

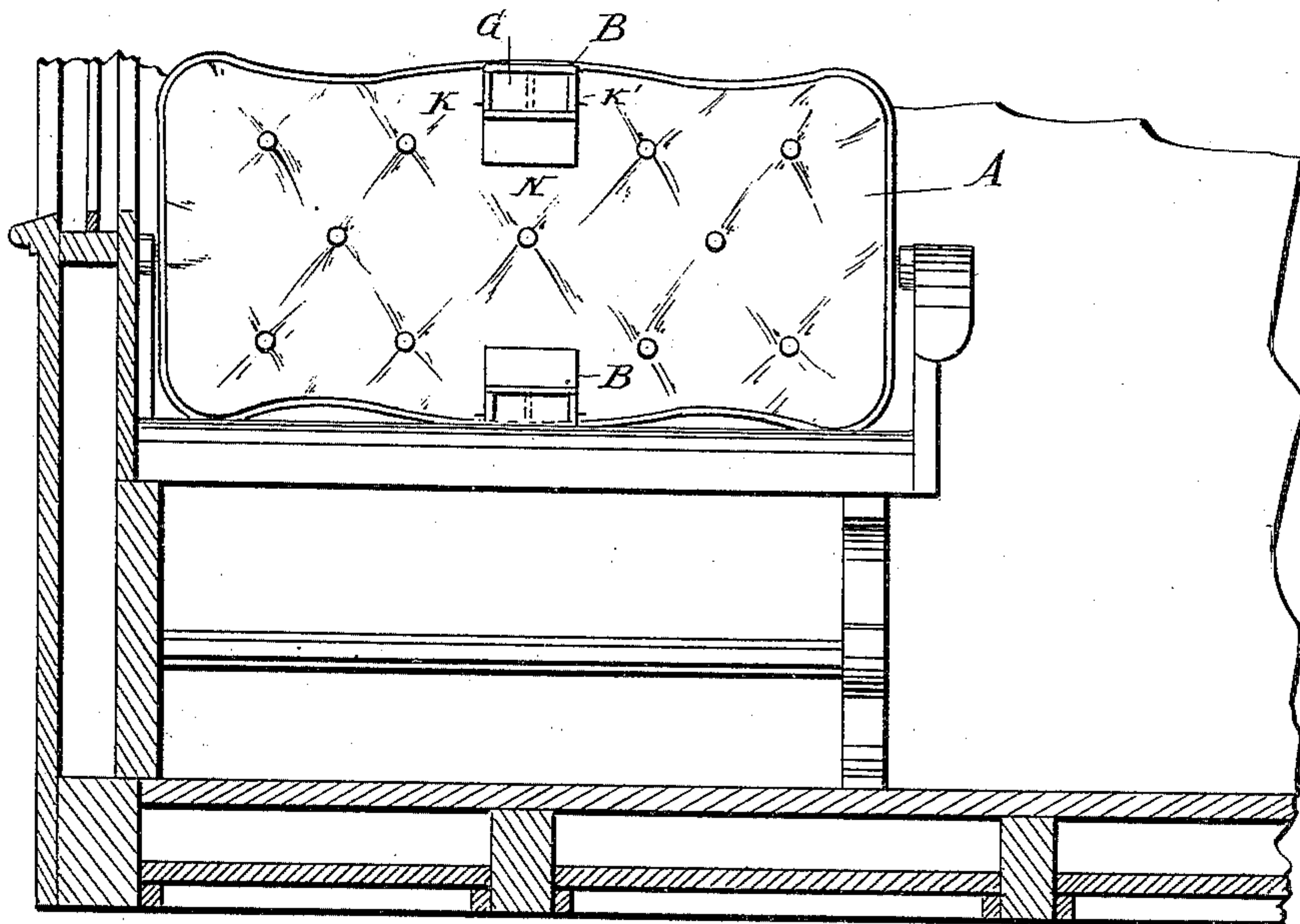
(No Model.)

R. J. SMITH.  
TICKET CASING FOR CAR SEATS.

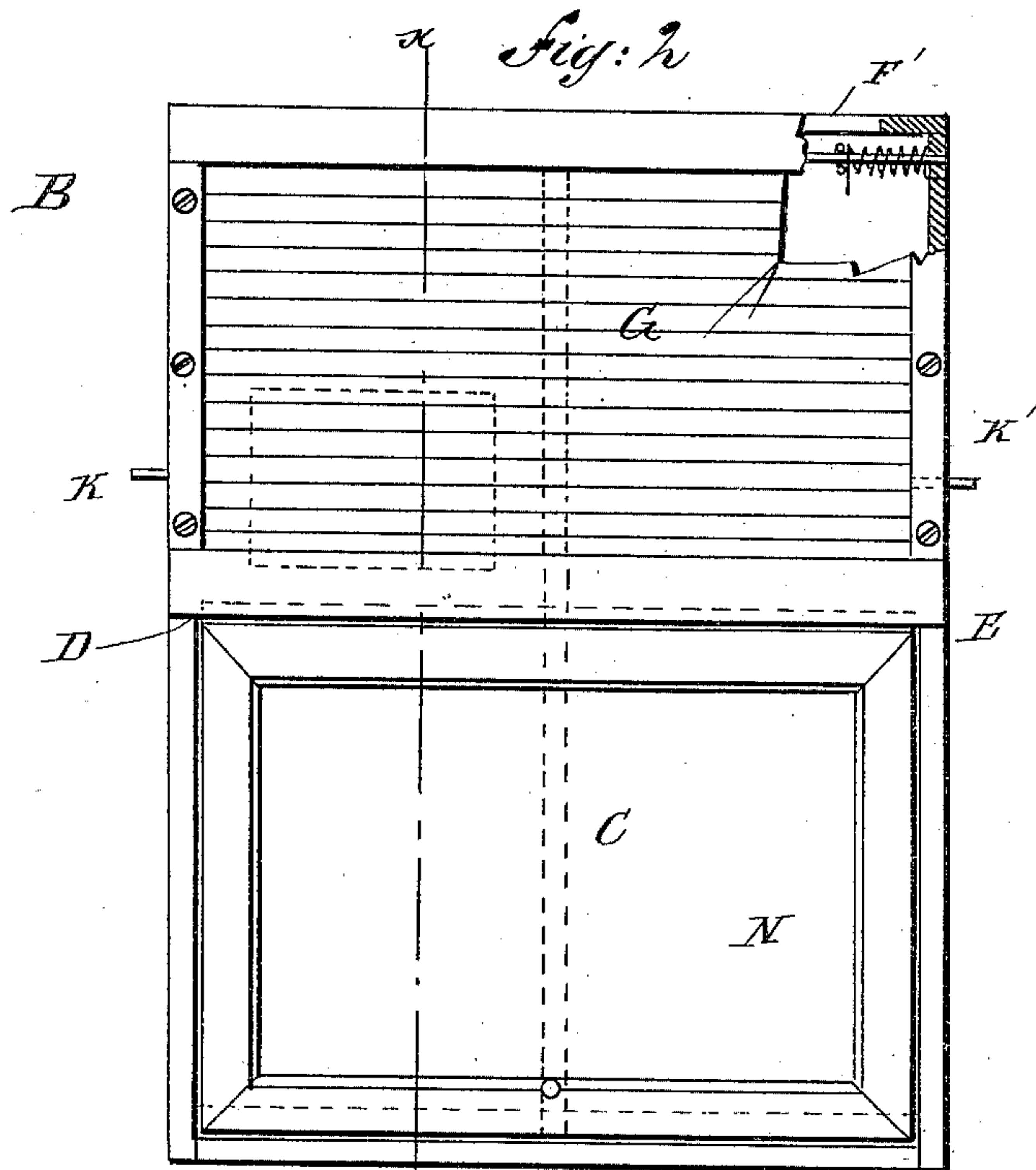
No. 409,879.

Patented Aug. 27, 1889.

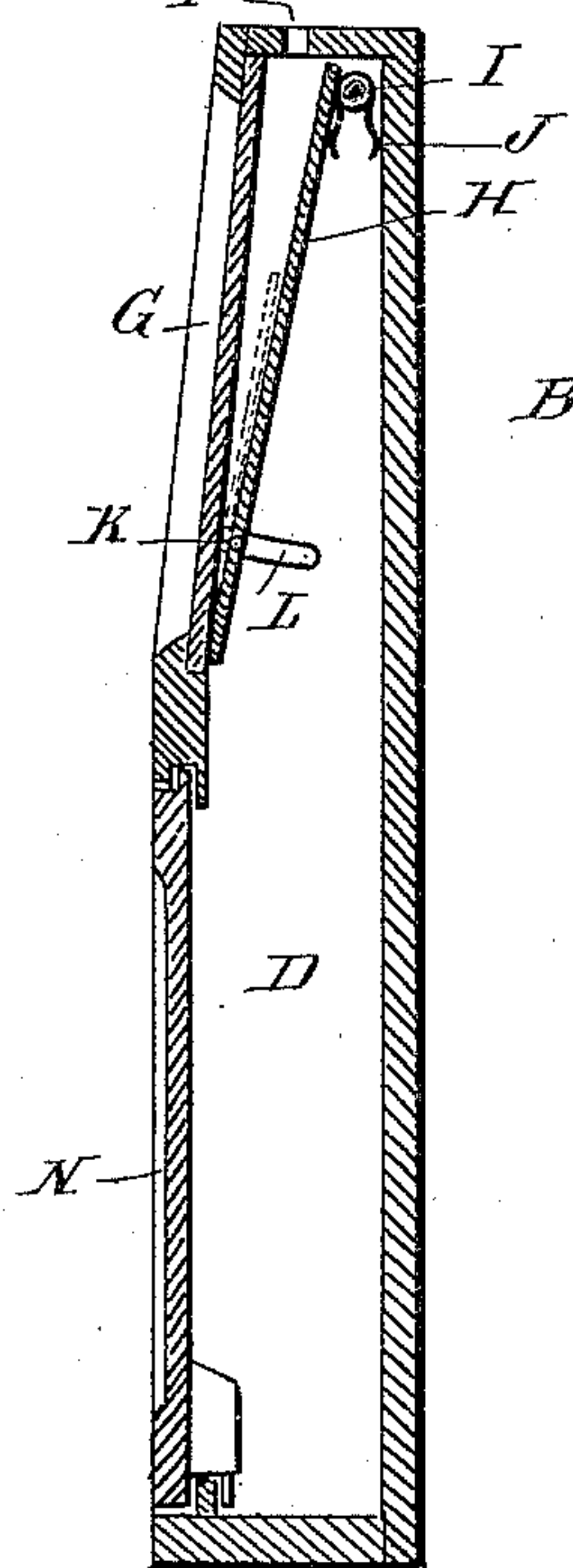
*Fig: 1.*



*Fig: 2.*

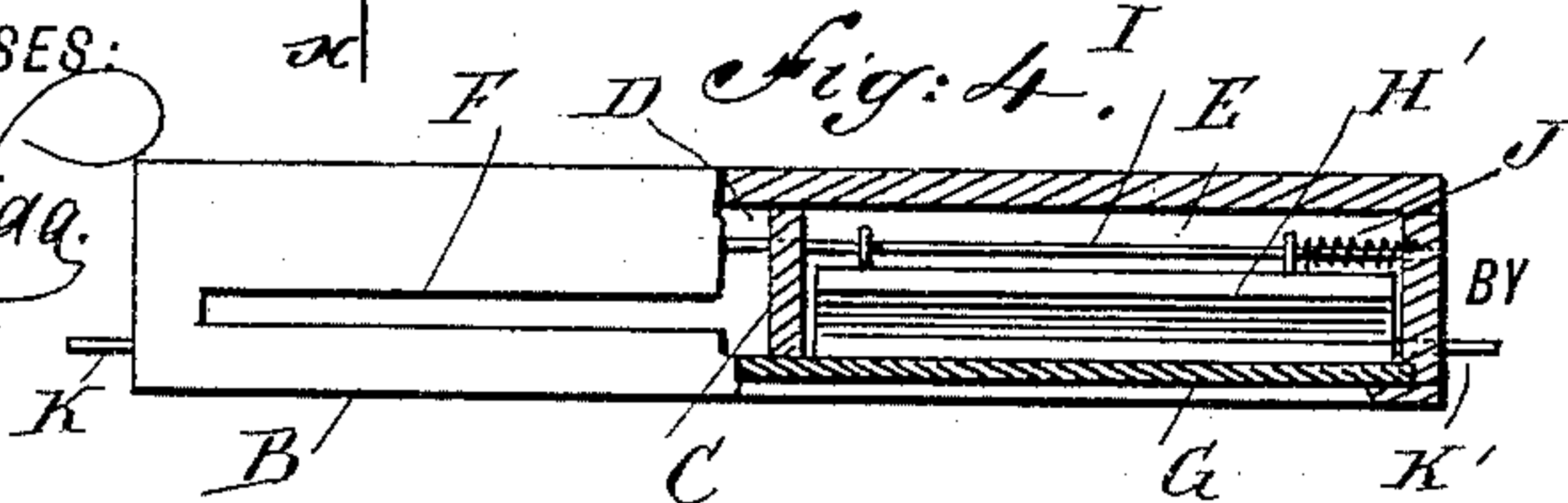


*Fig: 3.*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

RENSSELAER J. SMITH, OF ALBANY, NEW YORK.

## TICKET-CASING FOR CAR-SEATS.

SPECIFICATION forming part of Letters Patent No. 409,879, dated August 27, 1889.

Application filed November 8, 1888. Serial No. 290,285. (No model.)

*To all whom it may concern:*

Be it known that I, RENSSELAER J. SMITH, of Albany, in the county of Albany and State of New York, have invented a new and Improved Ticket-Casing for Railroad-Cars, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved ticket-casing for railroad-cars adapted to be fastened on each seat, and serving to receive, exhibit, and store the ticket or tickets of the passenger on the seat, so as to prevent any fraud by the conductors or passengers.

The invention consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

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

Figure 1 is a sectional end elevation of part of a car provided with the improvement. Fig. 2 is a front view of the improvement with parts broken out. Fig. 3 is a sectional end elevation of the same on the line  $xx$  of Fig. 2, and Fig. 4 is a plan view of the same with parts broken out.

Each car-seat A of a railroad-car is provided in the middle of its back at the top and bottom with a casing B, so that when the back of the seat is turned one of the said casings B is always at the top, as is plainly shown in Fig. 1.

The casing B is provided with a transverse partition C, extending throughout the casing and dividing the latter into two compartments D and E, of which one serves to receive, exhibit, and store the tickets of the passenger or passengers on one part of the seat, while the other compartment is for the tickets of the passengers on the other part of the seat.

On top of the casing B are formed the slots F and F', leading to the compartments D and E. The upper part of the front of the casing B is formed by glass or other transparent material, and directly behind this transparent front is held in each compartment D and E

rod I, secured in the sides of the casing B. A spring J presses against the rear side of each plate H or H', so that the latter rests with its lower end against the inner side of the transparent front G at the bottom, and the upper end of the said plate H or H' is in the rear of the corresponding slot F or F'. Thus when the ticket is dropped into one of the slots F or F' it falls onto the inclined hinged plate H or H', respectively, is held on the same, and can be viewed from the outside through the transparent front G.

From each of the hinged plates H or H' extends a pin or knob K or K' through a slot L in the respective side of the casing B. When the operator moves the respective pin K or K' rearwardly, then the hinged plate H or H' is swung into a vertical position, so that the ticket falls into the lower part of the respective compartment D or E in the casing B. The latter is provided in the lower part of its front with a door N, having suitable locks for opening and closing said door in order to remove the tickets accumulated in the compartments D and E.

The operation is as follows: When two persons are seated in the seat A, then the conductor, in taking the tickets from the passengers, punches the same and places the corresponding tickets into the corresponding slots F and F' of the compartments D and E, near which the passengers are seated. The tickets introduced through the slots F and F' are visible from the outside through the transparent front G, so that the conductor can always see to what station the tickets are issued. When the passenger or passengers leave the seat, the conductor presses the respective pin K or K' rearward, so that the corresponding ticket behind the transparent front G falls into the lower part of the respective compartment D or E. When the seat is again occupied by new passengers, the same operation is repeated, as above described. The tickets accumulating in the lower part of the casing B are removed at the end of the trip at the general office by unlocking the door N. Thus the conductor does not carry any tickets and the general office can compare the tickets in the casings B with the re-



turns of the respective station-agents who sold the tickets.

It will further be seen that this device prevents conductors from receiving old and worthless tickets which they pretend to take and punch, but at the same time receive, say, one-third of the usual fare, which they appropriate for their own use. It further prevents a passenger being missed by the conductor by boarding the cars on the opposite side from that on which the station is located. It is further understood that the conductor's checks usually given in lieu of the regular tickets are entirely dispensed with.

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

1. The combination, with a reversible car-seat, of oppositely-arranged fare-boxes secured to the back thereof at its upper and lower edges, whereby one fare-box will always be in position to receive the fare, substantially as set forth.

2. A fare-box comprising a casing having a slot in its top, the transparent front G, the lower door, the outwardly-swinging plate hinged at its upper end within the casing just below the said slot, a spring throwing the lower edge of the plate to the front of the casing,

and a pin projecting from the plate through a slot in the casing, substantially as set forth.

3. The combination, with a casing having slots in its top, of a transverse partition dividing the interior of the casing into compartments to which said slots lead, a hinged spring-plate held in each of the said compartments, a transparent front held in the said casing in front of the hinged plates, and a pin projecting from each of the hinged plates through slots in the sides of the casing, substantially as shown and described.

4. The combination, with a casing having slots in its top, of a transverse partition dividing the interior of the casing into compartments to which the said slots lead, a hinged spring-plate held in each of the said compartments, a transparent front held in the said casing in front of the hinged plates, and a pin projecting from each of the hinged plates through slots in the sides, and a door adapted to be locked and held in the lower part of the casing for removing the accumulated tickets from both compartments, substantially as shown and described.

RENSSELAER J. SMITH.

Witnesses:

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