

C. S. LOCKE.
Ticket Reel and Receptacle.

No. 237,561.

Patented Feb. 8, 1881.

Fig. 1.

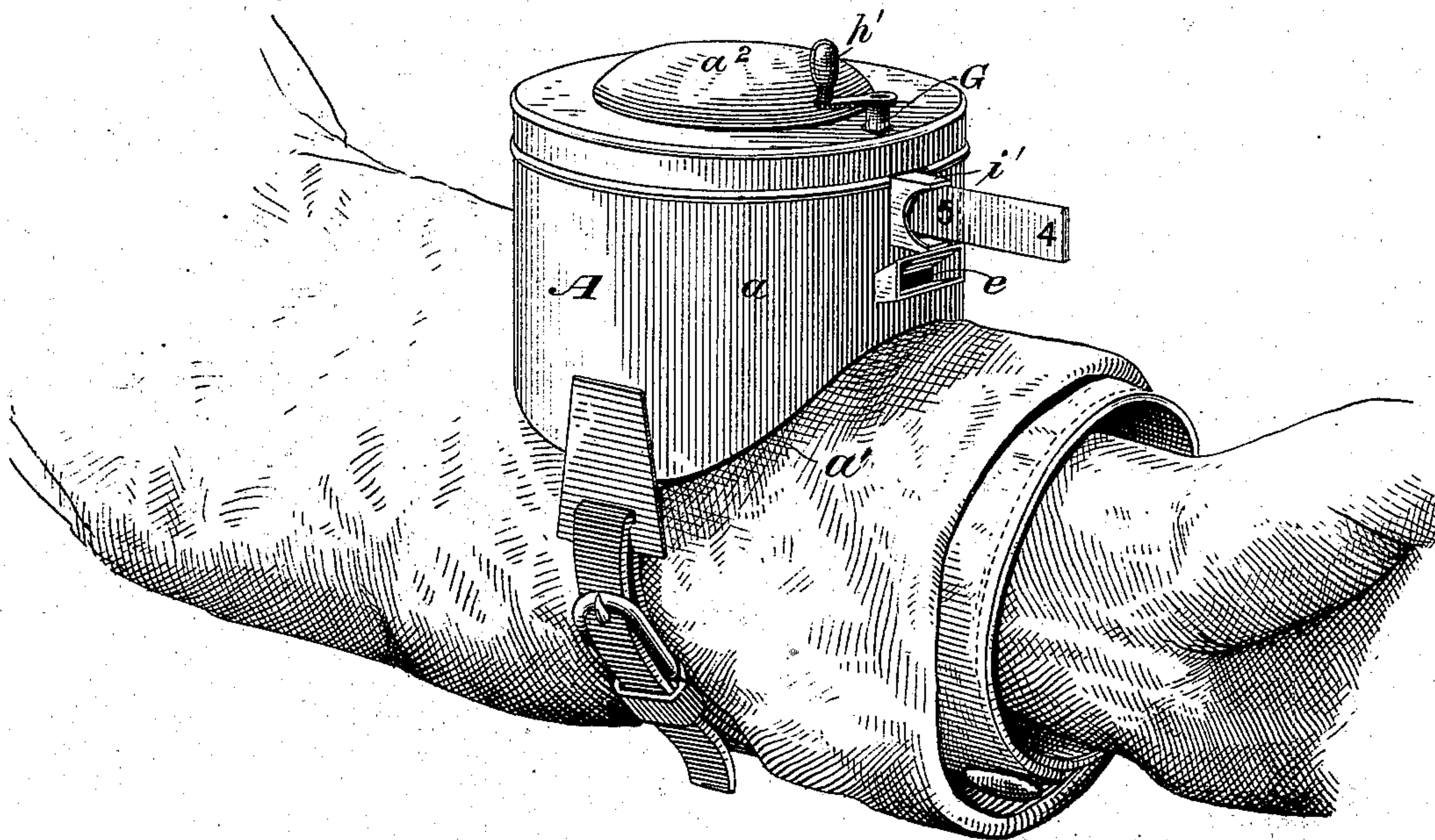
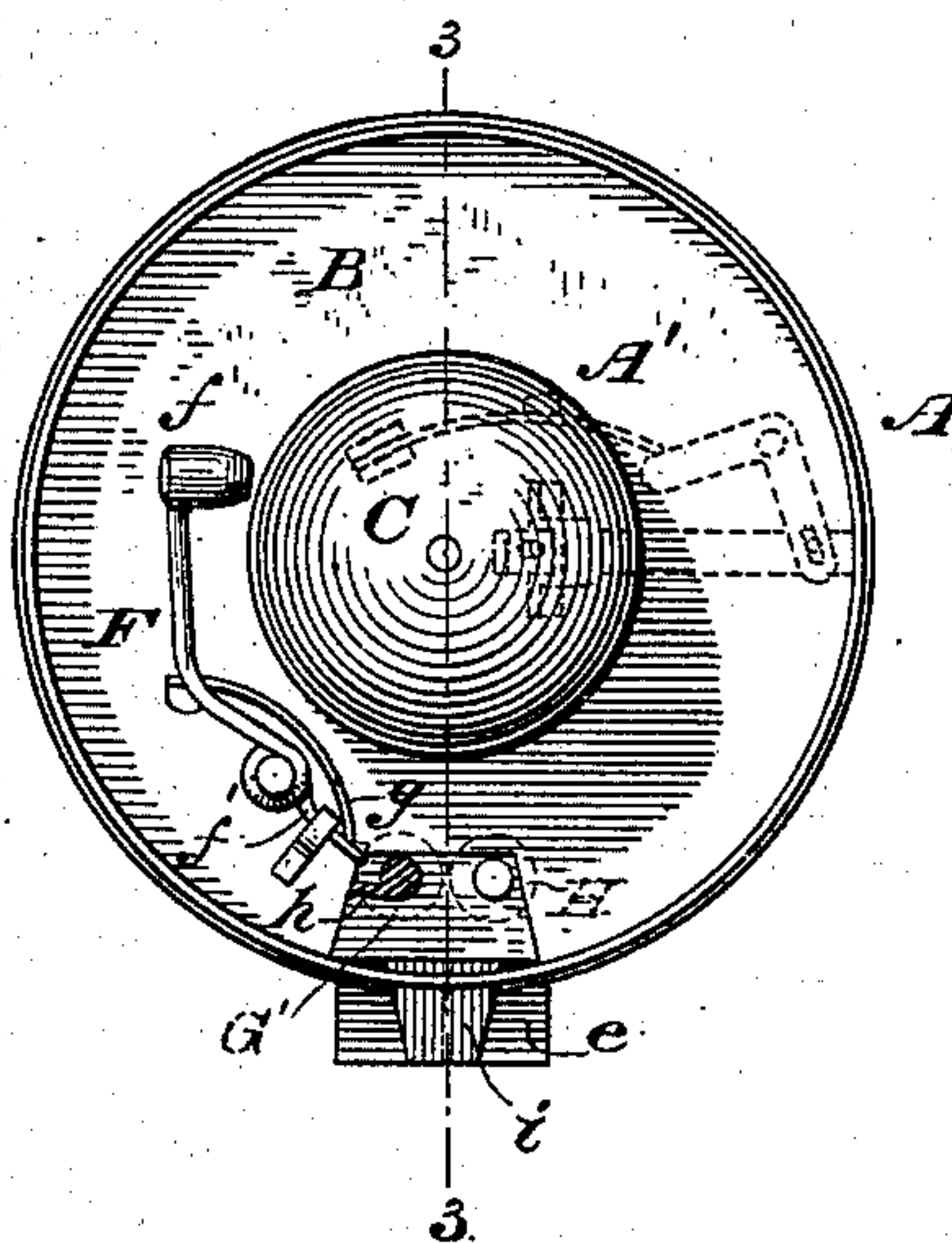


Fig. 2.



WITNESSES.

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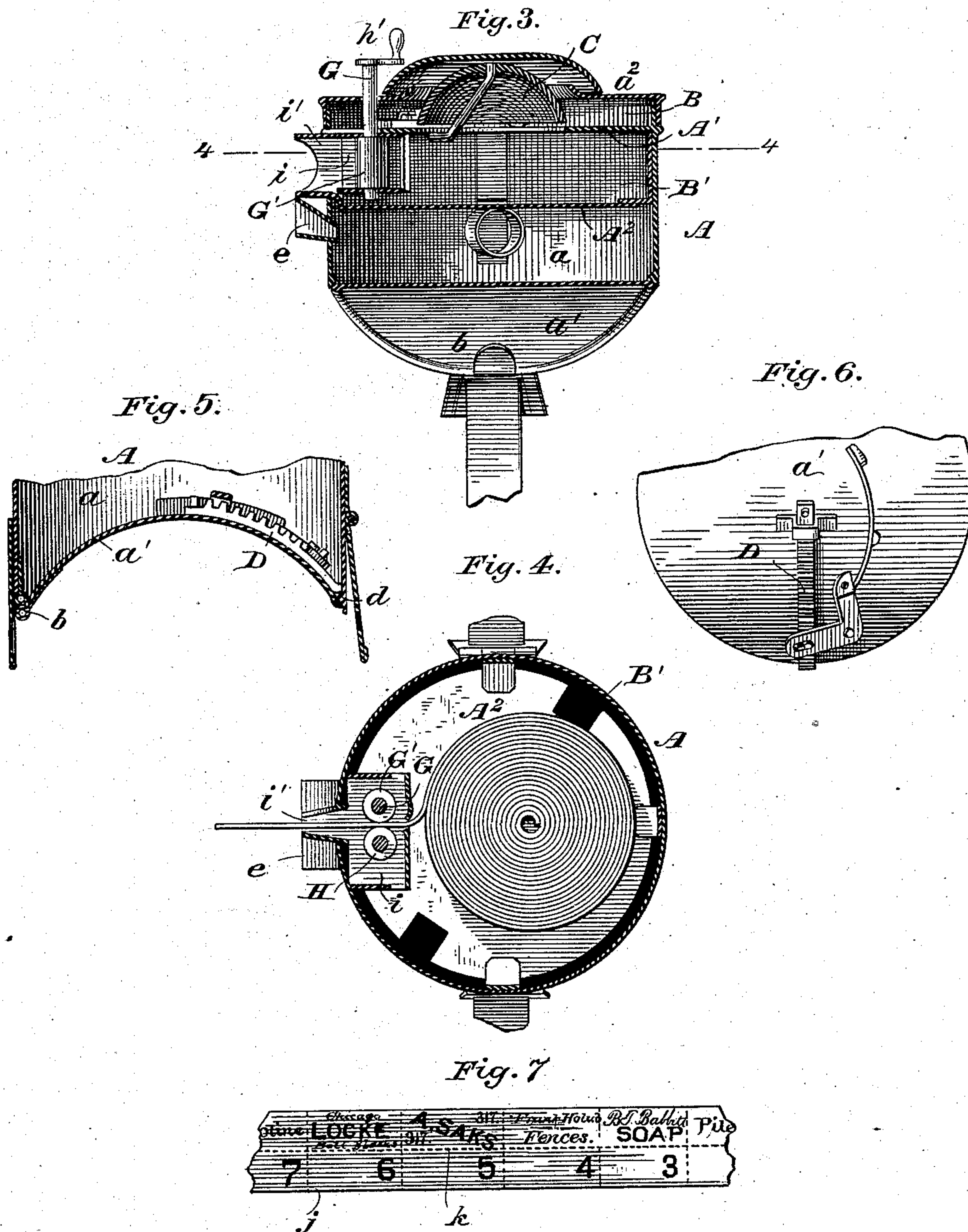
By his Attorneys

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UNITED STATES PATENT OFFICE.

CHARLES S. LOCKE, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO
FRANK HOLUB, OF SAME PLACE.

TICKET REEL AND RECEPTACLE.

SPECIFICATION forming part of Letters Patent No. 237,561, dated February 8, 1881.

Application filed February 20, 1880.

To all whom it may concern:

Be it known that I, CHARLES S. LOCKE, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful
5 Improvements in Ticket Reels and Receptacles, of which the following is a specification.

My invention relates to machines for tallying, recording, or indicating the numbers of fares collected upon cars or other public passenger-vehicles, of the class which employ, in
10 connection with a locked box or receptacle carried by the conductor or collector, duplicate, double, or sectional tickets, one portion or section of which is given to the passengers
15 when the fare is collected, while the other section or duplicate is deposited in the box, whereby, as the conductor is compelled to deposit a ticket or check in the locked box as each fare is collected, (which box is to be
20 opened only by the proper officer or proprietor,) a tally or record is made of the amount to be accounted for, and fraud and cheating thus prevented, a true and faithful return being rendered necessary on the part of the con-
25 ductor or his dishonesty is exposed.

The objects of my invention are, first, to improve the organization of reels of the above-recited class, in order to render them more reliable in the prevention of fraud on the part
30 of the conductor; and, secondly, to improve the double or sectional tickets to be used in connection with such an apparatus, so as to improve the system itself of registering fares by the use of two-part or sectional tickets.

35 In the accompanying drawings, which represent my improvements as embodied in the best way now known to me, Figure 1 shows my improved apparatus as fitted and secured to the conductor's arm in a convenient position for its operation and for the deposit of the
40 tickets or checks by the hand of the opposite arm. Fig. 2 is a top or plan view thereof, partly in section, with the top or cover plate removed to show the alarm-bell or working
45 parts of the apparatus. Fig. 3 is a vertical central section through the device on the line 3 3 of Fig. 2, while Fig. 4 is a horizontal section therethrough on the line 4 4 of Fig. 3. Fig. 5 is a vertical section through so much

of the lower part of the locked receptacle or box and its hinged bottom, which permits access thereto, as is necessary to show the curvature of said hinged bottom and the peculiar locking devices thereof; and Fig. 6 is a plan view of a portion of said hinged bottom and locking device. Fig. 7 is a view of a strip of
55 double or sectional tickets in ribbon form, such as I propose to use with my machine.

The casing A of the apparatus is preferably of the shape clearly depicted in Fig. 1—that is, its body *a* is of cylindrical shape in cross-section, with a curved bottom, *a'*, to fit the arm, and with a flat or convex top or cover plate, *a''*.

Near the top of the casing is a transverse partition-plate, *A'*, which separates the casing into two compartments, the upper and smaller one, B, being for the reception of the alarm-bell C and its striking mechanism, while the lower compartment, B', constitutes a chamber or receptacle for the checks or sections of
70 the tickets which are to be deposited in the receptacle, one for each fare as collected, as will be presently explained.

The curved bottom *a'* of the ticket or check receptacle B' is hinged or pivoted at one side of the body of the casing, at *b*, as shown in Fig. 5, while directly opposite said hinge or pivot, upon the upper surface of the cover, is a locking device, which is to be under the control of the proper officer of the company or proprietor, who alone should have free access to the ticket-receptacle, in order that at the end of each trip of the car the checks or halves of the tickets deposited in the box may be
85 taken out and counted, so as to determine what amount is due from the conductor on account of fares received.

I have shown, for illustration, a sliding catch, D, to lock the hinged bottom of the check-receptacle in place, which is to be operated by a push-key inserted through an opening in the casing to release its locking end from the locking-shoulder *d* on the casing A; but it will be understood, of course, that a lock is to be employed which will effectually prevent unauthorized access to the receptacle. The tickets or checks are deposited in the
90

locked receptacle through an inlet-orifice, *e*, which will prevent abstraction of the tickets through it after their deposition in the receptacle by the conductor.

5 The alarm-bell C is fastened preferably in the center of its compartment B in well-known ways, to the partition-plate A', and is covered and protected from external blows by the cap or cover *a*² of the casing, which fits upon the
10 upper end of the cylindrical body *a*, and is firmly secured thereto. The striking mechanism consists of a hammer, *f*, carried at one end of a pivoted hammer-lever, F, the short arm *f'* of which lever is acted upon by a spring,
15 *g*, to throw the hammer against the bell when the hammer-lever is raised or tripped, as is usual. The hammer-lever is tripped, in this instance, so as to raise its hammer end against the force of the impelling-spring *g* by a pro-
20 jection, wiper, or toe, *h*, on a shaft, G, the upper end of which shaft extends outside the casing and is provided with a suitable crank or handle, *h'*, which constitutes the actuating-handle of the device. Secured to or forming
25 part of the shaft G, inside a small compartment, *i*—in this instance formed just back of a feed or delivery spout, *i'*—is a roller, G', which, in conjunction with another roller, H, constitutes feed-rollers for the tickets used with my im-
30 proved apparatus. These tickets are formed in strips, or are in what is commonly known as "ribbon form," and wound into a compact roll, as shown in Fig. 4, the roll being then placed in the apparatus, just back of the feed-
35 rolls G' H, upon a removable partition-plate, A², in the ticket-compartment. Each ticket is joined to the contiguous one by a readily-separable connection, the tickets being formed, for example, in a long strip, and separated
40 partially by a series of transverse perforations in well-known ways, as represented by the dotted lines *j* in Fig. 7. Each ticket is, in fact, a double or two-part ticket, or a ticket made in sections readily separable, the parts
45 of the ticket being preferably partially divided longitudinally by a series of perforations, *k*, as represented in said Fig. 7. Each ticket is numbered consecutively from 1 up to the desired number. One section only of
50 the ticket bears the numeral or mark upon it, and is the one which is to be deposited in the locked box or receptacle, so as to constitute the check to be counted, while the other section, which is to be given to the passenger,
55 bears upon it, if desired, any suitable advertisement, which will be a source of revenue to the company or proprietor, in addition to the benefits conferred by the ticket in preventing frauds on the part of the conductor. The dou-
60 ble or sectional tickets are fed one at a time, commencing with Number 1, through the feed or delivery spout *i'*, in front of the feed-rollers G' H, one ticket being fed from the apparatus at each complete rotation of the crank or han-
65 dle of the shaft G, while the alarm is also

sounded once for every rotation of said crank or handle, whereby it will be obvious that the delivery of a ticket is accompanied by the sounding of the alarm, which is for the purpose of notifying those in the car that a ticket
70 has been delivered.

It will be noticed that the feed or delivery spout *i'* is open or cut away at one side, as shown in Fig. 1, which is for the purpose of
75 enabling the conductor to see the number of the ticket to be next delivered, and determine the number fed from the machine.

A new roll of tickets is placed in the machine for each trip of the car, and should be of different color or design, to avoid counter-
80 feiting or fraud by the conductor.

The operation of the apparatus is as follows: It having been fitted to one arm of the conductor preferably, and secured by a suitable strap, as shown in Fig. 1, and the tickets hav-
85 ing been placed in the machine with the first one between the feed-rolls, upon receiving a fare the conductor turns the crank to the extent of one revolution, which projects a ticket from the delivery-spout and actuates the alarm.
90 The ticket is then separated from the strip, which is readily done, owing to the transverse perforations between it and the next ticket, while the sections of the ticket are also quickly
95 separated, owing to the longitudinal perforations in its center. The section or portion with the number upon it is then deposited by the conductor in the locked receptacle, and the other section handed to the passenger, to be retained as evidence of the payment of the
100 fare. At the end of the trip the apparatus is handed to the proper person, who inspects the tickets that remain unfed from the apparatus, and also counts the checks deposited in the
105 box. If the number of tickets fed from the machine does not correspond with the number of checks in the box the dereliction in duty of the conductor is made apparent and dishonesty exposed; while if the checks and tickets
110 disposed of correspond the amount to be accounted for is ascertained.

I wish it to be understood that the casing of the machine may be made of different shapes, while the two compartments—to wit, the alarm-chamber and the ticket or check receptacle or
115 deposit-chamber—may be formed by a partition arranged in positions other than in the horizontal one shown.

There may be more than two compartments in the machine, and I also contemplate the use
120 of whole and half-fare tickets, with two or more sets of feed-rolls to deliver them.

It will be obvious, also, that registering mechanism, consisting of counting-wheels of well-known construction, may be employed to
125 register the number of times the crank or handle is operated to deliver a ticket from the machine.

The circumference of the feed-rolls will, of course, be made to accord with the desired
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length of ticket to be fed by them, and the rolls may be geared together, if desired, and prevented from turning but in one direction.

Other changes within certain limits may be made in the apparatus without departing from the spirit of my invention.

It may be proper here to add that I am aware that the combination of double or sectional tickets with a ticket-box or locked receptacle and an alarm apparatus is not new, broadly considered. I am not aware, however, of the use, prior to the date of my invention, in connection with an apparatus having a locked receptacle or box and an alarm device, of a series or roll of two-part or sectional tickets fed consecutively from the machine and then separated, one section of each ticket to be given to the passenger, while the other is deposited by the conductor in the locked receptacle, so as to constitute a check upon him.

I am also aware that a fare box or register provided with a curved or concave bottom so as to conform to the contour of the user's arm is not new, broadly considered.

What I claim as my invention is—

1. The combination, substantially as hereinbefore set forth, of the casing, the receiving-chamber or check-receptacle, the feed-rolls,

the alarm apparatus, mechanism for revolving the feed-rolls and simultaneously sounding the alarm, and a roll or series of sectional or two-part tickets, in ribbon form, whereby, at each actuation of the feed-rolls, one of the tickets is positively delivered from the machine and its delivery announced by the sounding of the alarm, while one part or section of each ticket may be deposited in the receiving chamber or receptacle to prevent fraud.

2. The combination, substantially as hereinbefore set forth, of the casing, divided by a partition into two compartments, one for the alarm apparatus and one for the deposit of tickets or checks, with a removable partition or shelf in said deposit chamber or compartment, upon which the ticket-roll rests.

3. The series of tickets, in strip or ribbon form, separably united, each of said tickets being composed of sections readily separable, for the purpose described.

In testimony whereof I have hereunto subscribed my name.

CHARLES S. LOCKE.

Witnesses:

AUG. WEIHE,

ADOLPH A. SINGER.