

(No Model.)

J. ORTLIEB & C. E. GAREY.
CHANGE RECEIVER.

No. 470,592.

Patented Mar. 8, 1892.

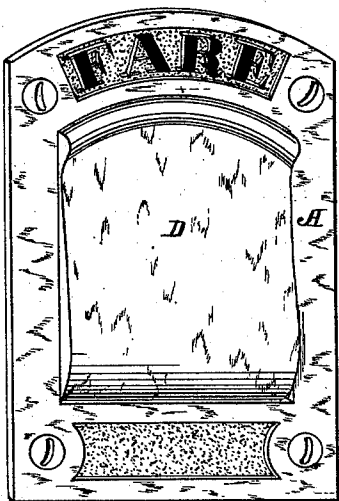


Fig. 1.

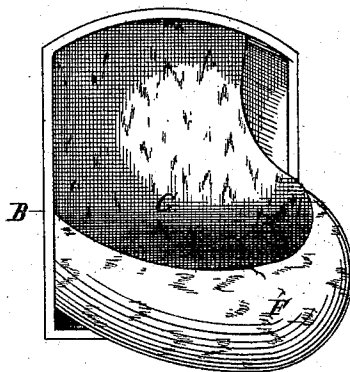


Fig. 2.

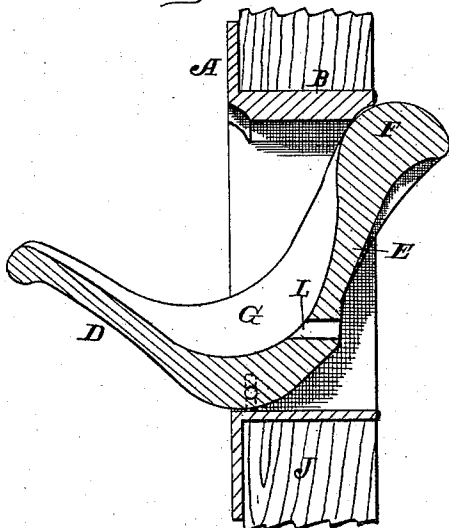


Fig. 3.

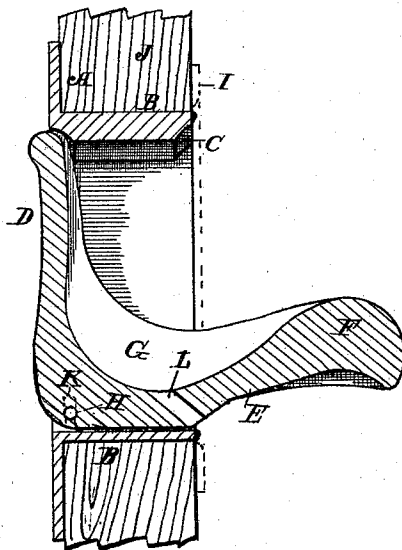


Fig. 4.

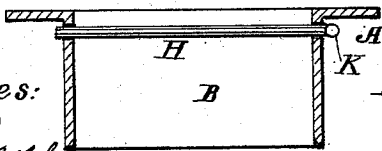


Fig. 5.

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UNITED STATES PATENT OFFICE.

JACOB ORTLIEB, OF WINFIELD, AND CALEB E. GAREY, OF NEW YORK, N. Y.

CHANGE-RECEIVER.

SPECIFICATION forming part of Letters Patent No. 470,592, dated March 8, 1892.

Application filed January 24, 1891. Serial No. 378,884. (No model.)

To all whom it may concern:

Be it known that we, JACOB ORTLIEB, of Winfield, in the county of Queens, and CALEB E. GAREY, of New York, in the county of New York, State of New York, both citizens of the United States, have invented certain new and useful Improvements in Change-Receivers, of which the following is a specification.

The object of this invention is to construct a cheap, simple, and efficient change-receiver for car-doors, and analogous uses; and it consists of an angled piece hinged in a flanged frame, so that when the frame is inserted in the stile of the door the hinged piece can be swung to expose the pocket, either on the inside or outside of the door, as will now be set forth in detail.

Referring to the accompanying drawings, Figure 1 is a perspective view of the change-receiver as seen from the outside of the door. Fig. 2 is a perspective view of the same as seen on the inside of the door. Fig. 3 is a central cross-vertical section showing the hinged piece swung to deposit the change on the outside of the door. Fig. 4 is a central cross-vertical section showing the hinged piece in its normal position with the cavity on the inside of the door, and Fig. 5 is a horizontal section showing the transverse rod by which the tilting piece is hinged.

Change doors or openings through which money can be passed from the outside to the inside without opening the doors have been made provided with sliding gates or doors, which were set into the lock-rail or stile of the doors. These openings are generally made large enough to enable the user to pass the hand through, and, as a consequence, the door had to be considerably cut away. Furthermore, being large, they admit draft through the car, which is very objectionable. Owing to their peculiar construction, there is a great tendency for the wood-work to decay around the opening thus made, and our object is to remedy these defects and objections. We overcome this by making a small frame, which is placed in the door-stile above the knob or handle and hinging an angled piece therein, so that when it is swung out to receive the change on the outside the aperture is closed and when allowed to move back by gravity, so as to expose the change

on the inside of the door, the aperture is again closed and will remain closed until the person on the inside of the car tilts or swings it forward. By this means the hand is not thrust through the door, and the change can be deposited and taken up in a more convenient way than heretofore by the old process.

In the drawings, A represents the frame-flange having four holes at the corners for screws and at the upper end the word "Fare" or any other suitable inscription. This flange has an aperture coincident with the frame B, which extends through the thickness of the door. The frame thus formed is designed to be placed in a door-stile, preferably above the handle, as the frame is small, and will therefore cut out only a small portion of the stile. The upper side of frame is curved and preferably thicker than the other walls, and the lower corners are cut away, as shown at C.

The tilting piece forming part of the pocket is composed of an angular piece having one limb D thereof flat on its outer side and curved at its upper end to fit the frame. The other limb E, which extends out at nearly right angles has a curved end F, enlarged so as to provide weight. Between these two limbs is a cavity C. This hinged piece rests within the opening on a transverse rod H, which passes through the vertical walls near the base of the aperture and close to the flange A. This rod has at one end a T-head K, so that it will not turn in the side walls and thus prevent under wear. When thus hinged, the limb D of the hinged piece normally rests vertically within the frame-aperture, the weight of the enlarged end holding them in the position shown in Figs. 2 and 4.

Fig. 1 shows the position of the tilting piece as seen on the outside of the door and in operation when the conductor, for instance, on the inside raises the limb E until the bulb F strikes the upper wall, thus attracting the attention of the person on the platform of the car, who deposits the fare in the pocket G. The tilting piece is then permitted to move back by gravity, enabling the conductor to remove the change. At the same time, whether the tilting piece is moved forward or back, the aperture is closed, so as to exclude the draft.

We call particular attention to the struct-

ure of the tilting piece and its relation to the frame, because, while the tilting piece has a cavity to receive the change, the fact that the frame and tilting piece must be made
5 narrow (in order to enable it to be placed in a narrow door-stile) makes it necessary to have the cavity in the tilting piece shallow, and the sides of the frame, therefore, together with the tilting piece, form the pocket to hold
10 the change.

In practice we prefer to have the inside of the plate plain, as shown in Fig. 2, so that the mechanic in placing the same in the stile of the door will make a tight and neat fit,
15 thereby preserving the strength of the stile; but, if desired, a plate, as shown by the dotted lines *l*, Fig. 4, may be placed around the frame B, Fig. 2, making a more elaborate finish on the inside of the door.

20 In order to provide a means for draining the pocket in case any water should enter the

pocket during the washing of the car-door a hole *L* is formed through the base, as shown in Figs. 3 and 4.

We claim—

25 A flanged frame in one piece, formed to make a finish on both sides of a door or other object, in combination with a tilting piece having a perforation through the cavity-wall and hinged in said frame, the heavy limb of
30 said tilting piece forming a knocker with the upper side of the frame, substantially as set forth.

Signed at New York, in the county of New York and State of New York, this 8th day of
35 November, A. D. 1890.

JACOB ORTLIEB.
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Witnesses:

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