

F. SCHLEGELL.
Money-Drawer for Fare-Boxes.

No. 218,781.

Patented Aug. 19, 1879.

FIG. 1.

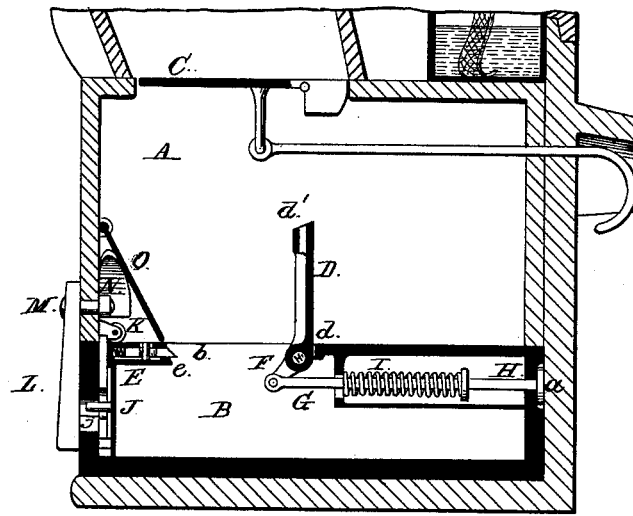


FIG. 2.

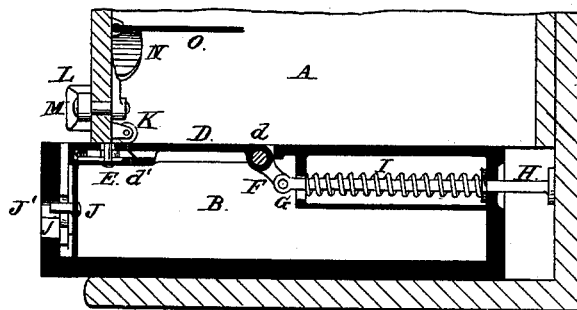
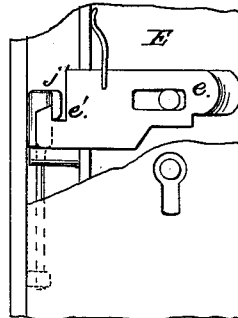


FIG. 3.



ATTEST:

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UNITED STATES PATENT OFFICE.

FREDERICK SCHLEGELL, OF ST. LOUIS, MISSOURI, ASSIGNOR TO LINDELL RAILWAY COMPANY, OF SAME PLACE.

IMPROVEMENT IN MONEY-DRAWERS FOR FARE-BOXES.

Specification forming part of Letters Patent No. **218,781**, dated August 19, 1879; application filed March 12, 1879.

To all whom it may concern:

Be it known that I, FREDERICK SCHLEGELL, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Money-Drawers for Fare-Boxes, &c., of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My improvement relates to that class of money-drawers which become locked while being taken from the fare-box.

The first part of my improvement consists in providing the lid of the money-drawer with an arm connected to a spring push-rod, extending horizontally along and through the rear of the drawer, and which, by contact with the back of the fare-box when the money-drawer is pushed in, raises the lid of the drawer. A spring, by drawing the arm back, snaps the lid shut when the money-drawer is drawn outward, and it is held shut by a spring-lock, which is unlocked in the office to remove the tickets and cash.

The second part of my improvement consists in the combination of the lock of the cover or lid and the lock by which the drawer is held in the fare-box in such a manner that the key of the latter will serve to allow the spring-lock of the former to be thrown outward when the money-drawer is locked in the fare-box.

The third part of my improvement consists in the combination, with a fare-box, of a drawer provided with an automatically-closing lid, a lifting ticket-slide plate, key-hole guard, or shield, and a cam connected to said guard, and acting to lift the ticket-slide when it is desired to withdraw the drawer.

In the drawings, Figure 1 is a central longitudinal section through the lower part of an ordinary street-car fare-box, showing the money-drawer lock in place ready for the reception of the cash or tickets as they are dropped in. Fig. 2 shows the drawer partly withdrawn and the lid of the same locked down and the ticket-slide raised by the cam.

A is an ordinary fare-box, such as is in use upon many street-cars. B is the money-drawer,

having a usual mouth, *b*, to receive the tickets and cash as they are dropped into the fare-box, or allowed to slip from the detaining-shelf C. D is the lid of the money-drawer, closing the mouth *b*. This lid is hinged at *d*, and has a staple, *d'*, which is engaged by the spring-bolt *e* of the lock E, to hold the lid shut at the proper times. F is an arm extending from the under side of the lid D, near the hinged side, and which is connected to a push-rod, G, which extends through the rear side, H, of the drawer, so that when the drawer is inserted in the fare-box the end of the rod will come in contact with the rear side, *a*, of the box, (as the drawer nearly reaches its inner position,) and then the said rod will be forced forward in the drawer, and, by acting on the arm F, will raise the lid, as shown in Fig. 1, to allow the entrance of the tickets and money.

The push-rod G is surrounded by a spiral spring, I, which tends to push the rod backward and close down the lid D, and when the drawer is taken out of the fare-box the rod G is relieved from pressure against the back *a* of the fare-box, and the lid is closed by the spring I with sufficient force to throw back the spring-bolt *e* of the lock, and so the lid is locked during the removal of the drawer. Thus the drawer cannot be taken from the fare-box without locking it.

J is the lock by which the drawer is secured in the fare-box. This I prefer to make with two bolts, *j*, locking into the opposite sides of the fare-box; but I claim no novelty in this, and any suitable lock may be used as far as engagement with the fare-box is concerned.

The bolt *e* of the lock E has at its inner end a catch, *e'*, which, when the bolt is in its inner position, engages upon a spring-latch, *j'*, of the lock J, and by said latch the bolt *e* is held in its inner position until the drawer is again locked in place. In turning the key to lock the drawer in place the key acts to move the spring-latch and release the bolt *e*, when the bolt again takes its outer position ready to engage the staple *d'* when the lid D is sprung shut.

K is a pressure-roller, which runs over the

lid D as the drawer is being drawn out, and insures that the lid is closed down and locked by the spring-bolt *e*.

The key-hole J' of the lock J is covered by a guard-plate, L, which is fast to a turn-pin, M, extending through the front wall of the fare-box. To the inner end of the turn-pin M is attached a cam, N, which, as the plate L is turned up to disclose the key-hole, lifts the ticket guide-plate O, as seen in Fig. 2, to allow the drawer to be withdrawn.

It will be seen by reference to Fig. 1 that when the drawer is locked in position the ticket-slide plate O enters the mouth *b* at its lower edge, and would thus prevent the removal of the drawer unless thrown up. (See Fig. 2.)

The operation is as follows: To enable the removal of the money-drawer, the guard or shield L is thrown up so as to expose the key-hole of lock J. This movement of the shield throws up the guide-plate O out of the course of the money-drawer as it is drawn out. The outer lock, J, is then unlocked and the drawer drawn out. As the drawer moves outward, the push-rod moves backward in the drawer under the influence of the spring I, and the cover D closes, and is engaged by the spring-bolt *e* of the lock E; or in case the cover D may not have descended with sufficient force to force back the spring-bolt *e*, (so as to become locked,) the roller K forces it down as it passes beneath, and completes the locking. The drawer in its locked condition is then carried into the office and unlocked by the key of lock E.

It will be understood that when the spring-bolt *e* is drawn back it is done only with its own proper key, and that as it reaches its backward position it is engaged and held back by the catch *e'*, and is held in this retracted position, as seen in Fig. 3, until after the reinsertion of the drawer into the box A. After the money-drawer is replaced in the box

the locking of it in position by means of the lock releases the spring-bolt *e*, and it is in position to engage and lock the cover as the drawer is again being drawn out. Thus the key of lock J has no influence to unlock the lock E, but only acts to release the bolt *e*, and allow it to take its forward position, as stated.

The described construction of parts is necessary, because, first, the money-drawer must remain locked until it gets into the office, and consequently it must be made unlockable except by its own proper key; and, second, the spring-bolt *e* must remain in its retracted position during the insertion of the drawer into the box; otherwise the cover would be locked down by the roller K, and then the drawer could not be inserted the full distance, because the push-rod would come in contact with the back of the box A, and as the cover would be fastened down the push-rod would be prevented from retreating in the drawer.

I claim as my invention—

1. The combination, in a money-drawer, of the lid D, arm F, push-rod G, spring I, and lock E *e*, said push-rod being hinged by means of the arm F to the lid D, and extending horizontally through the rear portion of the drawer B, substantially as and for the purpose set forth.

2. The combination, in a money-drawer, of the locks J and E, spring-bolt *e*, having catch *e'*, and the spring-catch *j'*, as and for the purpose set forth.

3. The combination of fare-box A with drawer B, provided with automatically-closing lid and lifting ticket-slide plate O, lifted by movement of the key-hole guard or shield L, substantially as set forth.

In testimony whereof I have hereunto set my hand this 1st day of March, 1879.

FREDERICK SCHLEGELL.

Witnesses:

SAML. KNIGHT,
GEO. H. KNIGHT.