

J. E. WHITE.
FARE-BOXES.

No. 195,065.

Patented Sept. 11, 1877.

Fig 1.

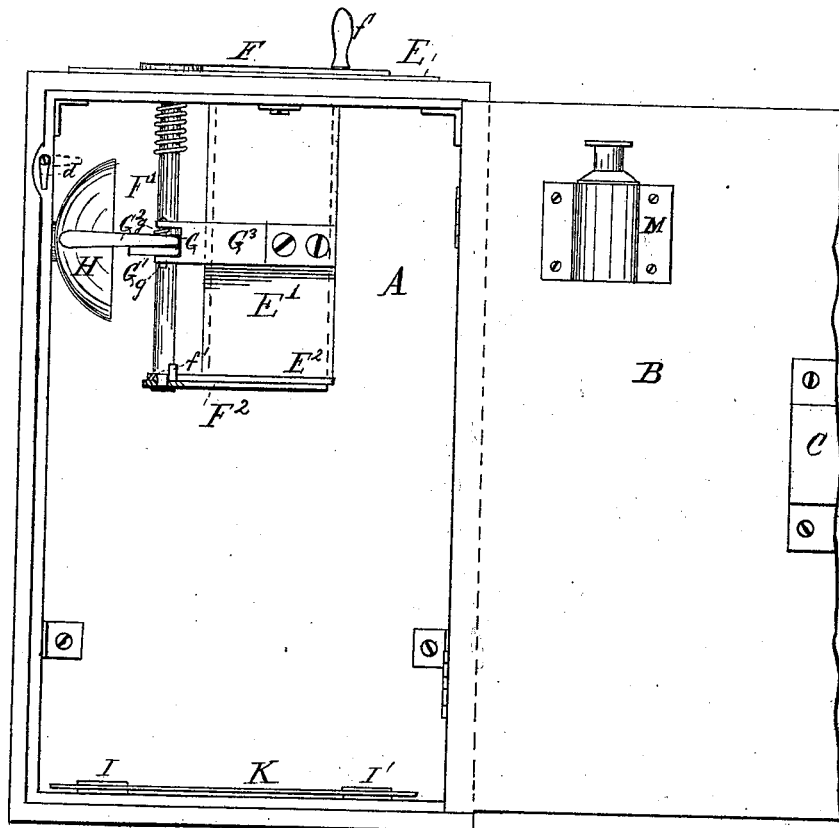


Fig 2.

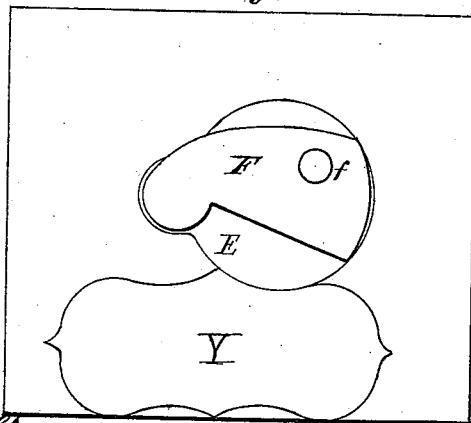
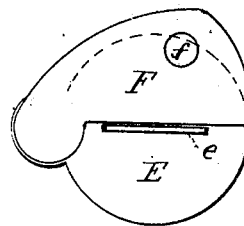


Fig 3.



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Witnesses
Jno. A. Murphy
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UNITED STATES PATENT OFFICE.

JAMES E. WHITE, OF CINCINNATI, OHIO.

IMPROVEMENT IN FARE-BOXES.

Specification forming part of Letters Patent No. **195,065**, dated September 11, 1877; application filed January 8, 1877.

To all whom it may concern:

Be it known that I, JAMES E. WHITE, of the city of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Railroad Fare-Boxes and Conductors' Trip Slip Checks; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The object of this invention is to register the cash fares received by conductors upon steam-railroads; and the nature thereof consists in providing a box with an alarm-receptacle for the reception of a certain trip-slip, all of which will be hereinafter more fully described in the drawings.

Figure 1 represents my box open with the mechanism shown. Fig. 2 is a plan of the top of the box closed, also showing the trip-slip receptacle closed. Fig. 3 shows the trip-slip receptacle closed.

In all of the figures the same letter refers to the same parts.

The box A, of wood or other suitable material, is provided with a door, B, with band-lock, C, and also a recess cut in it for a seal when closed, and, for the purpose of additional security, there is also provided the turning-button *d* in the seal. Upon the top of the box there is the plate E, which has the trip-slip opening *e*, which connects with the flat tube E¹ running down into the interior of the box, and terminating in another face-plate, E². Upon the top of the plate E is the sliding plate F, which is actuated by the handle *f*. Plate F is hung upon a shaft, F¹, which runs down parallel with the tube E¹, and, passing through plate E² and closing-plate F², with shoulder *f*¹ and rivet, holds plate F down upon plate E and plate F² upon plate E².

It will be seen that the plates F and F² are rigidly attached to shaft F¹, and both are therefore actuated by the handle *f*, being so set upon the shaft F¹ that when the opening *e* in plate E is open then the plate F² has closed the end of the tube E¹ at E², and when the tube

E¹ is open at E², then the plate F has closed the opening *e* in plate E, for purposes to be hereinafter explained. Midway of the shaft F¹ is a trip, G, engaging with a pawl, G¹, and bell-striker G², both of which are pivoted by the hinge *g*, and held out in position by the bracket G³, which is attached upon the tube E¹. Said striker G² strikes the bell H, when the shaft F¹ is revolved back in the direction necessary to close the trip-slip opening E, striking just as the plate F² opens the bottom of the tube E¹. At the bottom of the box spring-binders I, for the reception of a letter or note, K, are provided.

The trip-slips are of pasteboard, and have printed on them, in consecutive order each way, the stations of the railroad using the same.

On the plate Y on the top of the box will be printed the words, "Passengers will see that the portion of the slip they deposit in the box contains the stations where they get on and off." On the trip-slip will be printed the words, "Passengers will hold this portion of the slip as the conductor's check," and also the words, "Conductor's Trip Slip." On the back of the slip will be printed the name of the road using the same, and the words, "Good for this trip and train only," and in addition thereto, in case of half-fare passengers, the words, "Half Fare."

In describing the operation of this invention the use of the trip-slip employed will be made manifest.

The conductor, who carries the box, on receiving the coupon, ticket, or money of a passenger, with a pair of scissors cuts a slip in such a way that one portion has on it only the names of the stations where the passenger gets on and is to get off, and intervening stations, and hands the slip thus divided to the passenger, who is requested by the plate Y on the box, as above, and by suitable notices in the interior of the car, and by the conductor, to put the portion containing the names of the stations where he got on and is to get off in the box, which is held by the conductor with the opening *e* in plate E exposed for that purpose. The conductor then allows the spring on the shaft F¹ to close the opening *e*, and, in so doing, an alarm is given through the me-

dium of the trip upon the shaft F¹ and the pawl G¹ and the bell-striker, and the revolution of the shaft F¹ opens the lower end of the tube E¹ just as the bell strikes, permitting the portion of the slip to drop into the box, making room in the tube for the slip of the next passenger.

Having thus described the construction and operation of my invention and system, what I desire to secure by Letters Patent of the United States is as follows:

1. A combined fare and alarm box, A, locked and sealed, provided with a flat tube, E¹, having opening and closing plates F and F² rigidly attached to each other by a shaft, F¹, for receiving slip and sounding an alarm, substantially as and for the purposes described.

2. In combination with the combined fare and alarm box A, locked and sealed, provided with a flat tube, E¹, having opening and closing plates F and F² rigidly attached to each other by a shaft, F¹, for receiving slip and sounding an alarm, the devices I and I' for holding the note K, for the purposes herein described and set forth.

In testimony that I claim the foregoing as my own I hereto affix my signature in presence of two witnesses.

JAMES E. WHITE.

Witnesses:

JNO. P. MURPHY,
P. CROSSON.