(No Model.)

S. H. CAUGHY.

TICKET BOX FOR STREET RAILWAY CARS.

No. 401,638. Patented Apr. 16, 1889.

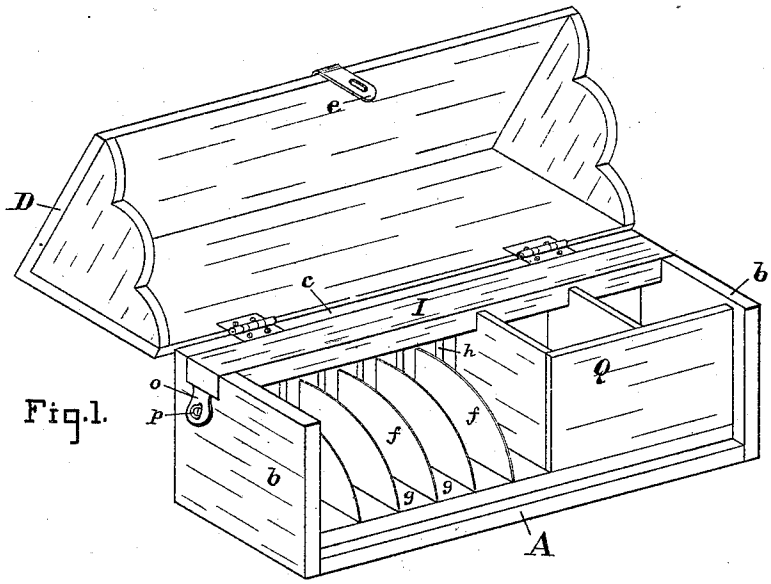


Fig. 1.

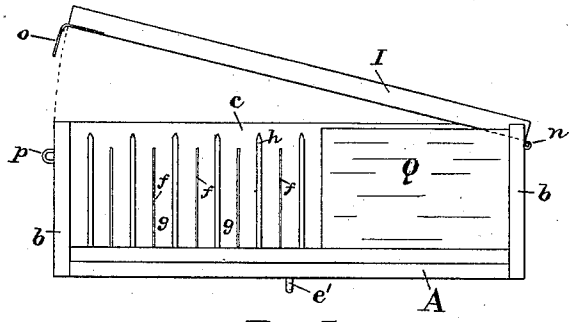


Fig. 2.

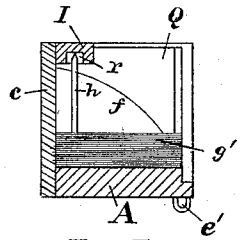


Fig. 3.

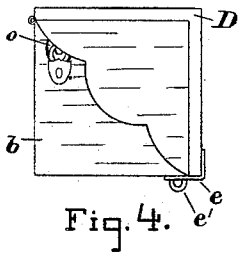


Fig. 4.



Fig. 5.

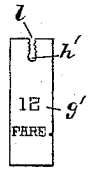


Fig. 6.

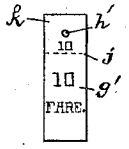


Fig. 7.

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UNITED STATES PATENT OFFICE.

SAMUEL HAMILTON CAUGHY, OF BALTIMORE, MARYLAND.

TICKET-BOX FOR STREET-RAILWAY CARS.

SPECIFICATION forming part of Letters Patent No. 401,638, dated April 16, 1889.

Application filed November 6, 1888. Serial No. 290,082. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL HAMILTON CAUGHY, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Ticket-Boxes for Street-Railway Cars, of which the following is a specification.

This invention relates to a box to contain fare-tickets to be used especially on the cars of suburban railways, where fares of various amounts are charged and collected by the driver or conductor of the car.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of the box, the cover being open. Fig. 2 is a front side view of the open box, showing the bar which confines the tickets raised. Fig. 3 is a cross-section of the box, showing the relative position of the point of the ticket-pin and the confining-bar. Fig. 4 is an end view of the box. Fig. 5 shows a cross-section of the ticket-pin. Figs. 6 and 7 show two forms of fare-tickets that may be used with this box.

The system of collecting fare for which this box is designed includes a small paper ticket simply containing the price, whatever it may be, and the word "Fare," or any other word or matter that the company choose to have printed thereon. The object is to supply each driver (or, if conductors are used, each conductor) on the first trip out for the day with a given number of fare-tickets of various rates. The passenger pays his money to the driver or conductor, who delivers a ticket corresponding to the amount of fare paid, and the passenger then deposits his ticket in a fare-box.

This invention has reference to a box in which the driver or conductor will carry his supply of fare-tickets. A ticket once removed from this supply-box cannot be returned to it. The driver or conductor must account for all tickets missing from the box. The casing of the box may be made of wood or metal.

The letter A designates the bottom, *b* the ends, and *c* the back, leaving the front and top open. A cover, D, forming two right-angled sides, is hinged to the back, and is provided with a hasp, *e*, to take over a staple, *e'*, on the bottom of the box, and thereby the box can be closed and locked.

The box is provided with partitions *f*, as many as may be desired. Between each two partitions a space, *g*, is formed for tickets. The tickets *g'* are piled up in these spaces, each space being capable of containing from one to four hundred tickets, according to the thickness of the paper on which they are printed. Each ticket-space *g* is provided with a vertical pin, *h*, the lower end of which is secured in the bottom of the box and stands upright. A bar, I, extends across the tops of the several upright pins *h*. The tickets have a hole, *h'*, and are placed in position in the spaces *g* by slipping them down onto the pins *h*. Thus the upright pin will occupy the said hole *h'* of each ticket that is in the space. The pins serve to hold the tickets, and when the bar I is fastened down on the upper end of the pin the tickets cannot be slipped off, but can be detached or removed only by pulling them loose from the pin. As already stated, each ticket *g'* has a hole, *h'*, and may be printed in either one of two ways which are illustrated in Figs. 6 and 7. A ticket may have besides the hole a perforated or indented cross-line, *j*, (see Fig. 7,) thus forming at the end where the hole is a sort of coupon, *k*. The price of the ticket—ten cents, for instance—may be printed on the coupon end and also on the ticket proper, as shown. In detaching one of these tickets from the box the driver or conductor will pull on the ticket desired and detach it from the coupon *k*, which latter will remain adhering to the pin *h*.

The other way of printing the ticket is shown in Fig. 6, which has no coupon. In this case the ticket is pulled off the pin *h*, and in so doing is torn at the end, as shown at *l*. Where tickets are printed and detached in this way, I deem it best to have the pins *h* shaped so as to form on the rear a cutting-edge, *m*, which is shown in Fig. 5. This cutting-edge serves, when a ticket is pulled off, to tear a slot, *l*, in the end of the ticket.

The bar I is removable from the tops of the pins to allow a fresh supply of tickets to be placed in position. The bar has a longitudinal groove, *r*, on its under side, and when

down the ends of the pins *h* occupy said groove, as shown in Fig. 3. This groove *r* effectually prevents the restoration of a ticket upon the pin after it has been removed. The bar is attached to one end, *b*, of the box by a hinge, *n*, and extends lengthwise and across all the partitions *f*. The free end of the bar I has a hasp, *o*, which takes over a staple, *p*, on the end of the box. Thus when the bar is down on the pins *h* it may be locked, and as the key will be kept in the office the driver or conductor cannot raise the bar, and hence tickets cannot be removed without bearing evidence of removal, and once removed a ticket cannot be restored.

The construction and arrangement of the bar to close down on the top end of the pin may be varied from that shown. It will be seen the bar is simply a stop device pressed on the top end of the pin to prevent the removal therefrom of tickets.

The cover D will close down over the bar and tickets, and may be locked, as stated, and will prevent any unauthorized person from removing tickets.

One or more receptacles, Q, are formed in the box to receive change, and may be used by the driver or conductor to deposit the money received from sale of tickets.

When the day's runs have been made, the driver or conductor will return his box to the office, and will then account for all tickets that have been removed from the box.

From the foregoing description the use and operation of the box will be readily understood.

It is obvious that some changes in the construction of the parts may be made without departing from my invention. I do not, therefore, limit the same to the precise construction here shown.

Having described my invention, I claim—

1. In a fare-ticket box, the combination, with the box provided with partitions *f*, forming spaces *g*, with pins *h*, of the bar I, inclosing the upper ends of the pins, said bar being hinged at one end of the box and adapted to be locked at the other, as set forth.

2. The combination, in a fare-ticket box, of the transverse partitions *f*, having intervening spaces *g*, the pins *h*, located in said spaces and extending above the upper edges of the partitions, and the longitudinal locking-bar I, hinged to the box at one end and provided at the other end with fastening devices, the under side of the locking-bar being provided with a recess adapted to set over the upper ends of the pins, whereby the tickets impaled on said pins may be held in security, substantially as specified.

In testimony whereof I affix my signature in the presence of two witnesses.

SAMUEL HAMILTON CAUGHY.

Witnesses:

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