(No Model.)

2 Sheets—Sheet 1.

J. H. CLASPY.

AUTOMATIC LOCKING ATTACHMENT FOR FARE BOXES.

No. 382,867. Patented May 15, 1888.

Fig. III.

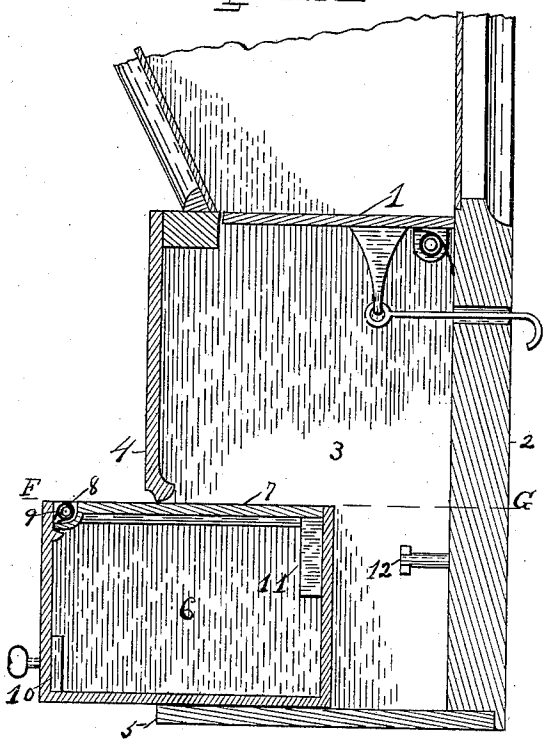


Fig. I.

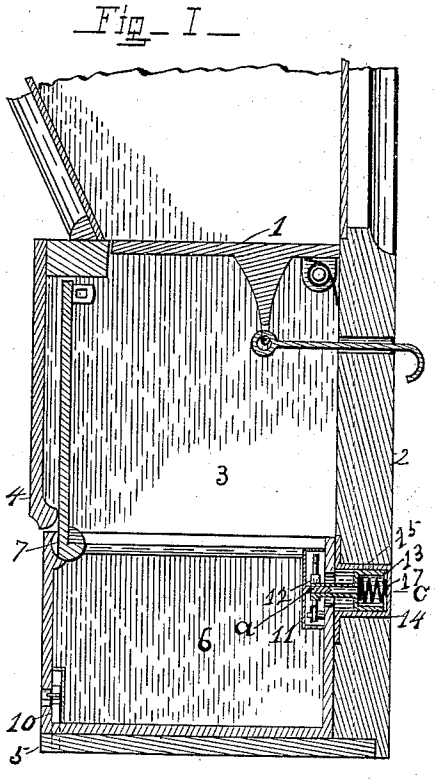


Fig. IV.

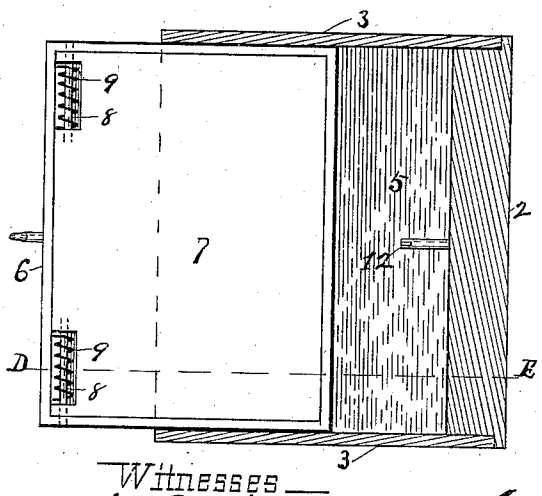
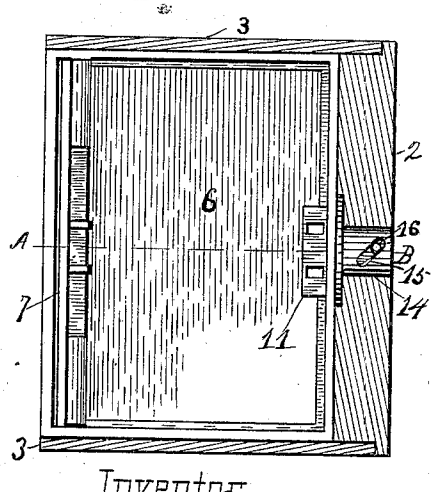


Fig. II.



Witnesses.

A. P. Wood.

Geo. S. Lowndes.

Inventor.

James H. Claspy

by Albert a. Wood. Att'y.

N. PETERS. Photo-Lithographer, Washington, D. C.

(No Model.) 2 Sheets—Sheet 2.

J. H. CLASPY.

AUTOMATIC LOCKING ATTACHMENT FOR FARE BOXES.

No. 382,867. Patented May 15, 1888.

Fig. 6.

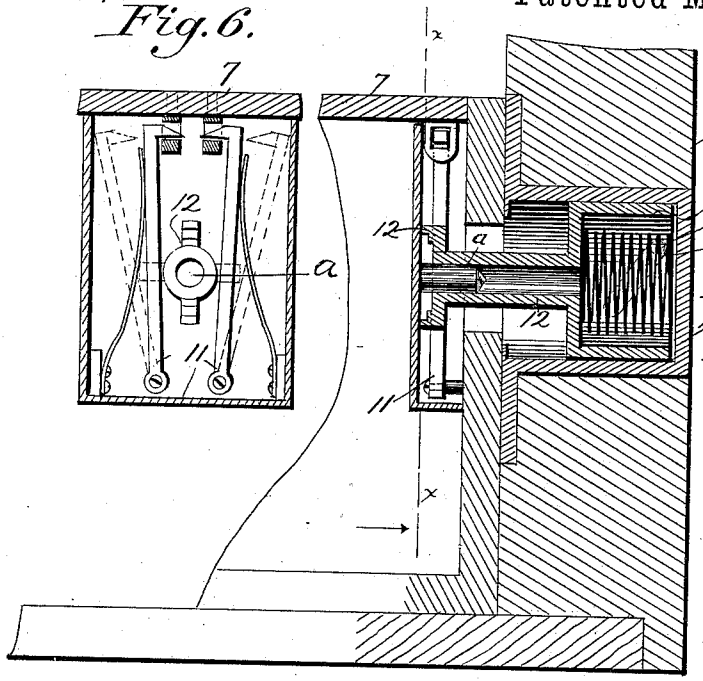


Fig. 5.

Fig. 7.

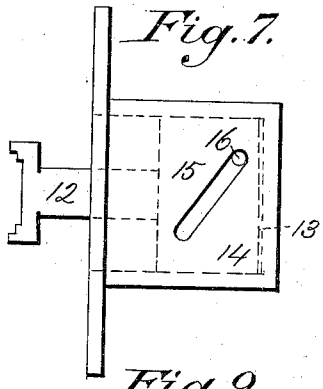


Fig. 8.

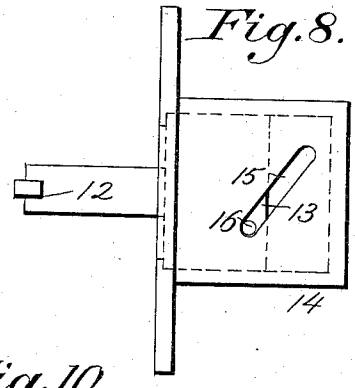


Fig. 9.

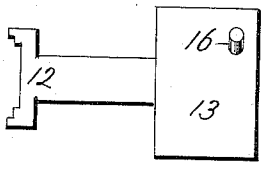
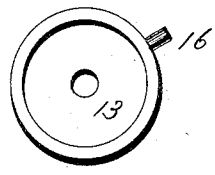


Fig. 10.



Witnesses.

H. C. Schott.

A. Burroughs.

Inventor.

James H. Claspy.

By his Attorney

W. P. C. Chandlee.

N. PETERS. Photo-Lithographer. Washington, D. C.

UNITED STATES PATENT OFFICE.

JAMES H. CLASPY, OF ATLANTA, GEORGIA.

AUTOMATIC LOCKING ATTACHMENT FOR FARE-BOXES.

SPECIFICATION forming part of Letters Patent No. 382,867, dated May 15, 1888.

Application filed July 26, 1886. Serial No. 209,176. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. CLASPY, a citizen of the United States, residing at Atlanta, in the county of Fulton and State of Georgia, have invented a new and useful Fare-Box; 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

This invention relates to fare-boxes into which the fares are dropped and which form locked receptacles for the fares; and it consists in a tilting plate and a drawer that is arranged to automatically close and lock when the drawer is withdrawn from the fare-box and to unlock and open when the drawer is replaced, as will be hereinafter fully described, and then specifically claimed.

In the accompanying drawings, Figure I is a vertical section on the line A B, Fig. II, showing the drawer in position to receive the fares. Fig. II is a top view of the drawer and a horizontal section of the inclosing-box on the line C, Fig. I. Fig. III is a vertical section on the line D E, Fig. IV, showing the drawer closed and partially withdrawn. This figure also shows the projecting key that releases the cover when the drawer is pushed into the box. Fig. IV is a horizontal section on the line F G, Fig. III. Fig. V is a vertical section, on an enlarged scale, through a part of the box and its lock. Fig. VI is a similar section on the line *x x* of Fig. V. Figs. VII and VIII are enlarged plans of the piston, its slotted case, and the key, in the different positions they occupy when locked and unlocked. Figs. IX and X show a side and end view of the piston.

Similar reference-marks refer to similar parts in the several views.

The tilting plate of a fare-box is represented at 1, the inclosing sides at 2, 3, and 4, and the bottom by 5.

6 is a drawer, having a cover, 7, the cover being attached to the drawer by the hinging-pins 8, around which are placed the torsional spiral springs 9, one end of each of which presses against the side of the drawer and the other ends against the cover, as shown, for the purpose of causing the cover to rise whenever released to the position shown in Figs. I and II. The drawer is provided with a lock, 10, to hold it in the box. The drawer is also provided with a spring-lock, 11, to hold the cover down, said lock containing a guide for the key. This guide or pin *a* enters the hollow key and gives it a fulcrum or bearing to act upon. The key 12, which is hollow, is attached to the piston 13, which reciprocates in the tube 14. The coil-spring 17 forces the piston and key outwardly.

In collecting the fares from boxes as at present constructed it is found necessary to employ a person of known reliability, but for which fact the fares could be collected at little or no expense by watchmen or others whose duty it was to be on the spot. In the case of street-cars, the fares of which require to be taken out at various times, it is especially desirable to provide some means by which the fares can be taken out by any one and kept securely from depredation, which result is accomplished by my invention.

The operation of the device is as follows: The drawer, being in the position shown in Figs. I and II, is removed from the box after being unlocked therefrom by a person having a key to the lock 10, and will be by the withdrawal closed by the abutment of the lower edge of the side piece, 4, of the box against the cover and locked by the spring-lock 11, which, being of different construction from the lock 10, requires a different key, which must be a duplicate of the key 12, by reason of which the fares in the drawer are kept securely until taken out by a person having a duplicate to the key 12, by which he may unlock the cover to the drawer and take out the fares, after which the cover 7 must be closed, and consequently locked, before the drawer can be returned to the box. On returning the drawer to the box the key 12 enters the lock 11 and the piston 13 is forced back into the tube 14 a sufficient distance to cause the spiral slot 15 to turn the key 12 and unlock the cover, when the springs 9 will raise the cover to the position shown in Figs. I and II.

For convenience I describe the device as being an improvement in fare-boxes; but it is

obvious that it may be used for various analogous purposes.

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

1. In a cash-box for street-cars, the combination, with the spring-lock provided with the locking-hooks 11 and the guide-pin *a*, of the key 12, said pin being so placed as to guide the key when it enters the lock and retain it in its proper position to act on both locking-hooks simultaneously, as set forth.

2. In a cash-box for street-cars, the combination of the key 12, hollow piston 13, spring 17, and slotted inclosing-tube 14, all arranged and adapted to rotate the key when the piston is forced backward upon the spring, as set forth.

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

JAMES H. CLASPY.

Witnesses:
A. P. WOOD,
RUFUS A. HOWARD.