

(No Model.)

G. R. BROWN RIGG.

CONVEYER FOR STREET CAR FARE BOXES.

No. 359,664.

Patented Mar. 22, 1887.

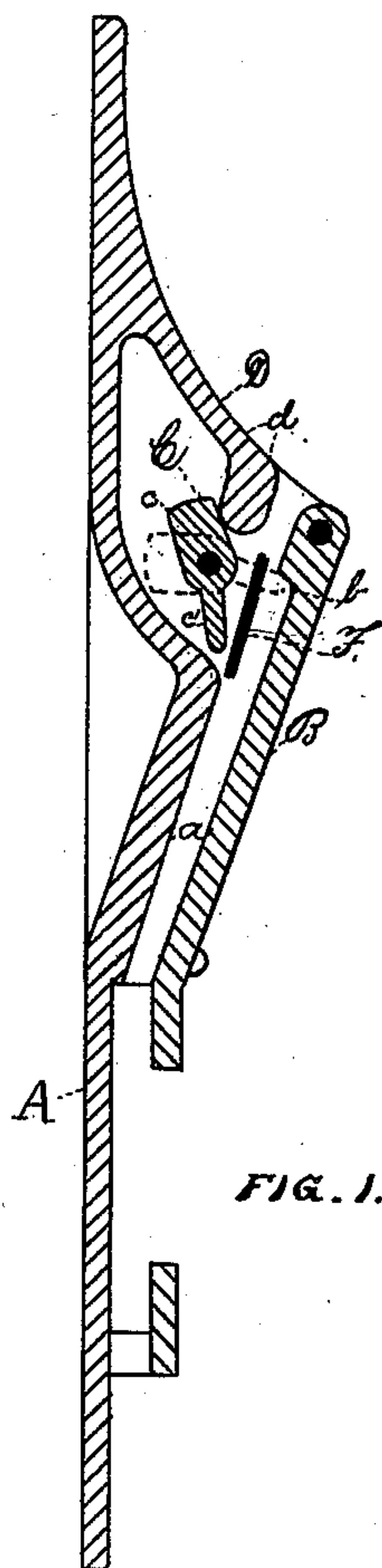


FIG. 1.

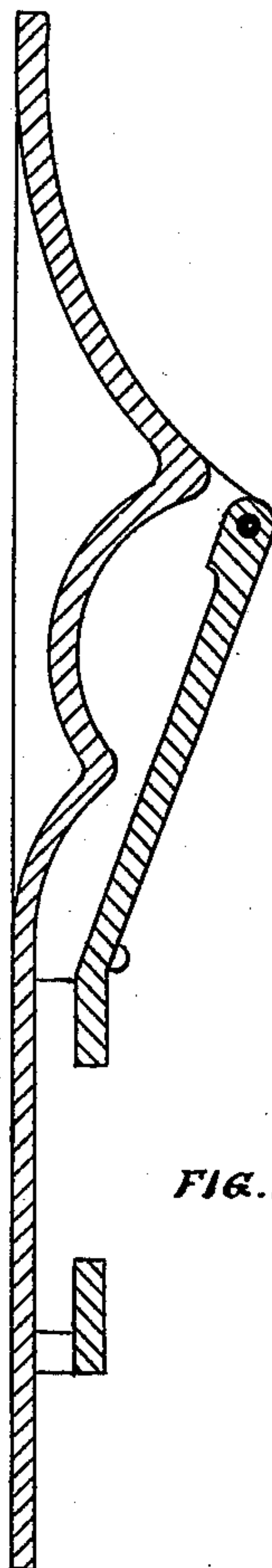


FIG. 2.

WITNESSES

Emma F. Elmore.
G. H. Warren

INVENTOR

INVENTOR
George R. Browning
by Jas. P. Williamson
ATTORNEY

ATTORNEY

UNITED STATES PATENT OFFICE.

GEORGE R. BROWNRIGG, OF MINNEAPOLIS, MINNESOTA, ASSIGNOR OF ONE-HALF TO JACOB SUTZIN, OF SAME PLACE.

CONVEYER FOR STREET-CAR FARE-BOXES.

SPECIFICATION forming part of Letters Patent No. 359,664, dated March 22, 1887.

Application filed October 25, 1886. Serial No. 217,098. (No model.)

To all whom it may concern:

Be it known that I, GEORGE R. BROWNRIGG, a citizen of the United States, and a resident of Minneapolis, county of Hennepin, State of Minnesota, have invented a new and useful Improvement in Street-Car Fare Drop-Boxes, of which the following is a specification.

My invention relates to fare drop-boxes such as are used in connection with gravity-conveyers in street-cars, for introducing the fare into the groove of the conveyer.

It has for its object to prevent clogging and to render it impossible for any person to withdraw the fare from the box.

It consists in the device hereinafter described and claimed.

In the accompanying drawings, like letters referring to like parts throughout, Figure 1 is a longitudinal sectional elevation of my improved fare-box, and Fig. 2 is a similar view of the old box now in general use.

Owing to the peculiar shape of the back surface of the interior of the old box, as shown in Fig. 2, the throat frequently becomes choked. The fares wedge between the front and rear surfaces, and considerable effort is required to get them down into the groove of the conveyer; but the worst feature is the fact that the fares may be easily withdrawn by any passenger disposed to pilfer, or by the car-driver. The front of the box being made of an open lattice-like casting, all that is necessary is to put in a penknife-blade, a pencil, or stick and the fare may be flipped out of the box with the greatest ease. It frequently happens that all the boxes and the conveyers throughout their entire length will be clogged with fares, and at all times a great many fares will be found lodged at various points in the boxes or conveyers intermediate the points of admission and the general box at the end of the car. A driver disposed to "knock down" can readily remove every one of the fares by sliding them to the nearest fare drop-box and flipping them out of the same.

My invention is designed to remove these defects. It renders clogging difficult and rare and makes removal impossible.

The general shape and external appearance of my box is similar to the box now in general use. The side plates and the bracket

portion for inclosing the conveyer are identical; but the front plate, B, is provided with a shoulder, *b*, on its interior face, just below the mouth of the box. The top plate, D, is provided with a pendent lip, *d*, on its interior front extremity, forming with the top of the front plate the mouth of the box; and the back plate has a single straight inclined interior surface, *a*, exactly on a line with pendent lip *d* and parallel with B, and extending upward to within a short distance of lip *d*. From this point it slopes backward to the vertical line, and then extends upward continuous with the main rear surface of the plate.

Pivoted on a wire or in any other suitable way between the side plates of the box, and about midway between *d* and *a*, is a gravity tilting valve, C, which has a comparatively heavy rear portion, *c*, and a comparatively light front portion, *c'*, which in its normal position will be held with its light portion *c'* abutting against the shoulder *b*, as shown in dotted lines in the drawings, and close the mouth of the box. The difference in weight between the rear portion, *c*, and front portion, *c'*, is so slight that when a fare is dropped in the balance will be the other way, the valve will drop, closing the space between *d* and *a*, and the fare will fall directly into the conveyer. When the fare has passed, the valve will return automatically to its normal position. As the valve can only tilt as far upward as the shoulder *b*, any attempt to flip or push out a fare will only more securely lock the opening. As, when the valve is tilted to its extreme position downward, a perfectly straight chute is afforded to the fare from the mouth into the conveyer, it will never clog. There is no opportunity for the fares to get wedged. The lip *d* serves as a stop to the valve, preventing it from turning over, and also as an entrance-guide for the fare.

The full lines in the drawings show the valve C tilted downward, admitting the fare F.

What I claim, and desire to secure by Letters Patent of the United States, is as follows:

1. In combination, in a fare drop-box, rear plate, A, provided with inclined surface *a*, as described, pivoted tilting valve C, top plate, D, provided with pendent lip *d*, and front plate, B, provided with shoulder *b*, whereby

fares may be omitted, but not retracted, and clogging is prevented.

2. In a fare drop-box, the rear plate, A, provided with an inclined interior surface, *a*, parallel with the front plate and on a line with the rear side of the mouth of the box, and provided with a rearwardly-curved and vertically-extended portion above the surface *a*, in combination with the top plate, D, provided with the

pendent lip *d*, and the front plate, B, whereby a continuous straight chute is provided for the fare, and space is afforded for an automatic valve to open and close the throat of the fare-box.

GEORGE R. BROWNRIGG.

In presence of—

JACOB SUTZIN,

JAS. F. WILLIAMSON.