C. F. PECK.

Conductor's Fare-Controller.

No. 207,675. Patented Sept. 3, 1878.

Fig. 1

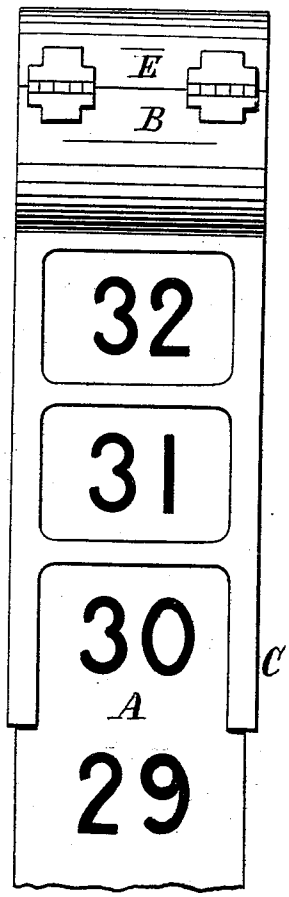


Fig. 2

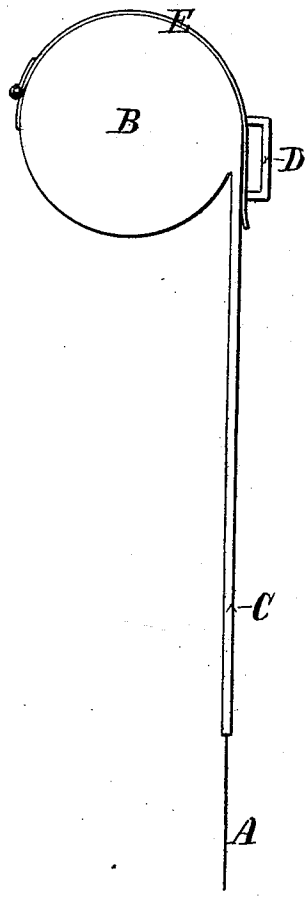
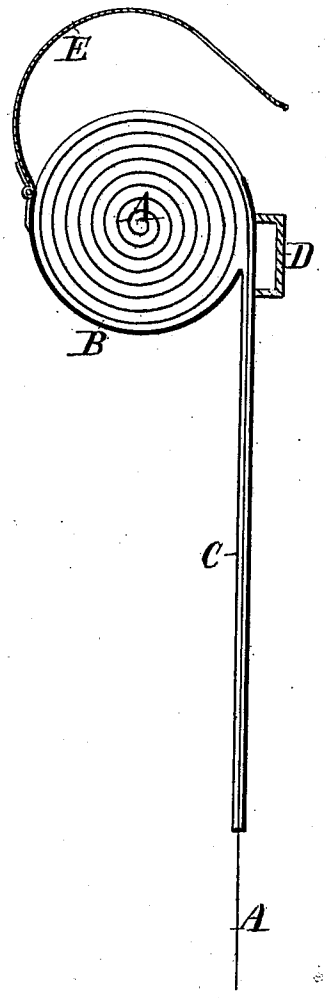


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

CHARLES FLETCHER PECK, OF GEORGETOWN, DISTRICT OF COLUMBIA.

IMPROVEMENT IN CONDUCTORS' FARE-CONTROLLERS.

Specification forming part of Letters Patent No. **207,675**, dated September 3, 1878; application filed June 8, 1878.

To all whom it may concern:

Be it known that I, CHARLES FLETCHER PECK, of Georgetown, in the District of Columbia, have invented a new and useful Improvement in Conductors' Fare-Controllers, which improvement is fully set forth in the following specification.

The object of my invention is to secure a correct return from car-conductors or others charged with the collection of money.

The invention consists in a new device or fare-controller, and in the combination, construction, and arrangement of parts, as hereinafter more fully set forth.

In the drawings, Figure 1 is a front view of the fare-controller. Fig. 2 is a side view, and Fig. 3 represents a central longitudinal section.

The following is a description of my invention and the mode of using the same. A long strip of paper, (marked A in the drawings,) upon which are printed consecutive numbers, in the form of coupons, is made up into a roll, as shown in Fig. 3, and inclosed in a case, B, of metal or other suitable material. Attached to this case is a tail-piece or strip-holder, C, which is a flat strip of metal just the width of the paper strip, having a narrow flange turned over on each edge. A narrow slot in the case allows the paper strip to be passed out and pushed along the tail-piece or strip-holder, the edges being confined by the narrow flanges, so that the end of the paper strip, with the numbers on it, is exposed to view, and at the same time it is confined to the metal strip.

In the drawings, Fig. 1, the flanges on the two sides of the tail-piece or strip-holder are represented as connected by narrow cross-pieces; but these pieces, while they assist in retaining the paper strip in position, are not necessary to the successful operation of the apparatus and may be omitted.

The entire case is to be fastened in some conspicuous position upon the person of the conductor by a staple, D, on the back of the case. This staple may be passed through an eyelet-hole in the coat, and secured by a padlock on the inside of the coat. I prefer, however, to make the staple large enough to receive a strap or belt, which is placed about the body of the collector, and securely locked in position to prevent removal. This staple should also secure a hinged lid, E, covering the opening in the case B, by which access is had to the inside thereof, so that when the padlock is on, the case cannot be opened or the list be tampered with, or a similar case substituted for the one supplied the conductor.

Whenever the conductor collects a fare he is required to give the passenger a coupon bearing one of the numbers, which he tears off from the strip. The lower edge of the tail-piece or strip-holder serves as a detaching-edge.

As the numbers are consecutively printed, the last one remaining on the strip will indicate how many have been torn off, and therefore how many fares have been collected.

To induce the passengers to look for and demand their coupons upon the payment of their fares, a printed notice should be placed conspicuously before their eyes to the effect that passengers must preserve their coupons as evidence of payment until they leave the car; otherwise they may be called upon to pay a second time. At some convenient place on the line an agent should enter the car and call upon passengers to exhibit their coupons. It is not necessary that this should be done at every trip of every car. The fact that it is sometimes done will admonish passengers that they should have the requisite evidence of payment. Any passenger who has once been called upon to show his coupon will be likely to insist thereafter upon his right to have one, especially when a notice to that effect is right before his eyes.

It will be observed that the coupon answers its purpose when it is once torn off by the conductor. It is of no practical consequence what becomes of it afterward. It is only to be given to the passenger to insure its being torn off.

The conspicuous exhibition of the numbers on the printed slip informs each passenger of the number of the coupon he is entitled to receive, so that an attempt to pass off an old coupon which the conductor had picked up would be exposed. Instead of this method of giving the passengers the coupons, any other disposition may be made thereof as is seen fit.

If necessary, these printed slips could be made in a great variety of colors, and widely

different in appearance, so that the conductor could not possibly provide himself with coupons bearing any resemblance to those upon his strip.

If two or more rates of fare are to be collected the case can have two or more strips issuing from it, and a coupon can be taken from either, according to the fare paid and collected.

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

A conductor's fare-controller consisting of a receptacle inclosing one or more rolls of consecutively-numbered coupons, as described, the same being combined with a strip-holder and a means of attachment to belt or wearing-apparel, substantially as shown and set forth, so that a portion of the strip is, of necessity, exposed to view upon the person of the conductor as the same is drawn out or moved forward for the detachment of coupons, as specified.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

CHARLES FLETCHER PECK.

Witnesses:
EWELL A. DICK,
AMORY BLAKE GIBBS.