J. G. Chase,
Fare Box.

No. 69626. Patented. Oct 8. 1867.

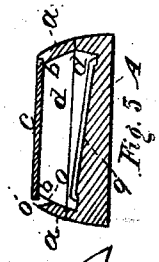


Fig. 5 A

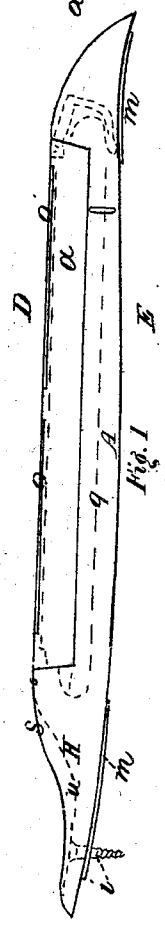


Fig. 1

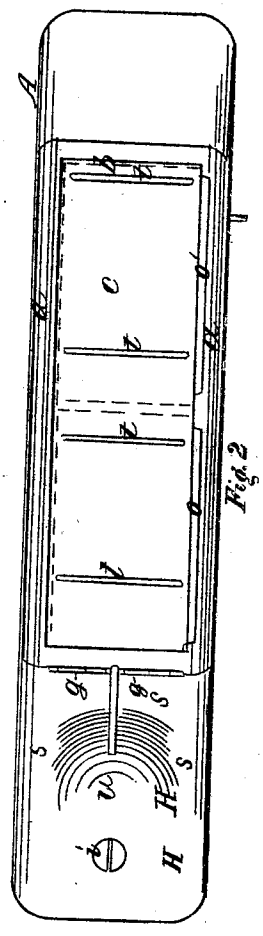


Fig. 2

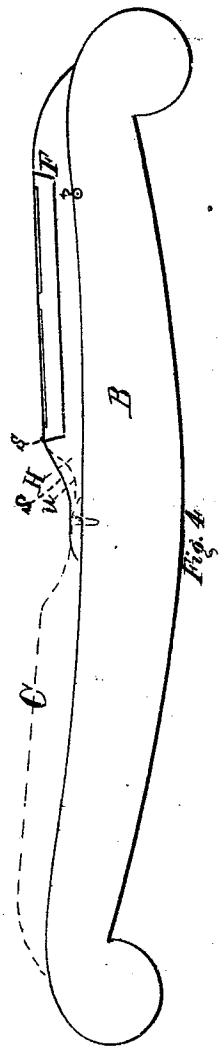


Fig. 4

Witnesses William H. Spencer
Ozden Griswold

Jotham G. Chase Inventor.
By Buckland & Curtis
his Attorneys

United States Patent Office.

JOTHAM G. CHASE, OF SPRINGFIELD, MASSACHUSETTS.

Letters Patent No. 69,626, *dated October* 8, 1867.

REVERSIBLE RAILWAY-TICKET SAFE.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, JOTHAM G. CHASE, of the city of Springfield, in the county of Hampden, and Commonwealth of Massachusetts, have invented a new and useful Reversible Railway-Ticket Safe; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, and to the letters of reference marked thereon, in which—

Figure 1 is a side elevation of the safe.

Figure 2 is a plan view.

Figure 3 is a vertical transverse section through line D E of fig. 1; and

Figure 4 is a side view of my invention applied to the arm of a car-seat.

The nature of my invention consists in attaching a small metallic or other safe to the arm or other portion of a car seat, in such manner as to be reversible or movable, said safe being made with two compartments to hold one passage ticket or check each, the number of said compartments corresponding to the number of sittings in a car, so that each person occupying a seat in a car can deposit his or her ticket or check in said safe; said ticket being secure from all persons except the conductor, and still the ticket or check so deposited shall be in sight constantly, and shall entitle the person so depositing it to his or her seat to the point or station indicated by the ticket or check. My invention also consists in arranging and constructing a portion of said railway-ticket safe with particular reference to providing a comfortable and agreeable rest for the elbow of the passenger sitting near it, and which portion of said safe I denominate an elbow-rest.

Fig. 1 shows a general side view of the safe, in which A is the base, and *a* the lid, having the two slots or apertures *o o'* cut longitudinally near the top and on one side, of sufficient length and width to admit the insertion of the ticket or check, the position of the slots, however, being shown better in fig. 2. The safe is divided into two compartments by the piece *d*, so that there shall be a compartment for each ticket. The channel *b* is made in the lid *a*, into which is inserted the transparent top or cover, *c*, said top or cover *c* being secured or fastened in by any suitable means, so that it shall be firm in place.

The safe may be locked or secured by a spring-lock, located at the end opposite the hinges, which may be unlocked by a key, or by a portion of the conductor's punch, made for the purpose. The floor of the safe is, upon one side, of about the same level as the opening between the lid and the base, and, as it runs backward towards the other side, inclines downwards, as indicated by the line *q*, which represents the floor line of the safe, the opening at the back side, or opposite side, being somewhat higher than the floor near it. This downward inclination of the floor, as it recedes from the front of the safe, facilitates the insertion of the ticket, and prevents it from jarring out while the lid *a* may be open. The lid *a* swings upon the hinges *g g*, which may have a spring in one or both of them, or the spring may be upon one side of the hinges at any convenient place, for the purpose of forcing open the lid *a* when it is released by the lock. The base A may be elongated at one end, H, through which may pass the screw *i*, or a pin, to secure it to the arm of the seat, and which screw *i* also serves as a pivot upon which to reverse the position of the safe when necessary. This end H of the safe being always in a position near the arm of the passenger occupying the adjoining seat, is made concave, to permit the elbow of the passenger to rest upon it, and is of such form as to fit somewhat the convexity of the point of the elbow, and the part *s*, being higher than the lowest or concave surface *u*, forms a socket for the elbow to rest in, and thus the elbow is secured or prevented from sliding off the arm of the seat by the jar of the car, and this socket forms an agreeable and convenient rest at all times. This I claim to be an important part of my invention. The bottom of the safe may be of the necessary shape to fit the upper part of the arm of the seat, and, if desirable, the cushions *m m*, of rubber or other suitable material, may be attached to the bottom of the safe, so that when the safe is in its place, it shall properly fit the arm of the seat, and remain firm and free from jar. The other end of the safe may be kept in place by a spring-catch, or by any desirable and convenient method which the peculiar shape of the arm of the seat may seem to require. One or more ribs *t t* may extend transversely across the bottom or floor of the safe for the ticket or check to rest upon when in the safe, so that it shall be slightly elevated above the floor of the safe, as, if the smooth surfaces of the floor of the safe and the paper or ticket were in contact, it would not be so easily removed by the conductor. It is designed that the safe shall swing horizontally upon the screw *i*, which is secured to the

arm of the seat at about its middle part, so that in whichever direction the car may be moving, the safe may be secured to the forward part of the arm of the seat, and thus be out of the way of the passenger occupying the seat, and at the same time be within easy access and sight of the conductor.

Fig. 4 shows its application to the arm of a car seat, B being the arm, and F the position of the safe when the car is moving in one direction, and the dotted lines C its position when the car is moving in the other direction; it being only necessary in either case to swing the safe horizontally upon its screw or pivot *i*, from its position F to that of C, or *vice versa*, and secure it, as the direction of the car may require.

I do not intend to confine myself strictly to this particular outline or form of a safe, as different modifications of it might be made, and different methods might be employed of attaching it to the seat of a car, and also of changing its position, as a vertical movement would answer the same purpose. These modifications I consider as equivalent, as long as the principle of operation remains the same. It might be applied to some other portion of a car seat than the arm, perhaps, and still operate the same. It might with equal facility, perhaps, swing or slide upon the arm; the result would be the same.

For practical use in a railway car it would be preferable to make these safes of metal, either by "striking up" with dies, or casting, as they would be much stronger than wood, and capable of sustaining a much stronger and thicker glass.

This method of depositing in these safes the tickets of passengers in a railway car, will save both passengers and conductor much trouble and annoyance, and possesses many advantages over the present method of carrying tickets and checks; as, when the tickets or checks are in the safes, they show to passengers just entering what seats are taken, if any are temporarily absent from their seats, so that such seats are secured to such temporarily absent passengers, even if they have no small baggage to leave in the seat to secure it; and as the ticket or check in the safe, which can be plainly seen by persons just entering the car, secures the seat, no baggage need be left in the seat to be stolen, as is often the case while the passenger is out for meals.

There would be no misplacing or losing of tickets or checks by passengers, thereby rendering themselves liable to ejectment or pay fare a second time. Then when passengers have been travelling a long journey, and are sleepy and tired at night, they are obliged now to be waked often out of sound sleep to respond to the call of the conductor for tickets. Oftentimes the passenger thus awaked is confused and does not recollect where he placed his ticket or check, and his efforts to find it are annoying to himself and to the conductor.

By the use of this safe, no passenger need be waked, as the passenger can insert his ticket into the safe when he firstcenters the car, and there it can remain safely locked up, though in plain sight, and within easy access of the conductor at all times. Passengers engaged in conversation need not be interrupted to show their tickets, and the conductor as he passes through the car can see where passengers are to stop, and can inform them accordingly.

While there are advantages to the travelling public in the use of these safes, there are also advantages to corporations using them. No tickets or checks can be retained by the passengers to be used again, by an oversight or neglect of the conductor. Conductors would not be annoyed by waiting for passengers, who, through mistake or forgetfulness, had misplaced or lost their tickets, to occupy their time in long or fruitless efforts to find them, and no passenger, through thoughtlessness or oversight of the conductor, would escape paying his fare. The conductor is also enabled readily to recognize new passengers taken at a way station, as the tickets shown in the safes should always correspond to the number of occupants of seats, and the names of the two stations being always seen on tickets, he sees, at a glance at the safes, in passing through the cars, where each passenger took the train; or should any such passenger retain his ticket in his pocket, instead of depositing it in the safe on entering his seat, or neglect to purchase a ticket, there is then no corresponding ticket shown in the safe, and he is called upon for ticket or pay.

Thus it will be seen that there are many and manifest advantages to the public and to corporations in the use of my invention.

I am aware that a ticket-holder has been described in Letters Patent No. 10,804, granted to David A Hopkins, and dated April 18, 1854, and also in Letters Patent No. 19,789, granted to Mickles and Olmstead, and dated March 30, 1858; but these devices differ from mine very essentially, both in construction and operation, and I disclaim any and every part of said devices, irrespective of my arrangement and construction

But having described my invention, what I do claim as new, and desire to secure by Letters Patent, is—

1. The arrangement, in a railway-ticket safe, of the slotted cover or lid *a*, with the base A, having the inclined ribbed floor *q*, all constructed and operating substantially as herein described and set forth.

2. The arrangement in the end H of the base of said railway-ticket safe, of the recess *u*, for the purpose and in the manner substantially as herein specified.

3. A railway-ticket safe attached to the arm of a car seat in such manner as that it shall be reversible, as described, and equally accessible upon either end of the arm of the seat, substantially as described and herein set forth.

J. G. CHASE.

Witnesses:

SARAH HOLLIS,

K. E. LEE.