

J. D. PIERCE.

FARE-BOX.

No. 190,075.

Patented April 24, 1877.

Fig. 1.

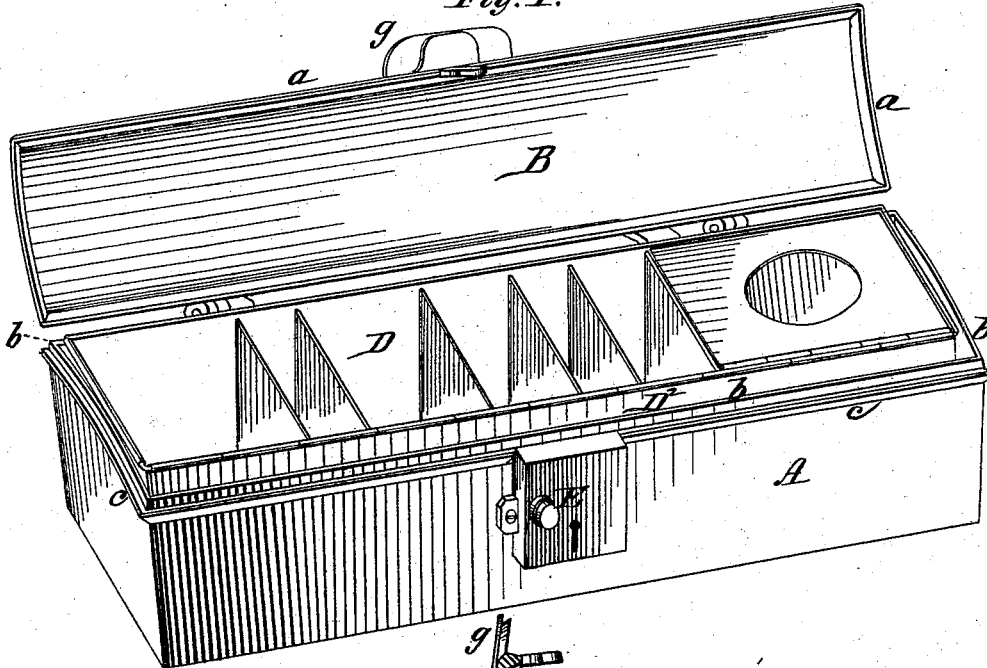


Fig. 3.

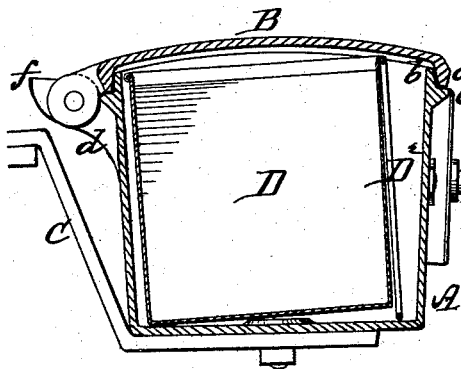
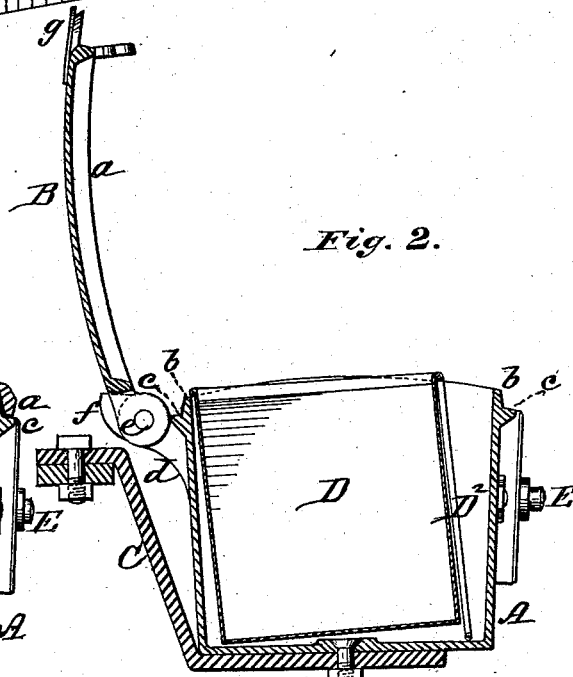


Fig. 2.



Witnesses:

Floyd Norris
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Inventor:

James D. Pierce,
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UNITED STATES PATENT OFFICE.

JAMES D. PIERCE, OF MILWAUKEE, WISCONSIN, ASSIGNOR OF ONE-HALF HIS RIGHT TO DUTCHER, VOSE & ADAMS, OF SAME PLACE.

IMPROVEMENT IN FARE-BOXES.

Specification forming part of Letters Patent No. 190,075, dated April 24, 1877; application filed February 9, 1877.

To all whom it may concern:

Be it known that I, JAMES D. PIERCE, of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Change-Boxes for Railroad-Conductors, which improvements are fully set forth in the following specification and accompanying drawings.

Change-boxes for drivers or conductors of street-cars, omnibuses, &c., as now used, require either the picking out of the money and the tickets remaining in the case or box and refilling them in the street, or unbolting, unstrapping, or unlocking the case or box and taking it to the office for refilling; or else by substituting another one, which has to be securely bolted, strapped, or locked to its place again. This is objectionable in many respects, as giving unnecessary trouble, taking much time, and is a cumbersome operation. Besides, these boxes are usually made of tin, and are liable to be bruised, dented, and often broken, needing frequent renewing and repairs. Change-boxes of this kind have been secured to the car-rail by a staple-hasps device and lock; but this plan also requires the removal and replacement of the entire box for the purposes stated. Indeed, such box has hitherto only had a temporary or removable fastening.

By my invention these difficulties and objections are avoided.

I employ a strong, durable, and permanent case, having a hinged cover, and secured to the rail in front of the driver, or other suitable place, by angle-irons, or other suitable means. This fixture forms the receiver and carrier for a light portable change-box, with a cover that folds over inside of the fixed case, and therefore out of the way, the design of such combination being to give the driver, conductor, or other person the advantage and facility of renewing and replacing the change-box with a filled one by a rapid exchanging, safely and conveniently. The permanent case is provided with a lock by which to secure its cover when desired. It is important, however, that this must be quickly effected, and without trouble, for in cases of accident, collision, or detention from any cause the con-

ductor or driver has no time to lose in obtaining and applying a key to lock the case. I have, therefore, supplied a means whereby the change-box can be instantly secured, such means consisting of an outside knob, which, upon closing the cover, is pushed in by the thumb or whip of the driver and the case is locked. When the case is unlocked by the key and is open this knob is left in position for instant use, and is thereby an adaptation peculiarly advantageous in a change-box having the combination of an outer permanent covered carrier and an interior removable ticket and money box, having also a cover by which it may be closed when making the exchange at the end of the route. In cold weather, when the driver has on gloves or mittens, the change-box admits of easy handling without removing the gloves, and the case is left open for the filled box, which is itself always open when in place. When the necessity of the driver or conductor for leaving the change-box is over he then unlocks the permanent case, which leaves the thumb-knob in position for use.

Referring to the drawings, Figure 1 represents a view, in perspective, of a change-box embracing my invention, the cover of the permanent case being open to expose the portable money and ticket box therein; Fig. 2, a vertical cross-section of the same, and Fig. 3 a similar view with fixed case closed.

The box A is of oblong, rectangular, or other form, and of suitable material, preferably of cast-iron, and it is provided with a hinged cover or lid, B, having a continuous edge-lip, *a*, adapted to overlap a continuous vertical projecting ridge, *b*, and rests upon a similar side ledge or bead, *c*, of the case, and forms a close joint to protect the interior open money and ticket box from rain, &c.

The hinges of the cover are formed by lugs *d e*, projecting from the case and cover, the case-lugs *d* having stop-extensions *f*, upon and against which the edge of the cover rests and is supported when open.

Angle-irons C, bolted to the bottom of the case, extend from the rear side thereof and from near each end of the case, to allow of their being secured to the front bar, dash-

board, or other place on the car, so as to make a permanent fastening.

The change-box D proper is light, and is adapted to fit within the case, to allow of its easy removal. It may be made of any light material suited for the purpose, and is divided into compartments to hold the packages of money and tickets and the cash for making the change, as in such boxes now in use. This box has a hinged cover, D², for use in making the exchange; but it must be out of the way when in place, and the box is therefore of a size to admit its cover to fold over against the side, and stand between the case and the box. To give an easy hand-hold in removing the box, this cover D² is made wider than the box is deep, and forms a rest, which gives a little elevation to the front side of said box, making it easy to take hold of, as shown in the drawings.

This, although a simple contrivance, conduces to the general utility of the invention. The same advantage may be obtained by resting the box upon bottom case projections arranged near its front side. In either case the effect is to tilt the box to and against the rear and raise its front, to leave a free space for the fingers in taking hold. This adaptation is important in the particulars of furnishing a pocket for the change-box cover, so as to leave it open when in use, and means for lifting out the box without trouble.

The case has a lock of the kind adapted only to be unlocked by the key, its locking being effected by a push-knob, E, which, in using the change-box, stands out in position to be forced in to lock the case, as shown in Fig. 2, when the lid is closed and the necessity exists.

When the driver or conductor, from any cause, has to leave his place, it is important that the means of locking the box should be at instant hand; and the provision of the thumb-knob to spring the lock gives a very

desirable advantage in a change-box, having the element of a fixed receiver and carrier for a light removable box.

In an emergency no key is required to lock the case; the cover being closed, the act is instantaneous. The push-knob therefore gives a completeness to the change-box of a street-car which is not obtained by a key, as the locking is only required in cases of emergency, so that such facility is an important element in such a box. The driver has ample time to use the key to unlock the case, and this act brings and holds the knob ready for instant use.

No novelty is claimed in the mechanism of such lock, however. It is only in connection with a change-box that it is made an element of greater facility and completeness.

The lid of the case has a thumb-piece or projection, g, by which to raise the lid when required.

I claim—

1. Applied to a street-car or vehicle, a conductor's or driver's change-box, consisting of a permanently-fixed receptacle or pocket and a removable money box adapted to and carried therein.

2. A driver's change-box, consisting of the permanent case and a removable interior cash-box, provided with a cover adapted to be turned down to elevate the front side of said cash-box, to permit hand access, for the purpose described.

3. A driver's or conductor's change-box, consisting of the permanent case, the removable change-box, and the push-knob lock, for use as described.

In testimony whereof I have hereunto set my hand in the presence of two witnesses.

JAMES D. PIERCE.

Witnesses:

P. KREMERS,

J. A. DUTCHER.