

(No Model.)

G. H. GOODRICH.

FARE BOX.

No. 374,471.

Patented Dec. 6, 1887.

Fig. 1.

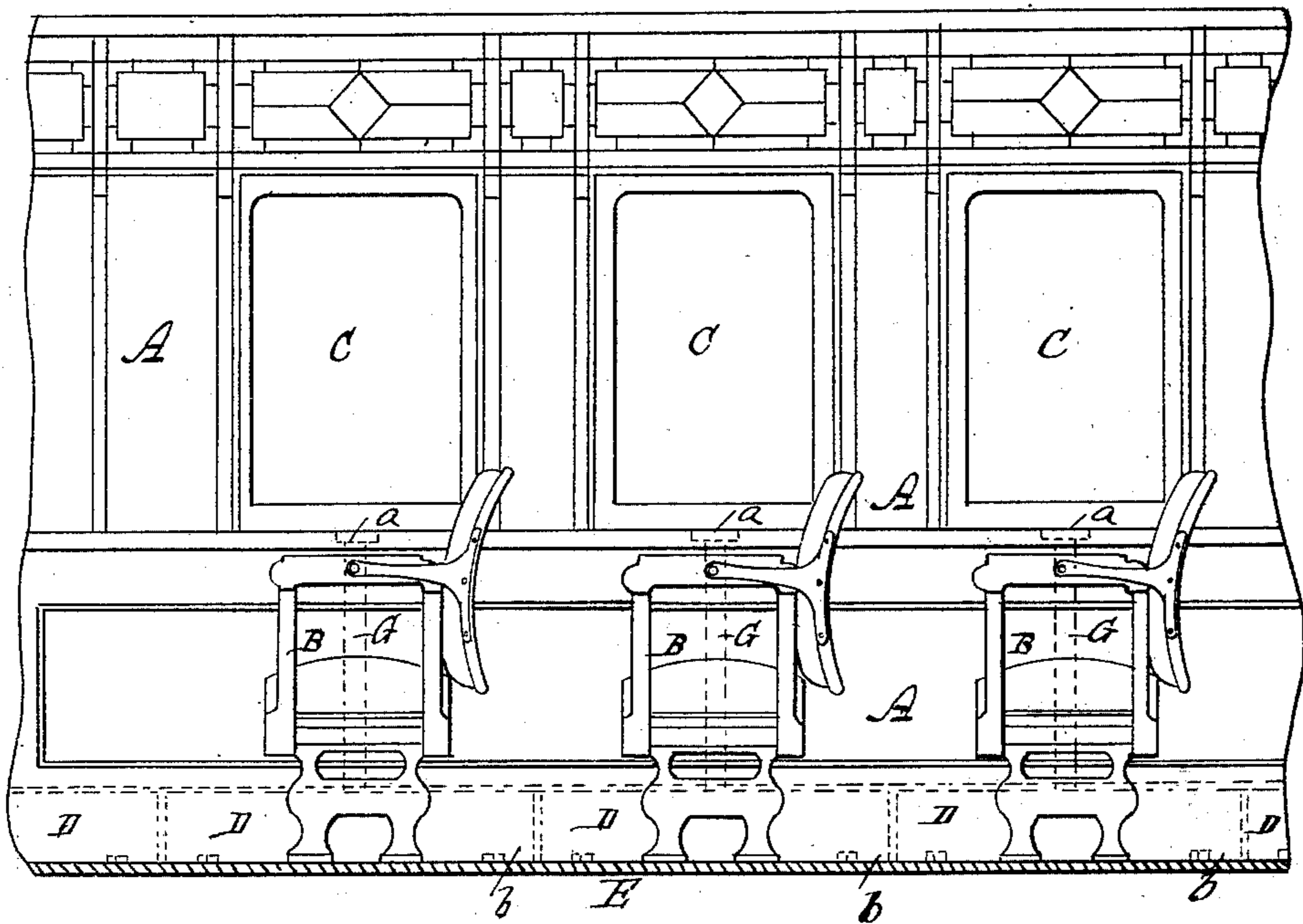


Fig. 3.

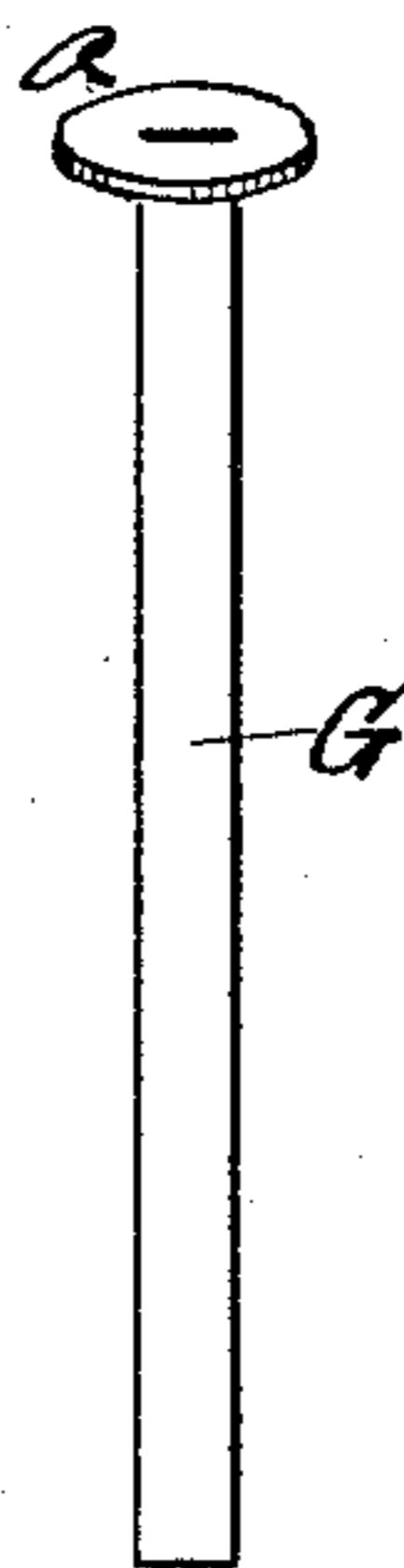
Fare
\$
Date
No.
Fare
\$
Please drop in opening on the window sill.
Date
No.

Witnesses.

Korris & Clark

W. E. Sharnes

Fig. 2.



Inventor,

George Henry Goodrich,
By his attorneys,
Louis Leiser & Co.

UNITED STATES PATENT OFFICE.

GEORGE HENRY GOODRICH, OF ST. PAUL, MINNESOTA.

FARE-BOX.

SPECIFICATION forming part of Letters Patent No. 374,471, dated December 6, 1887.

Application filed April 20, 1887. Serial No. 235,521. (No model.)

To all whom it may concern:

Be it known that I, GEORGE HENRY GOODRICH, a citizen of the United States, residing in St. Paul, in the county of Ramsey and State of Minnesota, have invented an Improvement in Fare-Boxes for Railway-Cars; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings, making part of this specification.

This invention is based upon the plan of the conductor issuing to the passenger a check or ticket on which is or may be printed or written the conductor's name, the amount of fare paid, the date of payment, number of the check or ticket, and direction where to deposit the same, either one or all, and any other information or direction desired, and then the passenger depositing the said check or ticket in a suitable receptacle in or attached to the car ready for collection and inspection by the proper officer or officers of the railroad company at the end of the trip. The means for the purpose consists in a series of check or ticket receptacles located near the several seats of a car, into some one of which receptacle each passenger who has purchased such a check or ticket from the conductor may deposit the same without leaving his seat in the car.

In the accompanying drawings, Figure 1 represents a portion of the interior of one side of a railway passenger-car provided with check or ticket receptacles according to my invention; Fig. 2, a view in detail of a conducting-tube leading from an opening or mouth where the check or ticket is deposited to a receptacle below; Fig. 3, a view of a suitable check or ticket to be issued to the conductor.

In the drawings, A represents a portion of the side of a car; B B, passenger-seats; C C, windows in the car, arranged as usual in relation to the seats.

I design to have the deposit-openings in the sills of the windows, as I have represented; and, since it is preferable to have the receptacle at some distance below the several openings, either near the floor E of the car, as shown, or somewhere between the window-sills and floor in the wall of the car, I connect the several openings with their respective re-

ceptacles by conducting tubes or ways G G. (Shown separately in Fig. 2.) As a suitable construction each conducting-tube has a flange, *a*, at its upper end, which is secured flush with the window-sill and has the check or ticket opening therein. Each receptacle has a door, *b*, for gaining access thereto by the proper accounting-officers of the railroad, the said door being locked, the key or keys of the several locks being in possession of said accounting-officers, who alone have access to the receptacles. In Fig. 3 I have shown a suitable check or ticket to be used for this purpose, generally printed with the requisite information or directions, except the amount of fare paid, which generally will be left blank to be filled in by the conductor when the passenger pays his fare. A suitable coupon, *d*, is preferably formed upon one end of the check or ticket for the conductor to tear off and keep for his own guidance or as a voucher in rendering his account to the accounting-officers of the road. This coupon of course is to have the amount of fare marked thereon, and is to correspond in number, date, &c., with the body of the check or ticket.

This means of paying fare is intended to be especially applicable to local travel or "way" trains, where it is frequently impossible or inconvenient to purchase tickets at the stations; but it is applicable as a general method in all cases where the fare is paid to the conductor. It serves as a complete check on the conductor and compels an accurate and honest rendering of accounts for money received by him.

I claim as my invention—

An improvement in the construction of fare-boxes for railway-cars, consisting of the combination of a series of ticket-receptacles arranged in the walls of the car near the seats thereof, a series of corresponding openings in the window-sills of the car, and a series of passages leading from the respective openings in the window-sills to the corresponding receptacles, for the purpose herein set forth.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

GEORGE HENRY GOODRICH.

Witnesses:

LOUIS FEESER, Jr.,
W. J. RODGERS.