

C. NEWMAN.

Improvement in Fare Boxes.

No. 125,836.

Patented April 16, 1872.

Fig. 1.

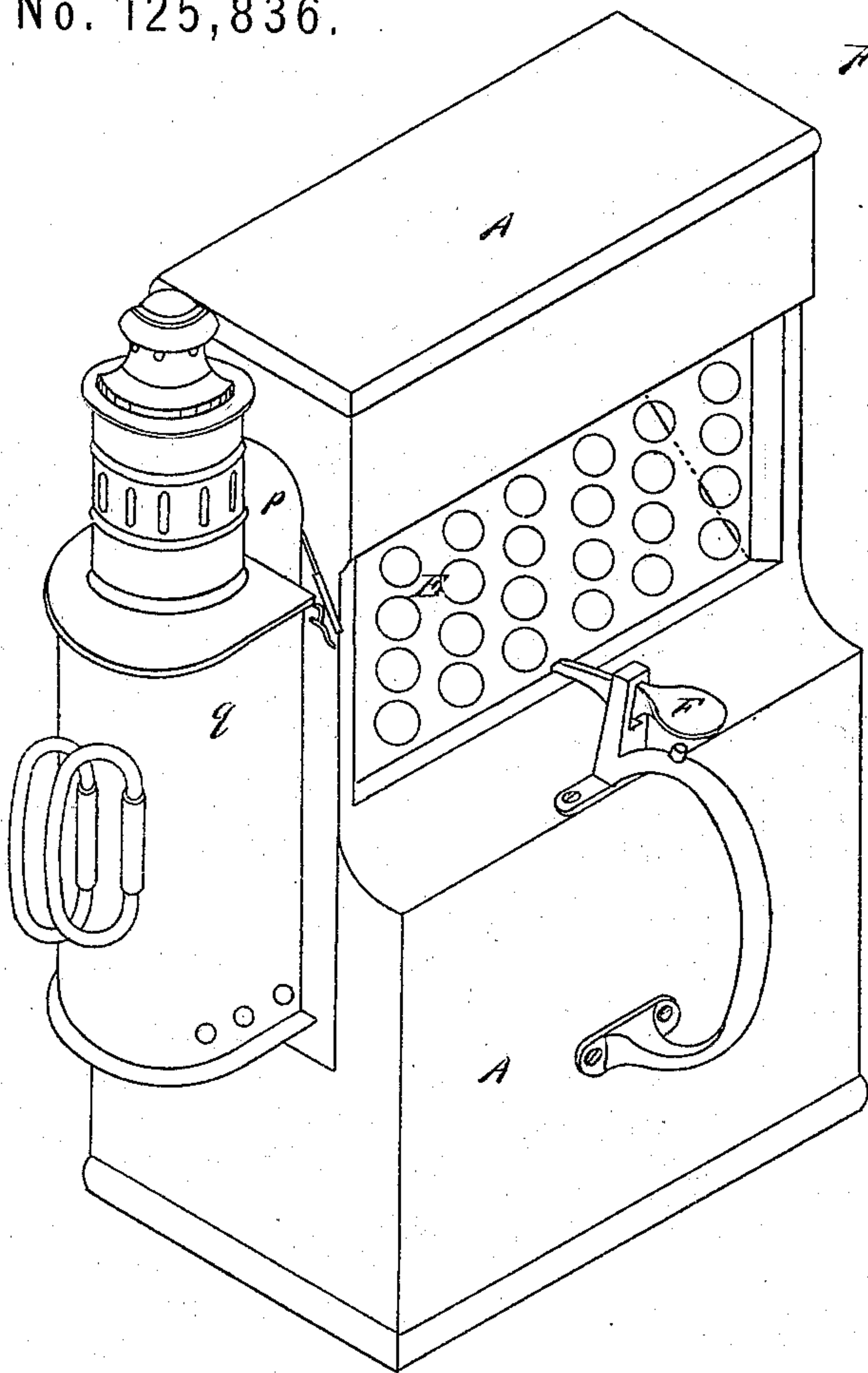
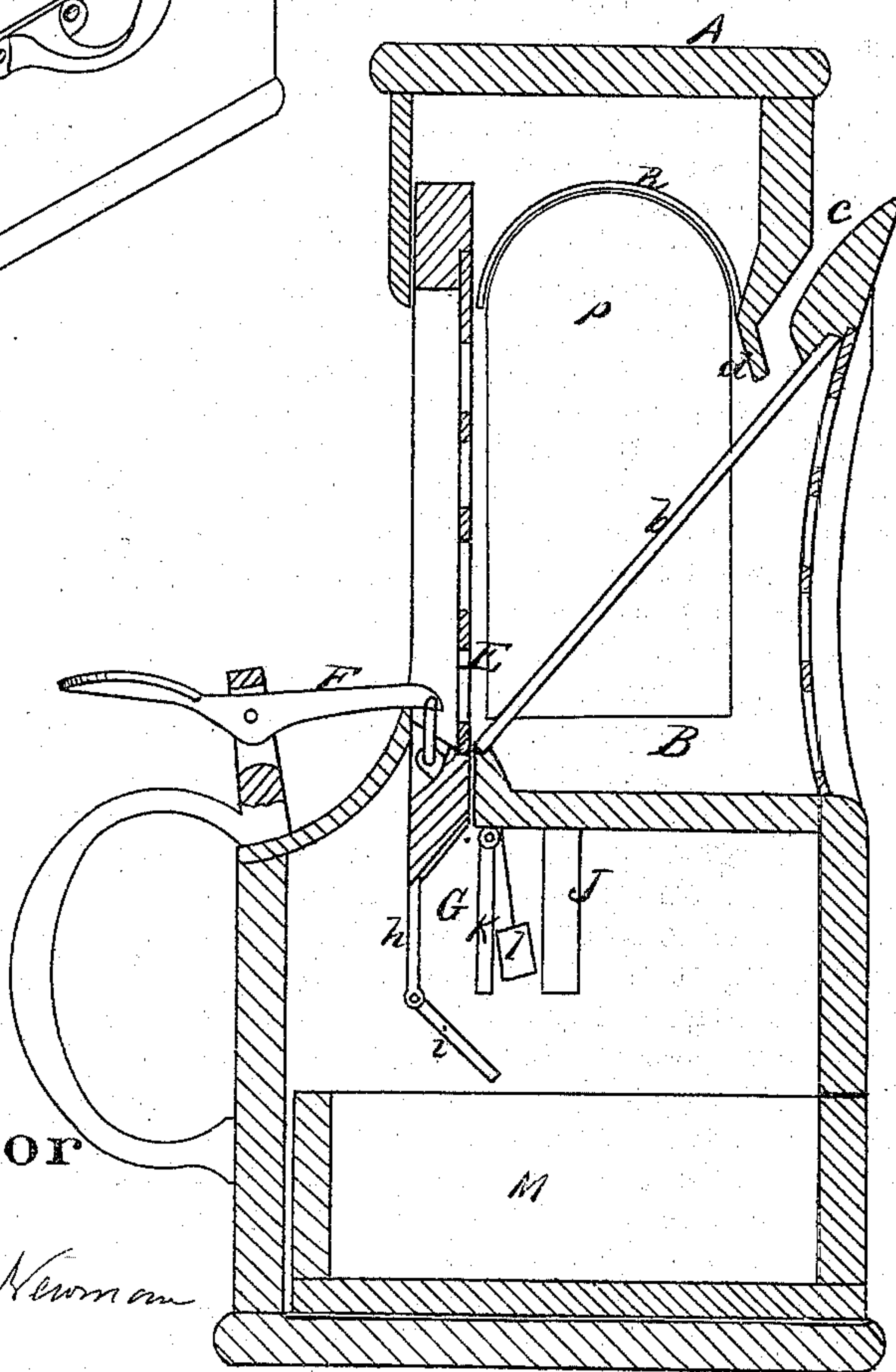


Fig. 2.



Witnesses

Inventor

Geo. H. Strong
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CARLTON NEWMAN, OF SAN FRANCISCO, CALIFORNIA, ASSIGNOR TO HIMSELF, GEORGE P. KIMBALL, AND R. L. OGDEN.

IMPROVEMENT IN FARE-BOXES.

Specification forming part of Letters Patent No. 125,836, dated April 16, 1872.

SPECIFICATION.

To all whom it may concern:

Be it known that I, CARLTON NEWMAN, of the city and county of San Francisco, State of California, have invented an Improved Passenger Fare-Box; and I do hereby declare the following description and accompanying drawing are sufficient to enable any person skilled in the art or science to which it most nearly appertains, to make and use my said invention or improvements without further invention or experiment.

My improvement consists in the employment of a perforated metal front, when used for coin, for the upper chamber, through which the fare can be inspected and tested, if desired. This front is so arranged that it may be lifted vertically in the frame of the box by a lever or other suitable device, so as to drop the fare into the next compartment.

A represents a box having an upper compartment, B. This compartment is divided diagonally by a glass plate, *b*, which extends from near the top on one side to the lower corner on the opposite side, as shown. The opening C, in which the fare is deposited by the passenger, is above the upper end of the glass plate *b*, and a plate or other obstruction, *d*, extends down across the opening inside of the box, so as to prevent the introduction of a stick or other instrument for abstracting the fare after it has been dropped into the first compartment. As soon as the fare drops upon the diagonal glass plate *b* it slides down until it rests against the perforated metallic front E. The openings or perforations in this front are large enough and close enough together to permit the driver to minutely inspect the fare before dropping it into the lower compartment, but not large enough to allow the smallest-sized silver piece to pass through. The advantages in employing this kind of a front are—first, the true nature of the fare can always be determined, as there is no interposing medium to become dusty and thus prevent proper inspection. Second, when the fare is paid in silver, counterfeit pieces can be readily detected and tested with acids, if necessary, through the openings, previous to dropping it into the second compartment. The perforated front E is set in the sides of the frame, so as

to be raised by a thumb-lever, F, by the driver or other authorized person from the platform of the car, and when thus raised an opening is presented, as shown at Fig. 2, through which the fare will pass, by its gravity, into the intermediate compartment G. This compartment consists of a metal plate, *h*, which is secured to the lower end of the front E so as to be raised with it. To the lower end of the plate *h* is hinged an apron, *i*, which stands at an angle to the plate *h*, as shown. Opposite the plate *h* is a partial partition, *j*, which is also parallel with it, and directly in front of the partition is a vertically-hanging hinged plate or flap, K. A weight, *l*, is suspended by a short chain or other suitable cord, in the manner of suspending a plumb-bob, between the partition and plate, so as to cause the plate K to shut up against the opposite plate *h* above the hinged apron *i*, when the box is turned out of a perpendicular position. The money-drawer M is in the lower compartment, below the compartment G, and is securely locked so as to protect its contents. When the money or other fare is deposited through the opening in the upper chamber, it will slide down the diagonal glass plate *b* until its edge rests against the sliding-front E, where it will remain while being inspected. The leaning position of the fare permits of its ready inspection by the driver upon the platform, and allows it to be seen by the person depositing it and by the inside passengers until it passes down into the drawer. The driver or other person then depresses the thumb-lever so as to raise the front E. This movement also lifts the plate *h*, so as to cause the apron *i* to connect with the hinged flap or plate K, thus forming an intermediate compartment which arrests the fare after it has dropped below the front E until the front is let fall, when the lowering of the apron *i* permits the fare to drop into the money-drawer. This intermediate compartment serves especially as a trap for preventing the return of the fare through the same passage through which it was introduced. For lighting the interior of the upper compartment after night, I make a small window, *p*, at one side of the box, and attach upon the outside of the box, by means of a slide, a lamp, *q*, from which the light is only

thrown in one direction. This lamp can be removed in the day-time. A curved horizontal reflector, R, is placed in the top of the box, so as to throw the light downward and thus produce the best possible light for enabling the driver to inspect the fare. When currency or any flexible ticket is employed in payment of fare, a glass front can be substituted for the metallic screen E. If desired, an opening can also be made in the side of the box opposite the opening c, so as to permit the introduction of fares from the platform, in which case a glass plate can be placed so as to direct the fare upon the plate b.

The improvements in this fare-box over others of its class are as follows: The front perforated screen or plate for the inspection and testing of coin fares; the diagonal glass plate, which supports the fare in a leaning position so as to be readily seen from both sides of the box and closely inspected from the front; the vertically-sliding front, which drops the

fare in a manner apparent to all observers; the intermediate compartment or trap, for arresting the fall of the fare and for preventing its return; and the arrangement of the reflector in order to give the best possible light for inspecting the fare at night, together with the removable lamp, by removing which the box is rendered more sightly in the day-time.

Having thus described my improvement in fare-boxes, what I claim, and desire to secure by Letters Patent, is—

The vertically-moving front E, having the plate *h* at its lower end, to which an apron, *i*, secured, as described, in combination with the partial partition *j* and hinged plate K, for the purpose set forth.

In witness whereof I have hereunto set my hand and seal.

CARLTON NEWMAN. [L. S.]

Witnesses:

A. T. DEWEY,
W. F. BINGHAM.