

(No Model.)

A. A. ANDERSON.
POCKET FOR FARE CONVEYERS.

No. 438,832.

Patented Oct. 21, 1890.

Fig. 1.

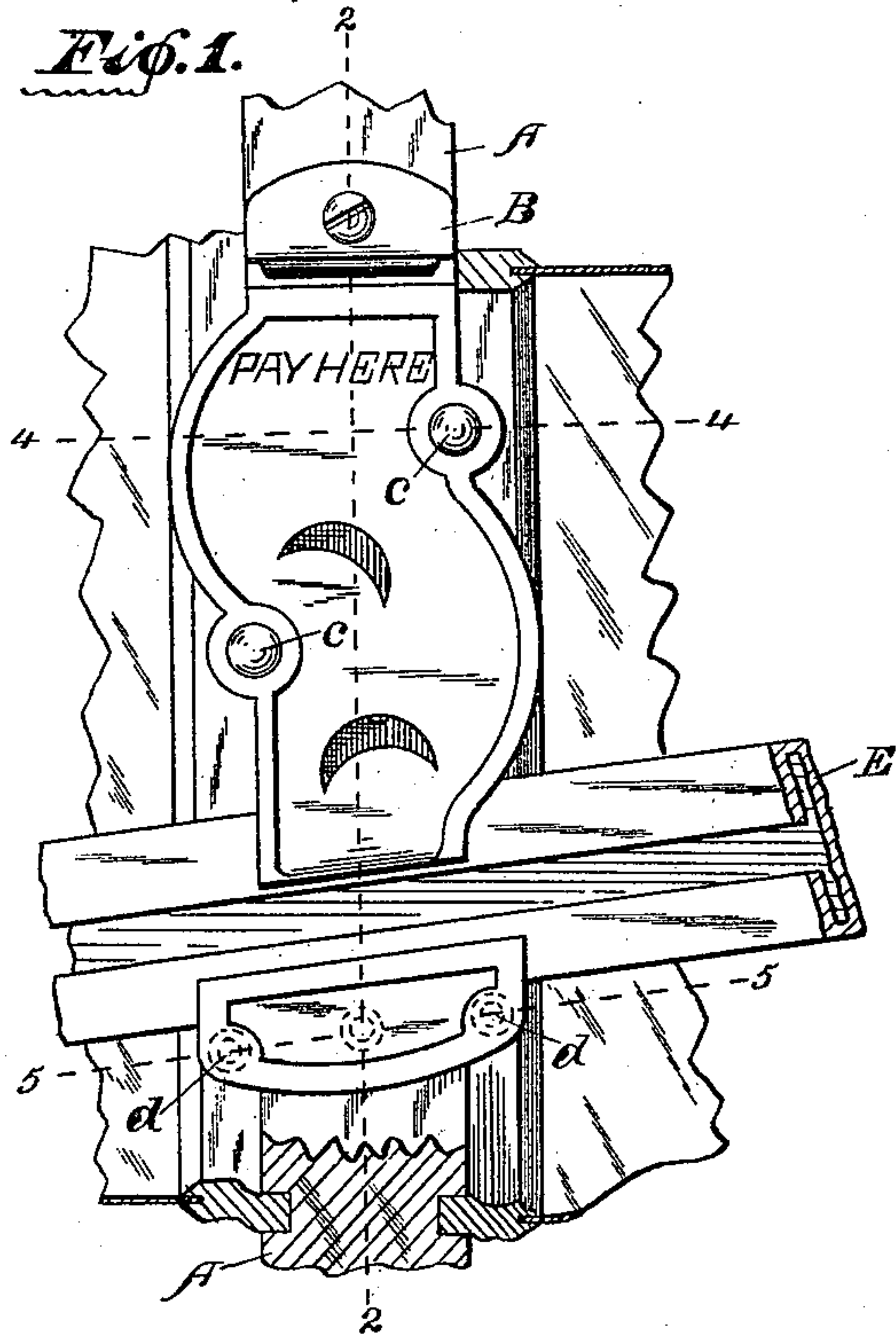


Fig. 2.

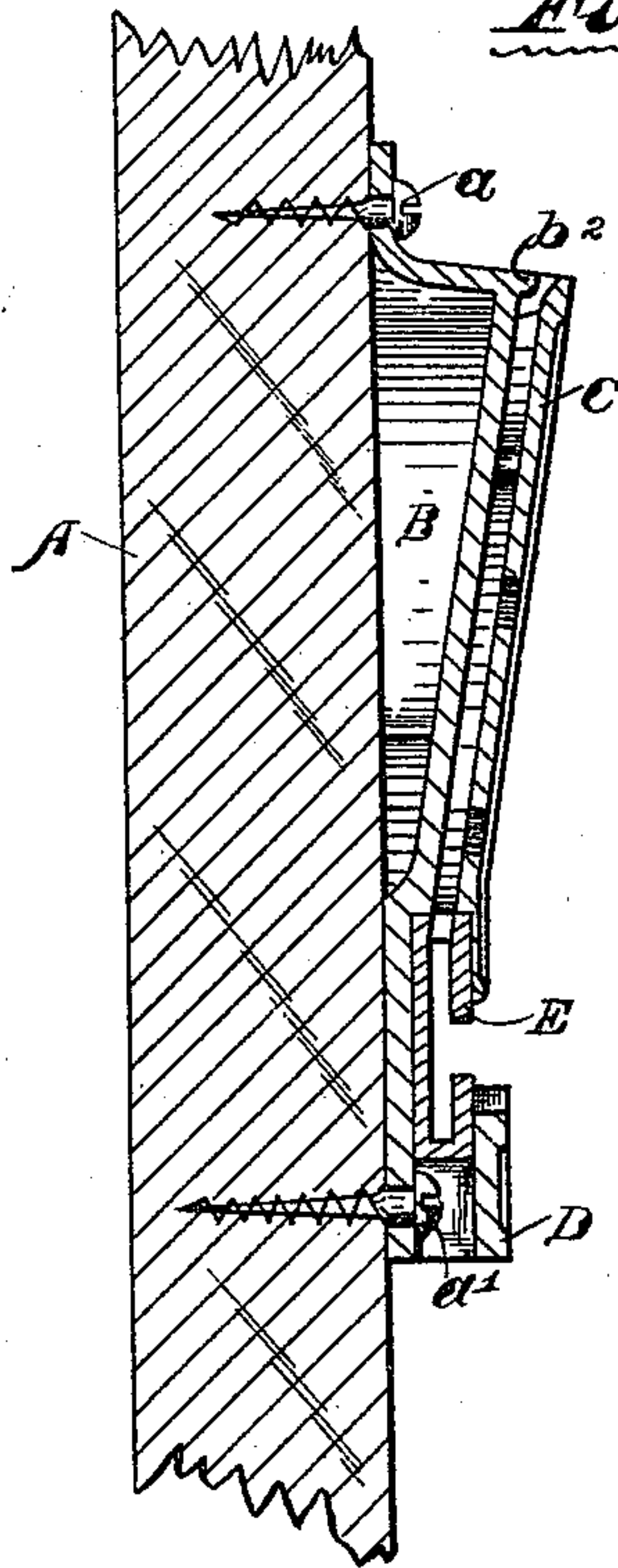


Fig. 3.

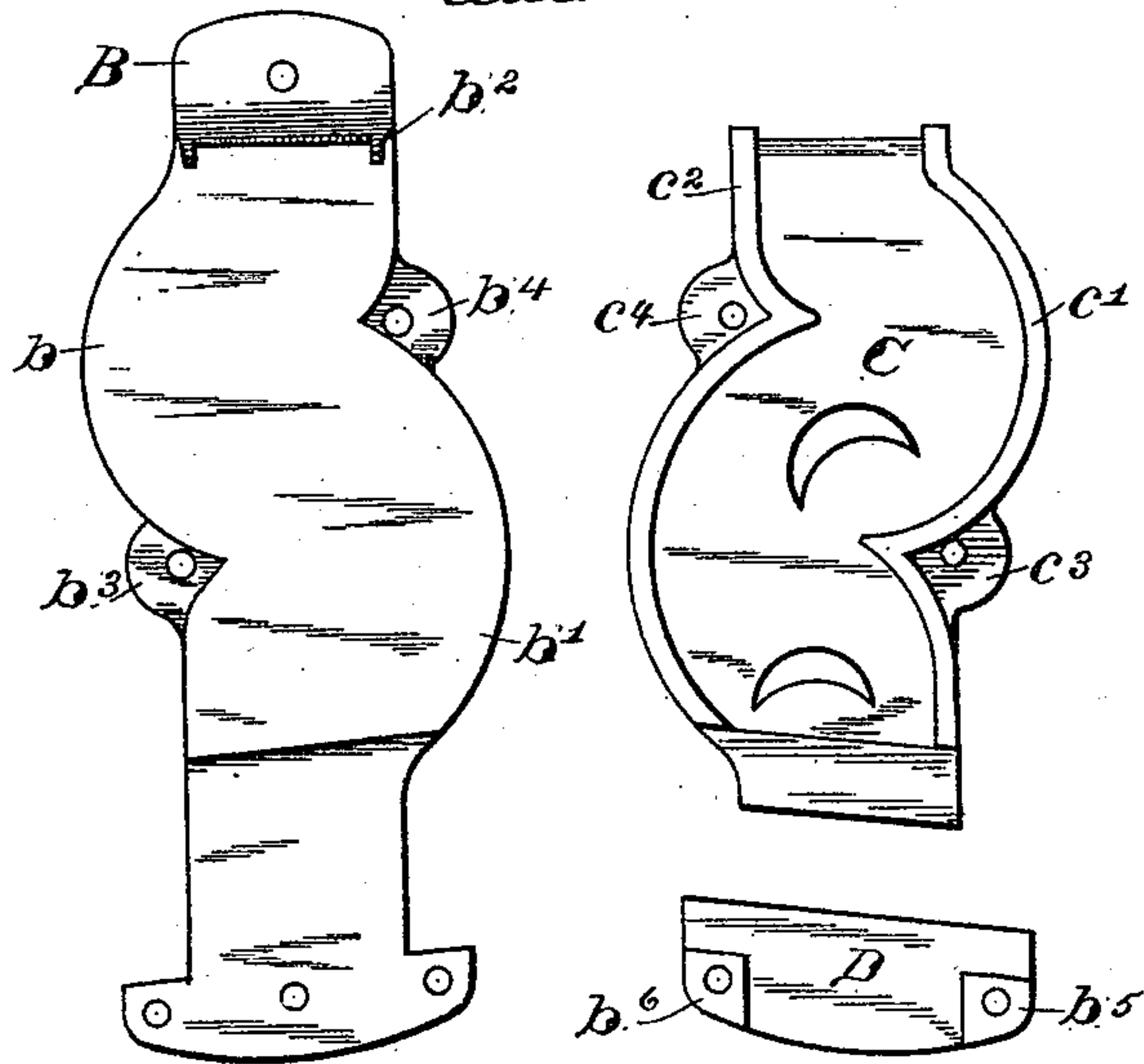


Fig. 4.

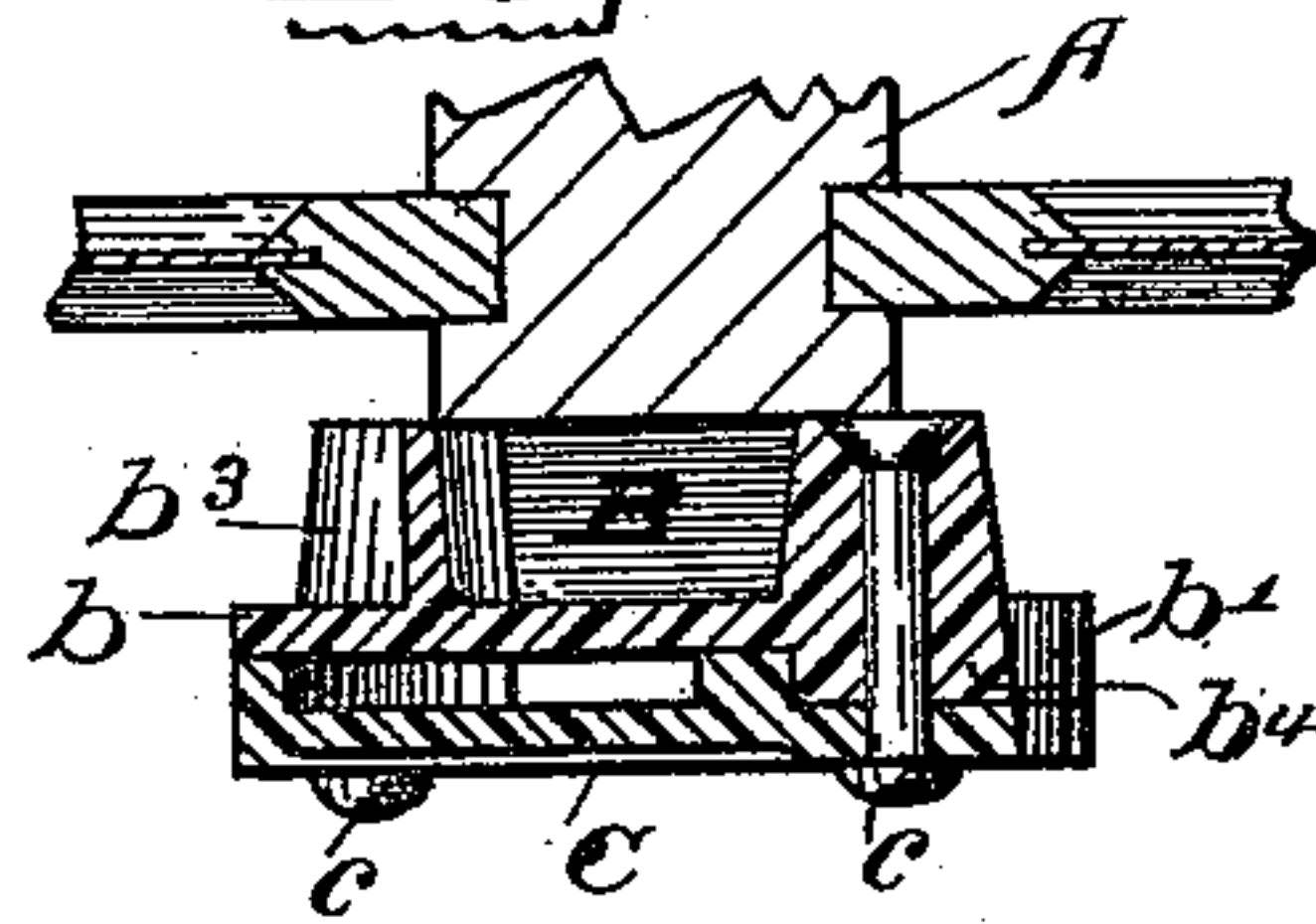
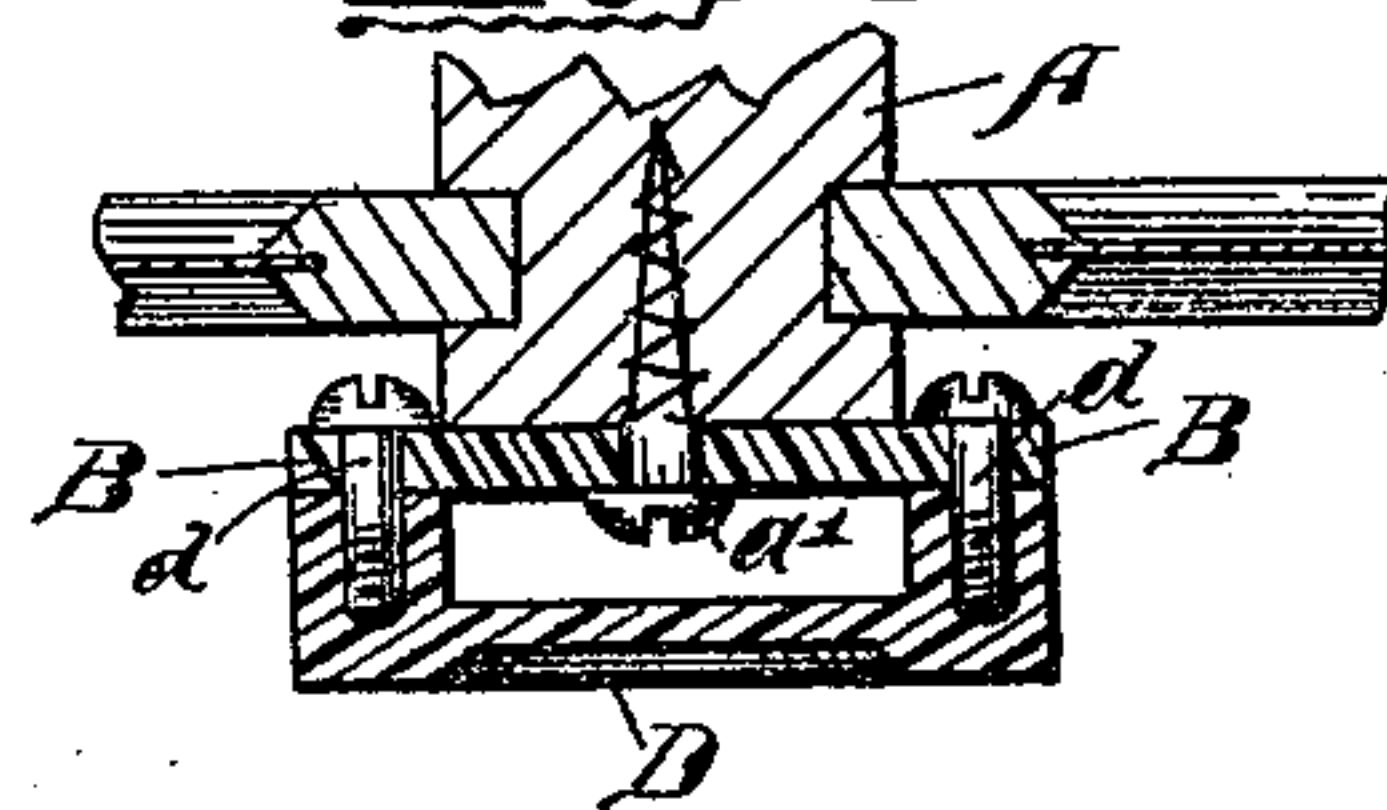


Fig. 5.



WITNESSES.

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UNITED STATES PATENT OFFICE.

ARTHUR A. ANDERSON, OF INDIANAPOLIS, INDIANA.

POCKET FOR FARE-CONVEYERS.

SPECIFICATION forming part of Letters Patent No. 438,832, dated October 21, 1890.

Application filed March 11, 1890. Serial No. 343,565. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR A. ANDERSON, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Pockets for Fare-Conveyers, of which the following is a specification.

It has been a practice among dishonest drivers of that class of street-cars which contain fare-conveyers, in which the passengers deposit their own fares, to put slight obstructions in said fare-conveyers, which during the trip would prevent the coin deposited in the conveyers from rolling down said conveyers into the fare-box, and then, at the end of the trip, after the passengers had left the car and during the short interval which cars usually wait before starting on their return trip, when they are left alone in the car, to extract the coins from the conveyers by inserting down through the pockets ordinarily used a strip cut from the side of an envelope, or a piece of paper folded in a similar manner, with the pocket formed by said folding slightly distended, and start the coins successively down the conveyer by means of a pencil, nail, or some similar implement, thus causing them to roll into said slightly-distended portion or pocket in the strip of envelope or paper, by means of which said coins can thus be easily withdrawn through the mouth of the pocket to the fare-conveyer and taken possession of by said dishonest drivers.

The object of my said invention is to prevent operations of this character by so constructing the pockets to the fare-conveyers that nothing can be inserted therein by which the coins can be withdrawn.

This invention will first be fully described, and then pointed out in the claims.

Referring to the accompanying drawings, which are made a part hereof, and on which similar letters of reference indicate similar parts, Figure 1 is a front elevation of one of my improved fare-conveyer pockets, including an adjacent fragment of the conveyer and of the frame of the car to which the pocket and conveyer are secured; Fig. 2, a central vertical sectional view thereof on the dotted line 2 2 in Fig. 1; Fig. 3, an inside

elevation of the several parts of which my improved pocket is composed; and Figs. 4 and 5, horizontal sectional views looking downwardly from the dotted lines 4 4 and 5 5 in Fig. 1, respectively.

In said drawings, the portions marked A represent that portion of the frame of the car to which my improved pocket is secured; B, the rear portion of said pocket; C, the front portion thereof; D, a clip secured to the lower end thereof, which assists in holding the conveyer in place, and E said conveyer.

The frame A is usually the portion extending up between the windows and serving also as the window-frame. The fastening of the pocket thereto is effected by two screws $a a'$, which pass through the upper and lower ends of the part B centrally into said frame A. As will be observed, the lower screw is covered by the clip D.

The rear portion B of the pocket is, generally speaking, quite similar to similar portions of the pockets already in use, except that it has flanges $b b'$ extending out on its two sides to accommodate the serpentine character of the pathway provided for the coin. At its upper end it preferably has small projections b^2 , which serve to bound the rear sides and ends of the mouth slit or opening and also to engage with the upper ends of the flanges on the part C and keep said part at this point in the desired relation. It has projections $b^3 b^4$, which enter corresponding depressions $c^3 c^4$ on the part C, and further aid in securing said part in the desired relation. At its lower end it has small wings $b^5 b^6$ for the purpose of properly securing the clip D thereto, as will be presently explained.

The front portion C of the pocket, as shown most plainly in Fig. 3, has on its under side flanges $c' c^2$, which bound a well-defined serpentine pathway from the mouth slit or opening to the lower end, where it discharges into the conveyer or chute. The two extreme inner points of these flanges extend nearly to the center, one above the other, so that any device which is inserted in the mouth of the pocket will be prevented from passing to the bottom unless it is of substantially the character of a coin, and thus the practice hereinbefore described

is effectually prevented. The part C is preferably secured to the part B by rivets *c*, as shown.

As will be observed by referring to the drawings, particularly Fig. 2, the passage between the parts B and C is a narrow one, in one direction only substantially as wide as the thickness of a coin, while in the other direction it is as wide as the diameter of a coin, but is serpentine, as stated, so that the coin must travel in a devious path from the mouth of the slot to where it is discharged into the chute. It will be further observed that no device of any considerable width which is as long as the pocket can be made to reach said chute when inserted from the top on account of said serpentine construction.

The clip D is secured to the lower end of the part B by screws *d*, which are inserted from the back side. The body of said part B being of substantially the width of the frame portion A, to which it is secured, the wings *b*⁵ *b*⁶ project past said frame portion in front of the window-sash, and therefore the sash must be lowered when said screws *d* are inserted, and said screws must be inserted from the outside of the car. As the head of the screw *a'*, which secures the part B to the frame, is under this clip D, and as it would take considerable time to lower the windows, go to the outside of the cars, and remove these screws, besides bringing the person attempting such an operation outside the car into full view from any point in the vicinity, the danger of anything of the sort being done is thus very much diminished.

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

1. A pocket for fare-conveyers in street-cars, having a serpentine passage extending from the mouth slit or opening therein to said conveyer, said passage being narrow or flat

in the direction of the thickness of the coin and curved in the direction of the diameter of the coin when passing through it, substantially as and for the purposes set forth.

2. The combination, with a fare-conveyer for street-cars, of a pocket having a narrow flat serpentine passage extending from said conveyer to the upper end and there terminating in a mouth slit or opening into which the fare may be inserted, substantially as shown and described.

3. The combination, in a pocket for fare-conveyers for street-cars, of the part B, having projections *b*³ *b*⁴, and a front portion having flanges forming the boundary of a serpentine passage and provided with corresponding depressions *c*³ *c*⁴, whereby the two parts are held in proper relation, substantially as set forth.

4. The combination, with a pocket for fare-conveyers for street-cars, of a screw or screws passing through a portion of said pocket structure and entering the frame-work of the car and a clip secured to said portion by screws extending in from the back side through wings or projections extending over the window-sash, substantially as shown and described.

5. The combination of a pocket for fare-conveyers for street-cars, having wings or projections *b*⁵ *b*⁶, a screw passing through a portion of said pocket into the frame-work of the car between said wings, and a clip secured to said wings by screws passing through said wings into said clip from the back side, substantially as and for the purposes set forth.

In witness whereof I have hereunto set my hand and seal, at Indianapolis, Indiana, this 3d day of March, A. D. 1890.

ARTHUR A. ANDERSON. [L. S.]

Witnesses:

CHESTER BRADFORD,
E. W. BRADFORD.