(No Model.)

F. KING.

ACCIDENT CASE.

No. 435,310. Patented Aug. 26, 1890.

Fig. 1.

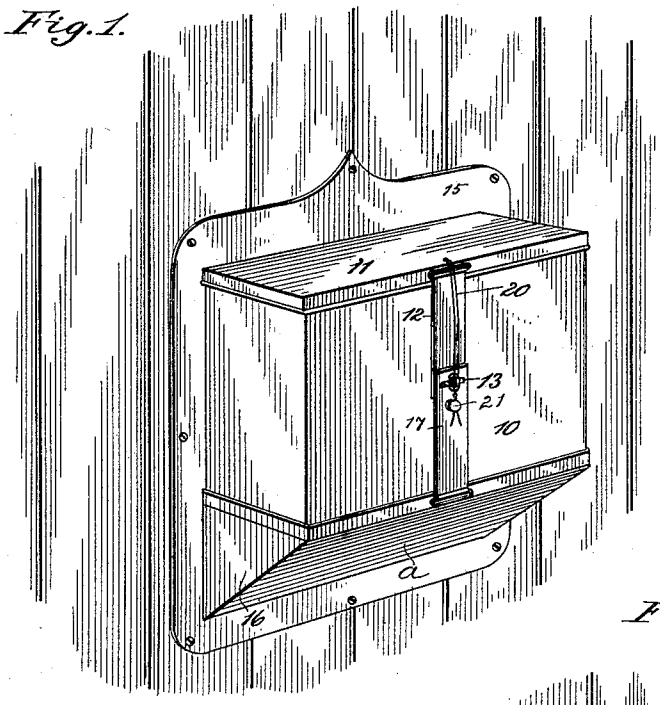


Fig. 3.

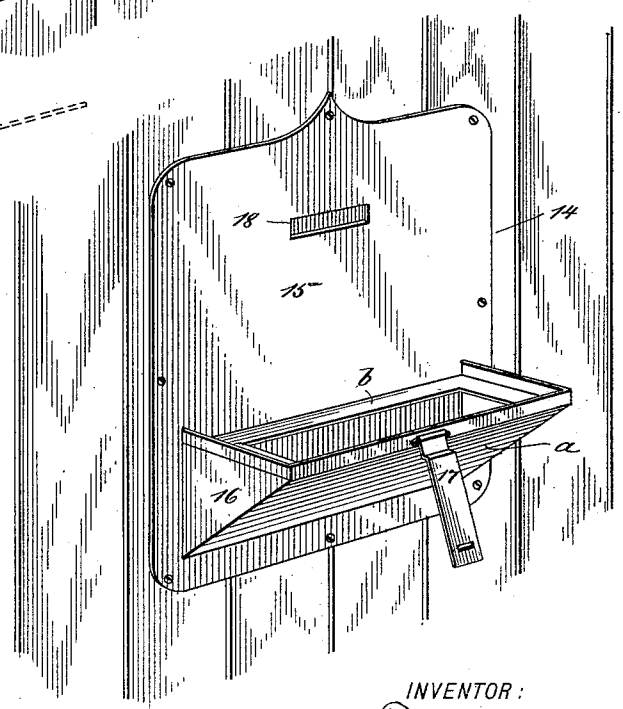
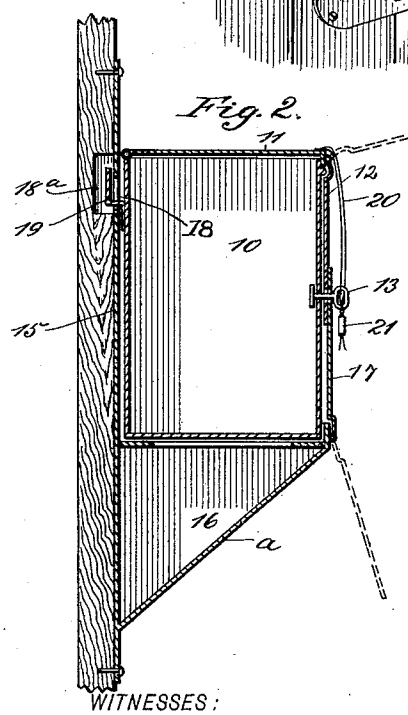


Fig. 2.



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ACCIDENT-CASE.

SPECIFICATION forming part of Letters Patent No. 435,310, dated August 26, 1890.

Application filed October 19, 1889. Serial No. 327,567. (No model.)

To all whom it may concern:

Be it known that I, FERDINAND KING, of New York city, in the county and State of New York, have invented a new and useful Improvement in Accident-Cases, of which the following is a full, clear and exact description.

My invention relates to an accident-case especially adapted for use upon railway-cars, and has for its object to provide a device which will be simple and capable of being attached to any convenient support and locked thereto in such manner that when needed any person may conveniently and expeditiously gain access to the instruments, bandages, &c., contained in the case, or the case itself may be detached and transported to any desired quarter.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters and figures of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view of the device. Fig. 2 is a vertical central section through the same; and Fig. 3 is a perspective view of its support, the case being removed.

In carrying out the invention the case 10 is preferably made essentially square, and of any desired light sheet metal. It is provided with closed sides, ends, and bottom, and a top or cover 11, usually hinged to the rear side of the case-body. This top or cover is fitted with a hinged hasp 12 at its front or forward side, having an opening adapted to receive a staple or eye 13, swiveled in the forward or front side of the case.

In connection with the case a support 14 is employed capable of attachment to the sides of a car, or other convenient place, comprising a back plate 15 and a tray 16, formed near its lower end, which tray is preferably constructed with a downwardly-inclined front section *a*, and an inner continuous flange near the top, forming a horizontal shelf *b*. This tray is provided upon its upper forward side with a hinged hasp 17, having an opening formed at or near its free end.

At or near the center and upper portion of the back plate 15 a slot 18 is produced, and the material to which the back plate is secured is recessed immediately at the rear of the slot, as shown at 18^a in Fig. 2. The slot 18 is purposed to receive a cleat 19, attached to the back of the case, the said cleat being preferably of angular form, extending outward horizontally from the back of the case, and then vertically upward, as best illustrated in Fig. 2.

In operation the cleat is introduced into the slot 18 and the recess 18^a, and in so doing the case is made to incline at an angle to the back plate. When the cleat has been duly entered, the case is allowed to drop inward and vertically downward to a bearing upon the shelf *b* of the tray. The hasp 12 of the case and the hasp 17 of the tray are carried, the one downward and the other upward, over the staple 13, and the said staple is thereupon turned transversely across the hasp-opening, as illustrated in Figs. 1 and 2.

A secure lock is effected by attaching to the cover of the casing above its hasp a strand of wire 20, which wire is passed through the staple and its ends confined below the same by a lead seal 21, or its equivalent. It will be observed that by reason of the lock above described the cover of the case is held in the closed position and the case in secure contact with its support. It will also be observed that when occasion may demand any person capable of gaining access to the case may open or remove the same by simply breaking the wire 20 or removing the seal 21.

It is purposed to place in the tray a lock—for instance, a spring-lock—and a blank report, whereby the conductor or other person having charge of the train may make out and send to the proper authorities an account of the accident. After use the case may be locked with the spring-lock, whereby the instruments, surgical dressings, &c., may be preserved intact until the proper person holding the key of the lock may seal the case as in the first instance, and as above described.

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

1. An accident-case comprising a support consisting of a flanged shelf and slotted back

plate, and a box provided with an upwardly-extending cleat or hook adapted to enter said slot in the back plate and hold the box in position on the flanged shelf, substantially as shown and described.

2. The combination, with a flanged support having a hasp hinged thereto, of a box having a cover, a staple swiveled to the box, and a hasp hinged to the cover, said hasp being adapted to receive the staple, substantially as shown and described.

3. The combination, with a support and a hollow tray attached to the same, of a box provided with a cover detachably attached to the support above the tray, a staple swiveled to the box, a hasp hinged to the tray and the cover of the box adapted to receive the staple, and a seal lock secured to the box and contacting with the staple, substantially as shown and described.

4. The combination, with a back plate having a slot therein, and a hollow tray secured thereto below the slot adapted to contain a blank report and a removable lock, of a case provided with a hinged cover, an angled cleat upon one side and a staple swiveled upon the other side, hasps hinged to the cover and tray adapted to receive the staple, and a seal lock secured to the box and adapted for contact with the staple, all combined for use substantially as shown and described.

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Witnesses:
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