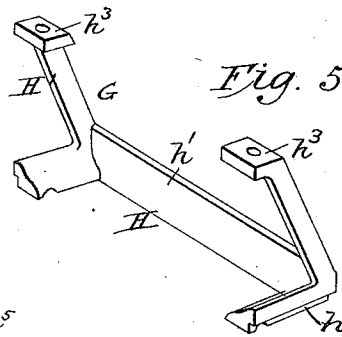
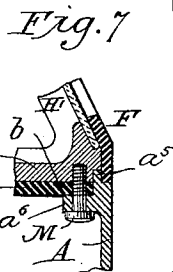
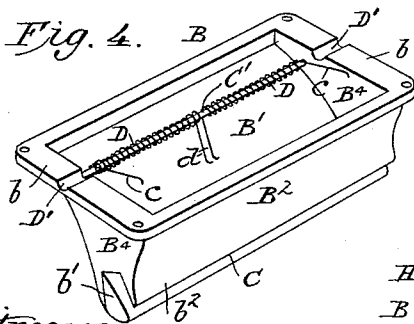
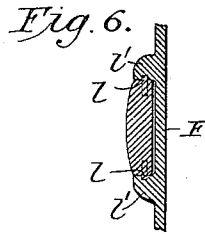
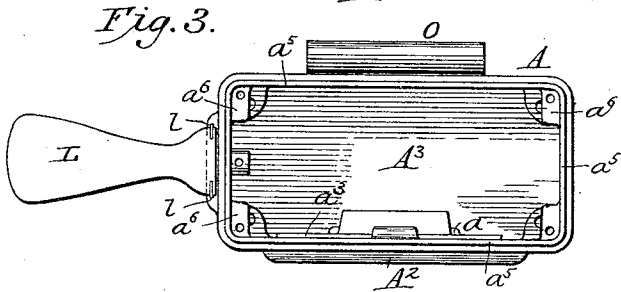
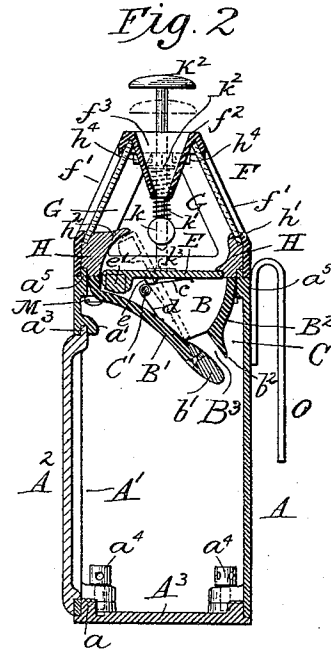
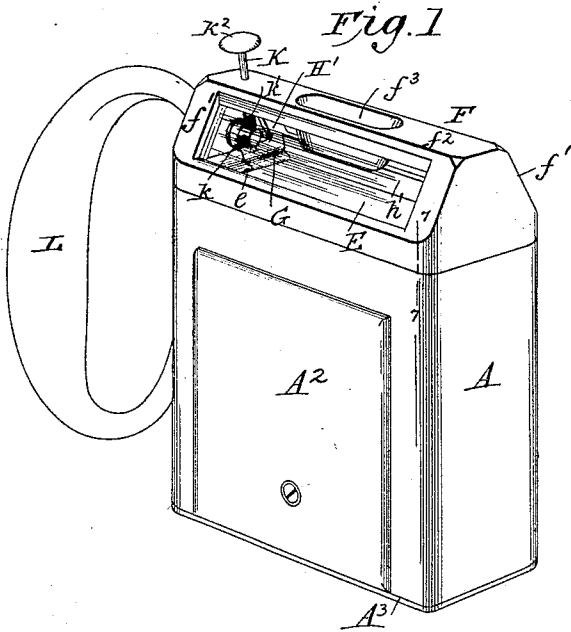


(No Model.)

G. B. M. HARVEY.
FARE BOX.

No. 529,383.

Patented Nov. 20, 1894.



Witnesses,
Sidney P. Hoellingsworth
E. A. Pennington

Inventor,
George B. M. Harvey,
By H. S. Bacon

UNITED STATES PATENT OFFICE.

GEORGE B. M. HARVEY, OF NEW YORK, N. Y.

FARE-BOX.

SPECIFICATION forming part of Letters Patent No. 529,383, dated November 20, 1894.

Application filed September 17, 1894. Serial No. 523,258. (No model.)

To all whom it may concern:

Be it known that I, GEORGE B. M. HARVEY, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Fare-Boxes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to an improvement in fare boxes, and more particularly to that class known as portable boxes, and it consists in the peculiar construction and arrangement of parts hereinafter described and definitely pointed out in the claims.

The aim or purpose of the invention is the provision of an improved box of the character above indicated, which will embody structural simplicity, rigidity, durability and other important features which will be hereinafter referred to.

In the drawings like letters of reference indicate corresponding parts in the several views, and in which—

Figure 1 is a perspective view of the box. Fig. 2 is a transverse vertical section taken through the center. Fig. 3 is a plan view with the top and trapping section removed. Fig. 4 is a detail perspective view of the trap section. Fig. 5 is a detail perspective of a portion of the glass-supporting frame. Fig. 6 is a detail cross section through the top handle connection; and Fig. 7 is a detail sectional view of the screw connection between the body and top.

In the prior state of the art relative to this class of inventions, it has been found more or less impracticable to construct a box in section, and have the uniting means wholly on the interior and at the same time preserve the requisite or desirable size for convenience in handling, as well as rigidity in the union of the several parts. This invention embodies features overcoming these objections and consists essentially in a rectangular metal box or body portion A, formed preferably of aluminum. The side walls of the body are formed integral with each other, one of which has an opening A' therein closed by a removable door A² which has a suitable lock thereon with its bolt arranged to project downward

in the rear of a reinforcing flange a formed on the bottom A³ of the box. Above the opening is a depending lug a' between which and the side wall extends the inwardly and upwardly projecting flange a³ on the upper part of the door. The bottom A³ is secured to the sides by screws a⁴ which pass through suitable lugs inside the body on the sides and bottom. The upper edge of the body has a flange a⁵ on its inner side which extends upwardly, and at the corners inwardly extending lugs a⁶ are formed slightly below the edge of the body.

B represents the trap section which is composed of a single or integral piece having the outwardly extending flange b which fits closely within the flange a⁵ and rests on the lugs a⁶. The upper face of the flange b is on a plane with the upper edge of the body.

B' represents the base of the trap section and consists of a plate curved from one side downwardly to a point adjacent to the opposite side forming a narrow channel C between and at which point it is reinforced by a wear plate b' extending toward the side and upwardly along the lower edge of the base B'. This wear plate is made removable by being connected with suitable screws so that the same may be readily replaced when it is found necessary.

B² designates the rear wall of the trap section, which extends slightly upward from the side to form between a continuation of the channel C.

A sharp depending edge b² is formed on the rear wall B² terminating above and slightly to one side of the plate b', a throat or channel B³ being formed between which inclines toward the side of the box and has a mouth arranged in such proximity to the side that it will admit only of the coin or ticket passing between and at an incline into the channel C from whence it drops into the collecting chamber below.

B⁴ designates the ends of the trap. The upper face of the trap is depressed and a rod C' extends across from end to end, the same being fixedly secured in the ends at a point below the flange b.

On the rod C' are sleeved the spiral springs D, having their outer ends c extending out at an angle and their inner ends d at right

angles thereto so that in the normal position of the arms *c* the ends will extend above the trap section while the arms *d* rest against the base *B'*.

5 *D'* designates semicircular bearings formed in the flange *b* in which are placed the journals *e* of the dumping plate *E*. The plate *E* closely fits the mouth of the depression of the trap section and closes the same, and has on
10 one edge the counter weight strip *e'* which strikes the upper face of the base *B'* thereby limiting the movement of the plate *E*. The spring arms *c* engage the under face of the plate *E* opposite the counter weight and in
15 connection with the counter weight serve to hold the plate in its horizontal position. The journals are located at one side of the center of the plate so that the shorter edge which projects into the top will occupy but little
20 space therein.

F designates the top formed of the base *f*, the oppositely inclined sides *f'*, the flat top *f''* and the depending fare chute *f'''* at the center of the top. The sides *f'* are open and suitable glass panels are placed therein and held
25 in place by the frame *G*. This frame *G* consists of the lower rectangular base *H* preferably divided at its center having the groove *h* in its lower edge and the flanges *h'* on its
30 upper edge. One of the flanges *h'* is curved inwardly as at *h''* to a point parallel with the uppermost position of the weighted edge of the dumping plate, its under surface being
35 curved to correspond with the arc described by the movement of the weighted edge of the dumping plate, so that the said edge will be in close proximity to the flange during its upward movement, and thereby prevent fares
40 from falling in below the plate.

Extending from the upper face of the corners of the base *H* are the converging arms *H'* having perforated offsets *h''* on the inner
45 faces of their upper ends, through which screws *h'''* pass into the top. By the inclination of the arms *H'* the same bear tightly against the glass panels as the screws are tightened, the four screws employed serving
50 to retain both panels in place, and permitting quick removal thereof.

K represents a push or actuating rod passing through the top down into close proximity to the dumping plate at one side of the pivot
55 thereof. The rod *K* passes through a guide *k* secured in the end wall of the top section. A spiral spring *k'* is sleeved on the rod its lower end resting on the guide while its upper
60 end abuts against a fixed disk *k''* rigid on the rod *K*. The tendency of the spring is to normally hold the push rod up. The lower end of the rod *K* is rounded or curved and when pushed down slidably engages a hardened wear plate *k'''* located on the dumping
65 plate.

K'' designates a thumb button on the outer end of the push rod.

L designates the handle fixedly secured at its lower end to the body *A* while its upper

end is formed with vertical flanges *l* at its sides which work in grooves formed in cleats
70 *l'* on the end plate of the cover or the top. The lower end of the pocket between the cleats is open while the upper end is closed by a suitable rib (not shown), serving to limit the downward movement of the top on the
75 handle. By this construction the connection between the body and top is greatly stiffened. In uniting the body and top suitable screws
80 *M* are passed through the lugs *a''*, the flange *b* and the base frame *H*, the screws being inserted from the interior of the body, the four screws employed serving to lock the
85 body, trap section and top in place. To add additional rigidity and stiffness to the union the flange *a'''* is employed which snugly fits in the groove *h*.
85

The under face of the frame *H* has suitable semicircular bearings which in connection with the bearings on the trap section constitute the bearings for the journals of the
90 dumping plate.

O designates the usual belt hook located on the side of the box.

In operation the fare is deposited through the fare opening or chute and falls onto the
95 dumping plate. The push rod is then forced down tilting the dumping plate, the fare being precipitated thereby through the mouth *B''* into the channel *C* and from thence to the chamber below. Should an attempt be made
100 to extract the fare from the chamber through the trap section, the same would pass into the channel *C* as the box is turned up side down, the fare passing beyond the mouth or throat *B''*, the tickets and coins lodging in the channel clogging the throat or mouth *B''*.
105

By forming the push rod as above indicated and dispensing with a direct attachment with the dumping plate an easy sliding engagement is obtained and the use of pivots
110 avoided. The object of forming the trap section in a single piece is that the known objection of a multiplicity of parts is avoided and a rigid structure formed.

I am aware that many minor changes can be made in the construction and arrangement
115 of parts without in the least departing from the nature and principle of my invention.

Having thus described my invention, what I claim as new, and desire to secure by Letters
120 Patent, is—

1. In a fare box, the combination with the body, of a trap section removably seated in the upper end thereof comprising a curved
125 base having its edge terminating at a point in proximity to the side of the box, an outwardly extending marginal flange at the top, a side extending down to a point above and adjacent to the edge of the base and forming in conjunction therewith a delivery throat or
130 mouth at a point in close proximity to the sides of the body, a top having an opening therein, a dumping plate supported on the trap section and means for actuating the dumping plate, substantially as described.

2. In a portable fare box, the combination with the body having projections on its upper inner face, an independent trap section seated on the projections and located within the plane of the sides of the body, a separate top section, and means located within the box for securing the top trap section and body together, substantially as described.

3. In a fare box, the combination with the body, of a top seated thereon, a detachable frame in the top, lugs on the inside of the body, a trap section between the lugs and frame, screws passing through the lugs, trap section and frame and a dumping plate, substantially as described.

4. In a fare box, the combination with the body, having a flange on its upper edge, of a top section having a frame at its base formed with a groove therein in which the flange is fitted, a removable trap section between the body and top and means for securing the body and top together passing through the trap section, substantially as described.

5. In a fare box, the combination with the body, of a detachable top section, an interposed trap section, means inside of the body for securing the trap and top sections thereto, a handle rigidly secured on the body and a sliding connection between the top and upper end of the handle, substantially as described.

6. In a fare box, the combination with the body, of a detachable top section thereon having open sides, glass panels for the openings and a securing frame for the glass comprising a base frame and upwardly converging arms at the ends of the base resting against the glass and having inwardly extending securing lugs at their upper ends, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE B. M. HARVEY.

Witnesses:

HENRY A. ROBINSON,
LUKE F. COZANS.