

I. S. FERRIS.

FARE-BOX.

No. 176,430.

Patented April 25, 1876.

Fig. 1.

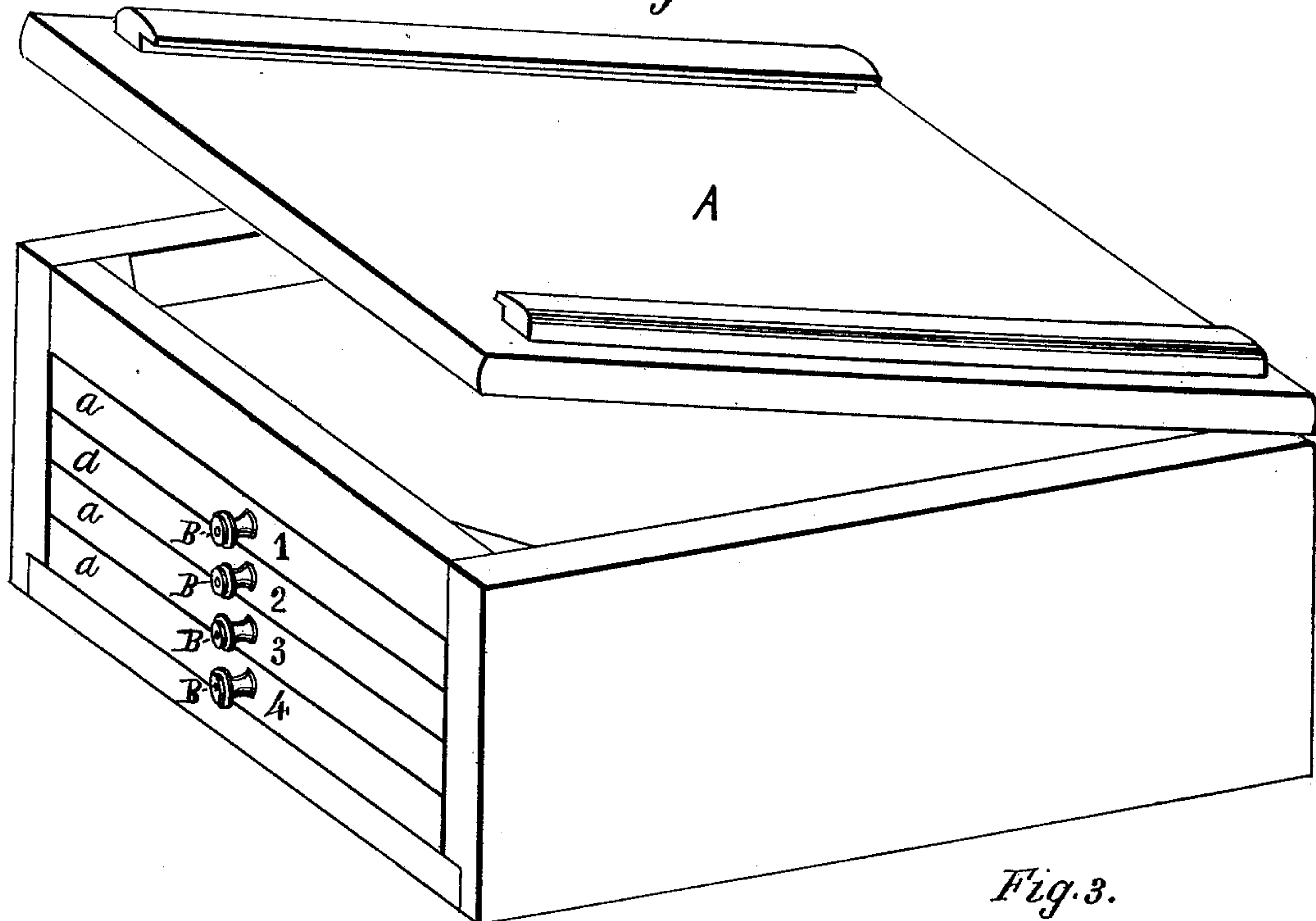


Fig. 2.

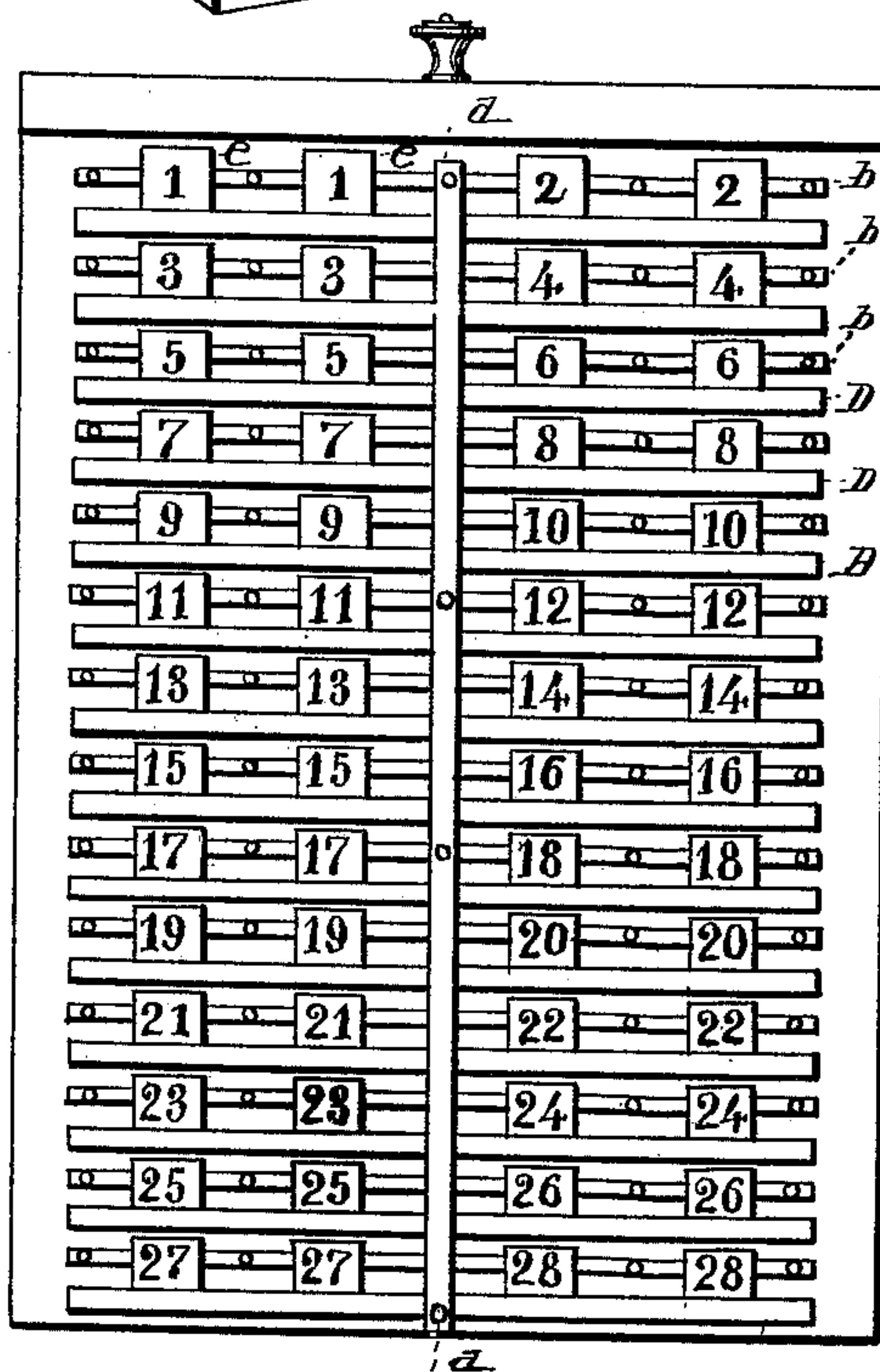
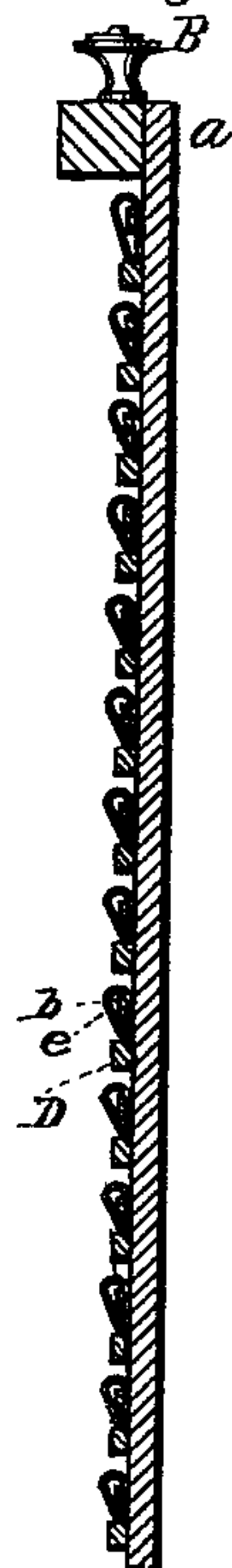


Fig. 3.



Witnesses
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ISAAC S. FERRIS, OF HUDSON, NEW YORK.

IMPROVEMENT IN FARE-BOXES.

Specification forming part of Letters Patent No. **176,430**, dated April 25, 1876; application filed February 11, 1876.

To all whom it may concern:

Be it known that I, ISAAC S. FERRIS, of Hudson, in the county of Columbia and State of New York, have invented a new and useful Improvement in Conductors' Fare-Boxes, of which the following is a specification, reference being had to the accompanying drawings.

The invention relates to an improved system of collecting fare, and checking passengers, upon a railroad-train; and consists in the devices hereinafter specifically designated.

The object of the invention is to provide an efficient means of collecting fare upon railroad-trains, whereby all mistakes and many inconveniences may be avoided.

Figure 1 is a perspective view of a device embodying the elements of the invention. Fig. 2 is a plan view of the interior of the drawer. Fig. 3 is a central longitudinal vertical section.

In the accompanying drawings, A represents a box, of any suitable form and dimensions, preferably in the form of a parallelogram, provided with the drawers *a*, which are numbered at some convenient place upon their faces, either cardinally, as 1, 2, 3, &c., or ordinally, as first, second, &c., as desired, the knobs or handles B being secured to the drawers to facilitate their removal. The drawers *a* have transversely secured upon their inner upper surface the strips *b*, any suitable number being employed, and the distance between them being about the width of an ordinary railroad-ticket. Between these strips are attached the elastic strips D by tacks or other suitable means, placed at regular intervals, as shown, one tack being placed at each end of the strip, one in the middle, and one between the middle and end ones, thereby forming five rows of tacks, which serve as boundaries for the pockets constructed between them, four pockets being formed. The strip *d* is secured in the longitudinal center of the drawer across the strips *b* and D, and serves as a dividing-line, separating the pockets in pairs. To these pockets are secured, in a conspicuous manner, the tags *e*, of suitable material, which are numbered on their upper surface, the numbers on two adjoining pockets being the same.

To render the device applicable to all trains, the cars composing the train must be numbered to correspond with the numbers on the drawers, and each seat in said cars numbered

so as to exactly tally with the numbers on the tags. Thus, for instance, seat number 1, containing two passengers, must correspond with the pockets numbered one, indicated by the tags, one pocket being reserved for each passenger.

The conductor before entering his train fills the pockets of the drawers with checks, which are to have printed upon them the number of the car and seat, and also characters indicating the different stations along the road, or other suitable figures or symbols. Checks given by the conductor for fare paid with cash, in lieu of a ticket, may have the station from and to which the fare is paid printed upon one side of them. Upon entering car No. 1 the conductor withdraws drawer No. 1, and begins collecting the fare by going to seat No. 1, taking the tickets from its occupants, placing them in pockets No. 1, and removing the checks from said pockets, punching the character denoting the length of the holder's ride, and given it to the passenger who has just paid his fare.

The above operation is repeated until all of the fare has been collected, and the conductor after passing through the train removes all the tickets from the pockets that terminate at the next station, supplying their places with checks.

It is obvious that by the use of the above method of collecting fare many of the errors which now occur may be avoided—as persons getting off at the wrong station, and having to pay two fares on account of the forgetfulness of the conductor, the passengers having a check to prove that their fare has been paid.

What I claim as my invention, and desire to secure by Letters Patent, is—

In a conductor's fare-box, the combination of the elevated central strip *d* with the transverse elevated strips D, rubber strips *b*, and tags *e*, substantially as and for the purpose specified.

In testimony that I claim the foregoing improvement in conductors' fare-boxes, as above described, I have hereunto set my hand this 7th day of February, 1876.

ISAAC S. FERRIS.

Witnesses:

ED. H. MORRISEY,
JAMES STORM.