

No. 711,601.

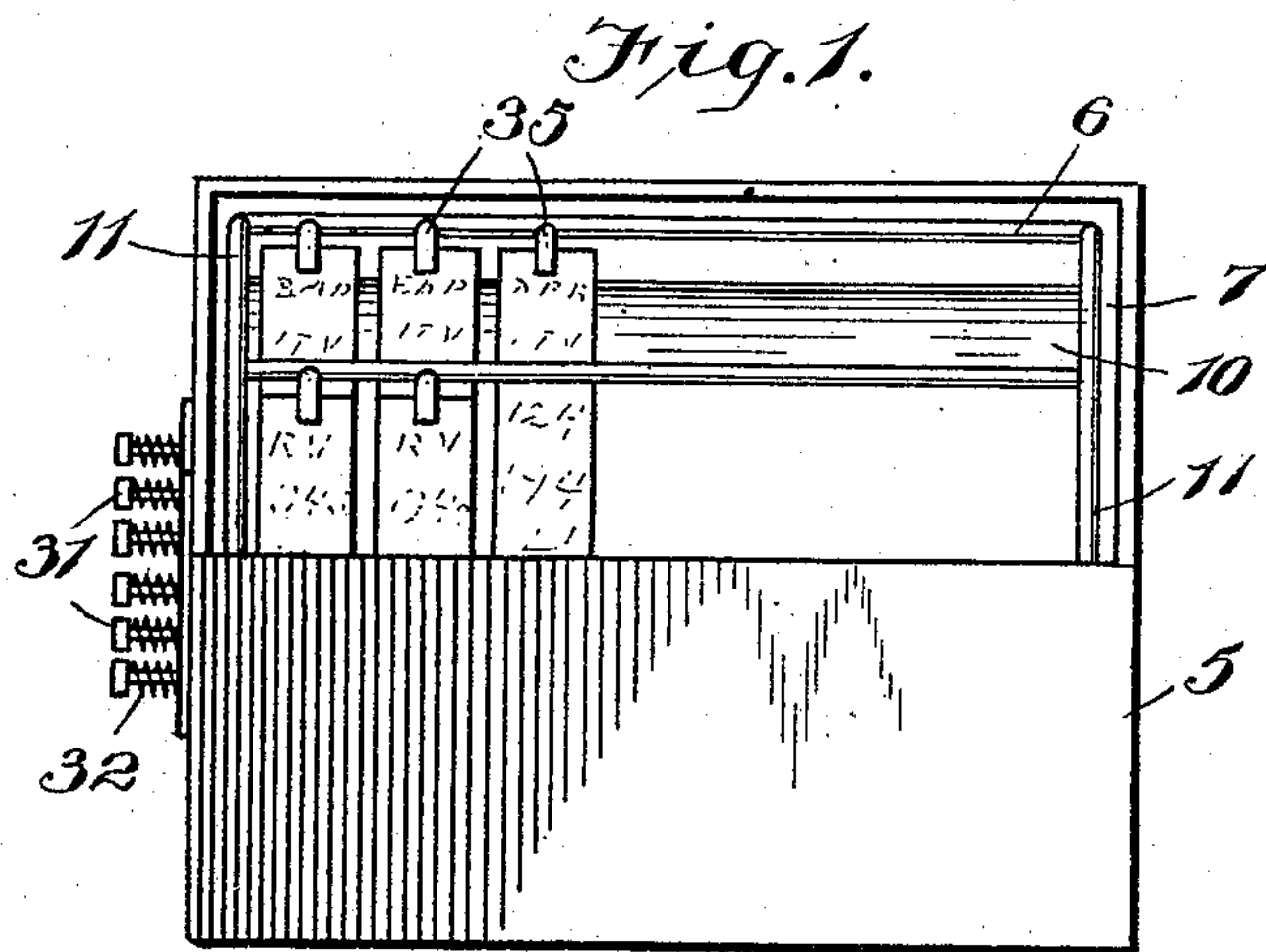
Patented Oct. 21, 1902.

J. G. WARNER.

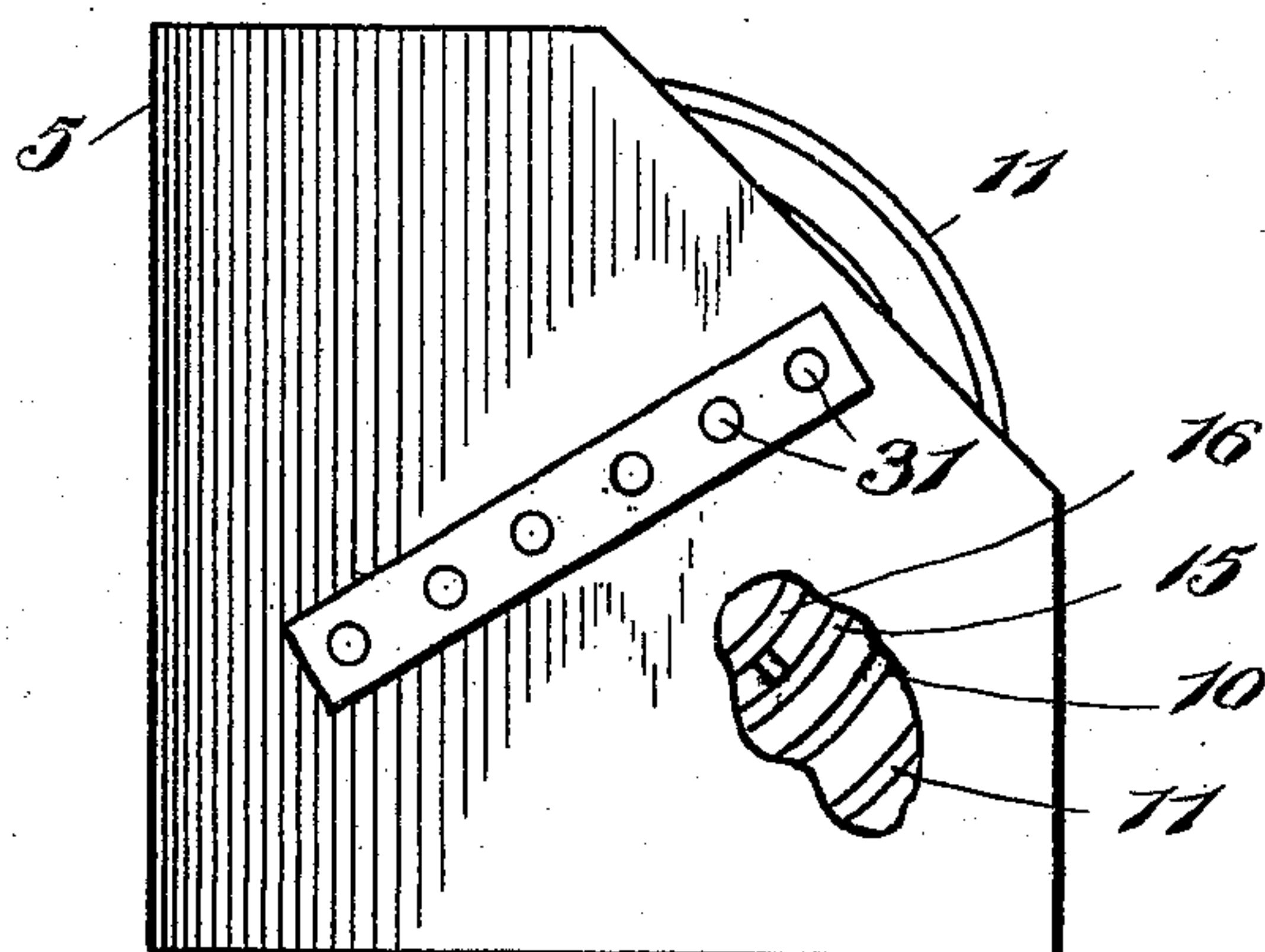
TICKET CASE.

(Application filed Jan. 29, 1902.)

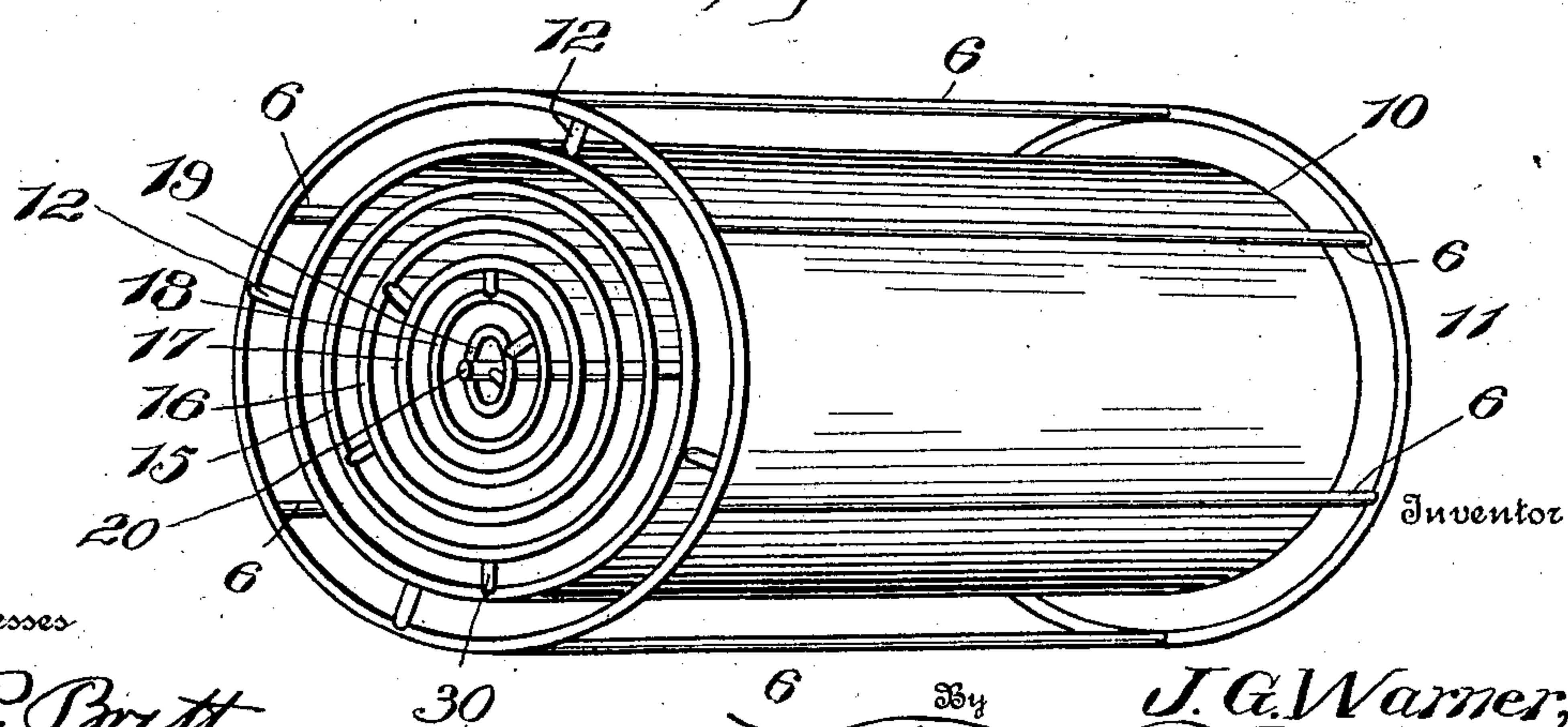
(No Model.)



*Fig. 2.*



*Fig. 3.*



Witnesses

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# UNITED STATES PATENT OFFICE.

JOHN G. WARNER, OF CREIGHTON, NEBRASKA.

## TICKET-CASE.

SPECIFICATION forming part of Letters Patent No. 711,601, dated October 21, 1902.

Application filed January 29, 1902. Serial No. 91,799. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN G. WARNER, a citizen of the United States, residing at Creighton, in the county of Knox, State of Nebraska, have invented certain new and useful Improvements in Ticket-Cases; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to ticket-cases in general, and more particularly to that class of cases designed for holding coupon-tickets; and the object of the invention is to provide a construction which will enable the ticket agent by referring to a small index-card to locate the bar of the ticket rack or case containing the forms including the desired ticket.

A further object of the invention is to provide a construction wherein after the bar has been located it may be easily and quickly moved to a position in easy reach of the agent.

Other objects and advantages of the invention will be understood from the following description.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a front elevation showing the case with tickets therein. Fig. 2 is an end elevation of the case, a portion thereof being broken away to show a part of the end of the ticket-cylinder. Fig. 3 is a perspective view of the ticket-cylinder.

Referring now to the drawings, there is shown a casing 5, having a ticket-carrying cylinder rotatably mounted therein and including longitudinal bars 6, which carry the tickets and which are adapted to be successively presented at the longitudinal opening 7 in the front of the casing. The ticket cylinder or drum comprises a sheet-metal cylinder 10, to the ends of which are connected the rings 11 by means of the spokes 12, said rings lying in the planes of the ends of the cylinder and concentric therewith. Connecting the rings 11 are parallel equidistant bars 6, to which the coupon-tickets are connected in the manner hereinafter described. One end of the cylinder 10 is closed; but at the other end is fixed a grating consisting of a number of rings 15, 16, 17, 18, and 19, which

are concentric with the cylinder and lie in a common plane, while through the center of the cylinder and of the central ring 19 is disposed a shaft 20, which is journaled in the ends of the casing. There are thus formed six annular passages—one between the central ring and the shaft, four between each pair of rings, and one between the outermost ring and the cylinder 10—these passages corresponding in number to the bars 6. With this arrangement of members it will be seen that when the ticket-carrying drum is rotated the several rings will rotate. Connecting the outer ring 15 with the cylinder is a radially-disposed stop 30, while similar stops are disposed between the pairs of rings and between the inner ring and the shaft, the positions of these stops having direct relations to the ticket-carrying bars of the ticket cylinder or drum. If an obstruction be placed in the path of any one of the stops and the drum be rotated, it will stop when the corresponding ticket-carrying bar is at the opening in the casing of the apparatus. The rods are numbered or otherwise designated, and mounted slidably in the end of the casing 5 are a number of stop-rods 31, which are held normally and yieldably projected outwardly from the end of the casing by means of the helical springs 32, disposed thereon and bearing with their ends against the end of the casing and the heads of the rods, respectively, and one of these rods is disposed opposite to each of the passages between a pair of rings or the outer ring and cylinder or the inner ring and shaft, and each stop-rod is designated by the same character as the corresponding ticket-holding bar, so that if a stop-rod be pressed inwardly its inner end will enter the path of a stop and the cylinder will be stopped with the corresponding bar opposite to the opening of the casing.

In connection with the casing there is employed an index-card on which are marked the different ticket forms and opposite thereto the characters indicating the bars of the case carrying those forms, respectively, so that by reference to the index the stop-rod may be determined, and by then pressing the bar inwardly and rotating the drum until it is stopped by the bar the rod carrying the proper ticket forms will be presented at the



opening of the casing and the ticket may be removed therefrom. As soon as the stop-rod is released it returns to its normal inactive position.

- 5 By forming the cylinder 10 of sheet metal the ends of the tickets have a surface to lie against and turning over of the tickets is prevented when the carrier is rotated, so that injury to the tickets or displacement of them  
10 does not occur. To hold the tickets to the bars, clips 35 are provided, which are soldered or otherwise fixedly attached, the free ends thereof being engaged with the tickets.

What is claimed is—

- 15 1. A ticket-case comprising a rotatable carrier having stops on one end spaced angularly from each other and at different distances from the axis of the carrier and a series of obstructions mounted in the case and  
20 radially of the carrier and movable independently into the paths of the corresponding stops, said carrier being constructed and arranged for attachment of tickets thereto in longitudinal lines corresponding to the stops.

2. A ticket-case comprising a rotatable 25 carrier having annular passages concentric therewith, each of said passages having a stop therein, and a movable obstruction adjacent each passage and movable into the path of a corresponding stop, said obstructions corresponding to divisions of the carrier. 30

3. A ticket-case comprising a carrier mounted for rotation and including a cylindrical arrangement of parallel bars and having a plurality of spaced concentric rings at one 35 end having radiating stops therebetween and corresponding to the bars, and an obstruction for each stop mounted for movement into the path of its stop, said stops and obstructions being positioned to stop the carrier with the 40 corresponding bars at a predetermined point, the bars having ticket-attaching means.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN G. WARNER.

Witnesses:

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WILL H. THOMAS.