covers only section 3.

Two sections are sufficient for all practical purposes; but I have shown in the drawings three sections for the purpose of showing different methods of operating the gates.

A plate of metal of a width about equal to the width of the chute, and of a length greater than the inner width of the box, in order that the ends of such plate may enter within the sides of the box, constitutes the gates C, D, and E, and its ends are entered into slots in the rods F, which are connected with the push-bars G passing across the rear of the box. In front of the gate D is placed, about the rods F, the coiled springs H, which bear against the screws I, the removal of which screws permits the easy substitution of a new for a weak or worn spring.

In section 1 I have constructed the gate with a view of having it opened by a pull-bar instead of push-bars, as in sections 2 and 3, just described. This change from a push-bar to a pull-bar is effected by placing the spring H back of the gate, and allowing said spring to press against the plates J, as shown in Fig. 4.

The chute leads to an ordinary change-drawer, K, which is separated from the chute by the bottom board L. It will readily be seen that by pulling out the bar M of section 1, the fares in that section will fall into section 2, and by pushing in bar G of section 2 the fares will fall into section 3, and the same operation at this section delivers the fares into the drawer. Upon the box is affixed a lamp, for the purpose of lighting the box at night.

The operation of my device is as follows: The fare is deposited through the cover or top of the box at N, and falls upon the gate C, where it is easily seen by the passenger and the driver, who, after inspection, pulls the bar M, and deposits it in section 2. There the fares remain until a certain point in the route of the car has been reached. In the meantime a detective of the company has inspected the fares in section 2, and compared it with the number of passengers, and, the certain point on the route having been reached, the driver, detective, or other authorized person may push bar G of section 2, and deposit the fares

in section 3, where they remain until the end of the route is reached, when they are deposited within the drawer. If section 1 is omitted, section 3 becomes and is preferred as the detective-inspection section. A suitable lock is provided for the drawer K, and also for the top B. The sides of the box are held in proper position by means of a cross-bar R, as shown in Fig. 3, dovetailed into them at the top.

The top is put in place and secured as follows: It is inserted between the sides, and is retained at its front end by means of dovetailed projections O O, which enter similar slots in the sides of the box. At the back side of the top are suitable locks, whose bolts P, Fig. 3, pass into the sides of the box, and securely fasten the top to the box.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination of the box having dovetailed recesses in its sides, the cross-bar R, and top B, each provided with corresponding dovetailed projecting ends, with the front and rear sides, chute, and locks, substantially as described.

2. A fare-box provided with a change-chute, consisting of two or more downwardly-diverging plates of glass, the space between which is divided into two or more sections by means of sliding gates, whereby the fares may be retained in such sections for inspection, as shown and described.

3. The combination of the bottom L, front glass A, back glass A′, downwardly-diverging change-chute divided into sections by means of sliding gates, and the cover B, as shown and described.

4. The combination of the rods F, provided with slots, the gate D, the ends of which are inserted in said slots, the springs H, placed around said rods and abutting against the said gate, with the side of the box provided with an aperture, and a removable plate placed over the same, to facilitate the removal of the gate, substantially as described.

GEORGE BEADLE.

Witnesses:
THOMAS C. CONNOLLY,
W. S. CHASE.