

No. 777,418.

PATENTED DEC. 13, 1904.

L. M. HOPKINS.
TICKET CASE.

APPLICATION FILED JULY 25, 1902.

NO MODEL.

Fig. 1

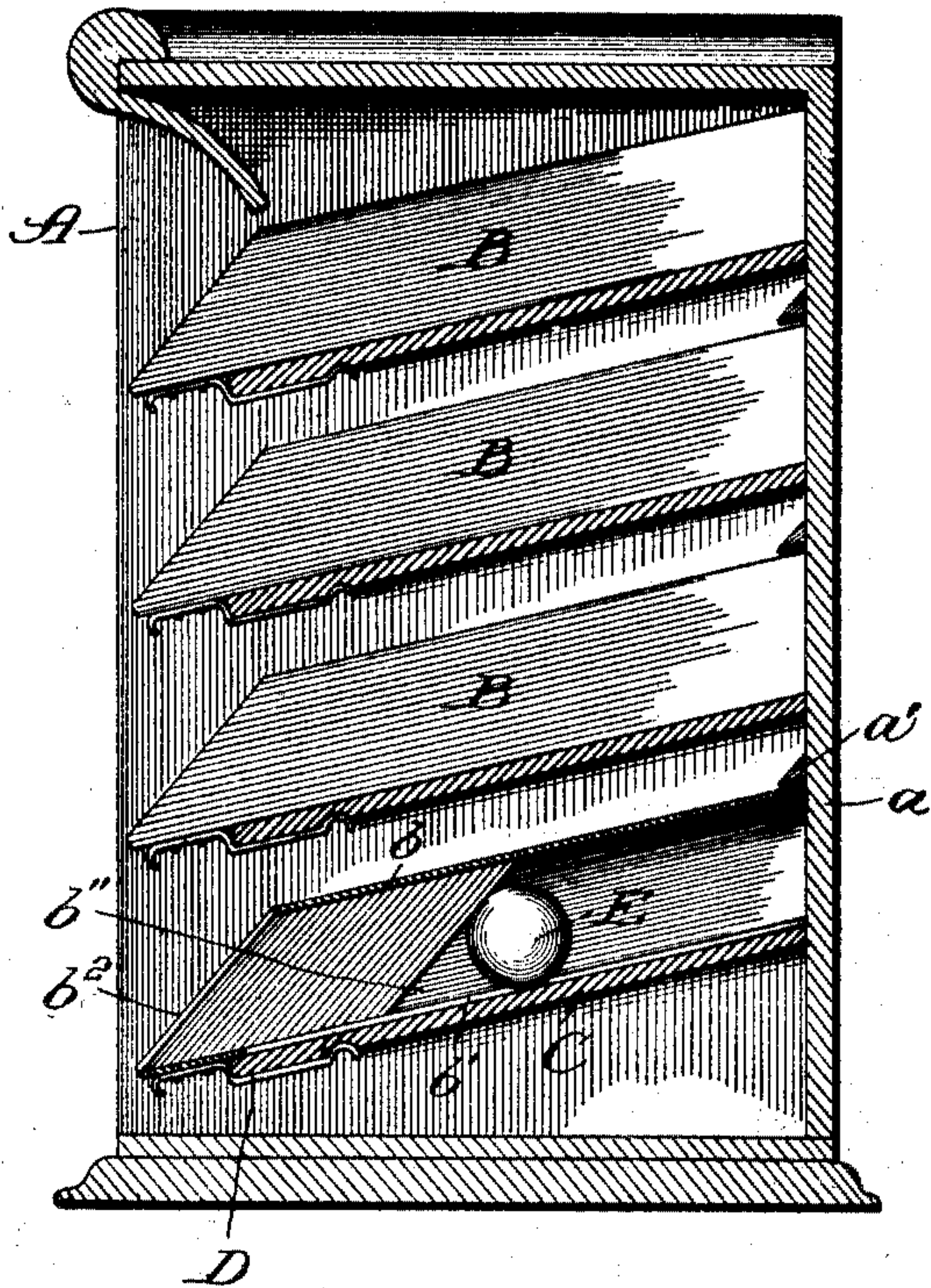


Fig. 3

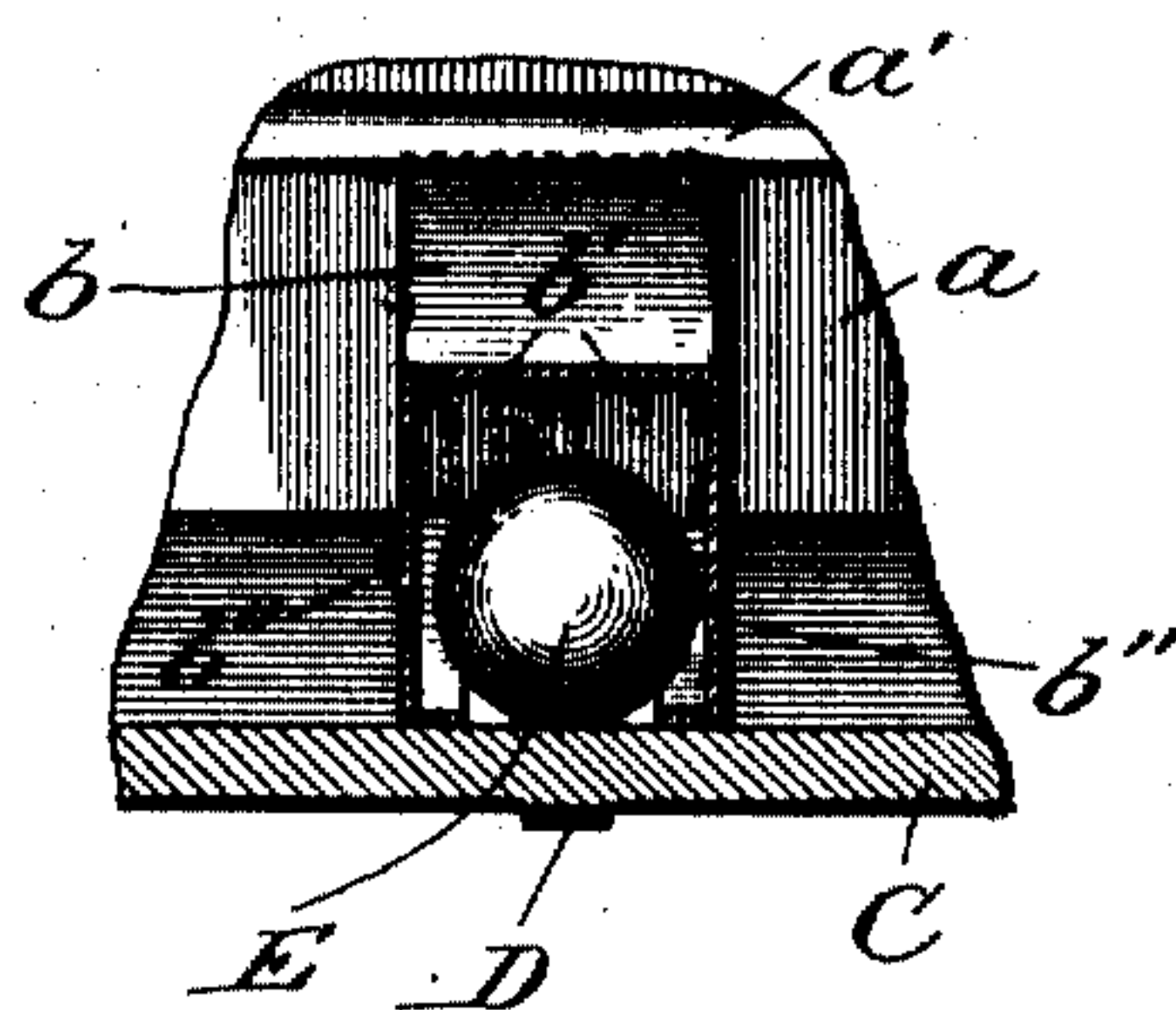


Fig. 4

B

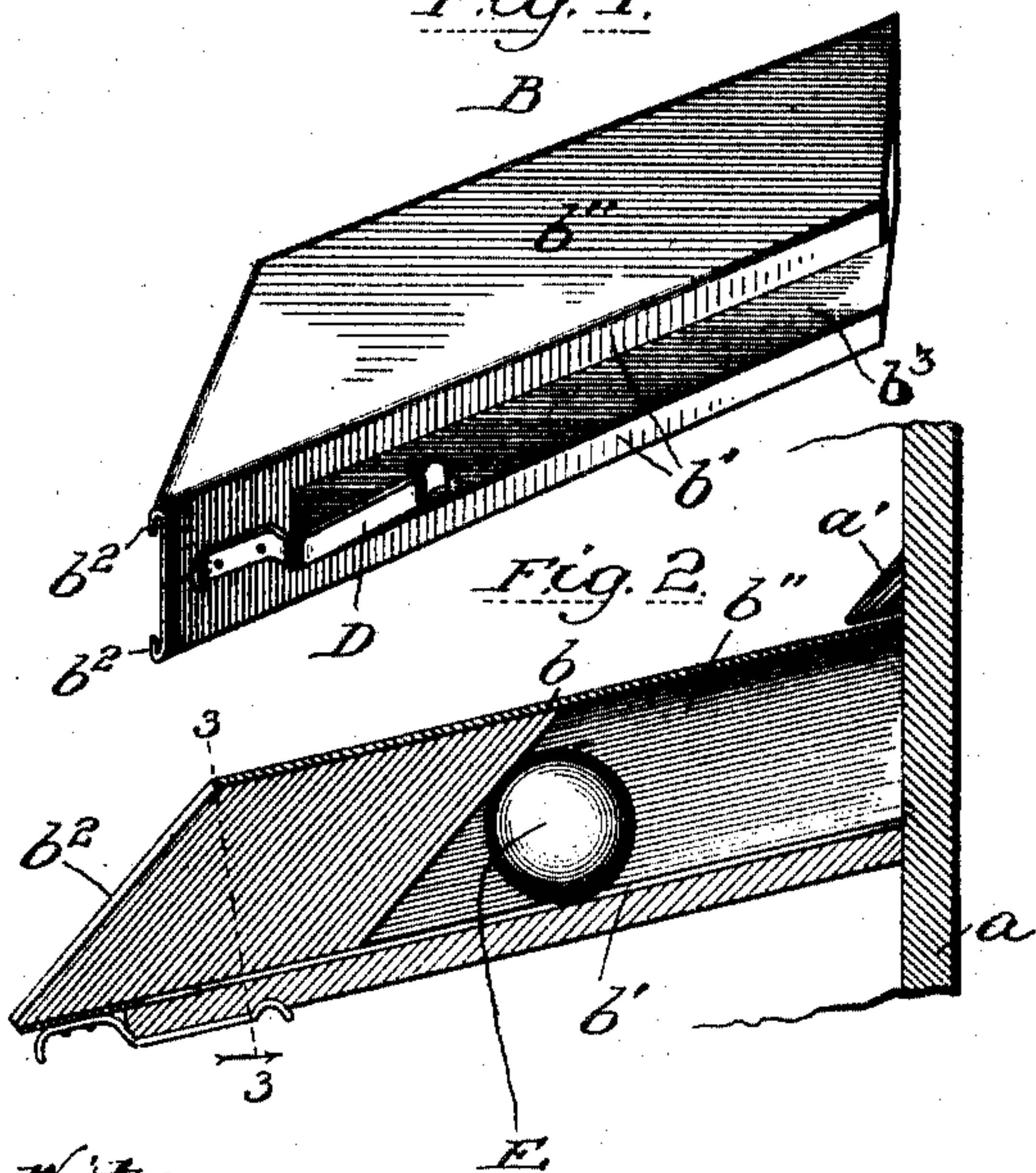
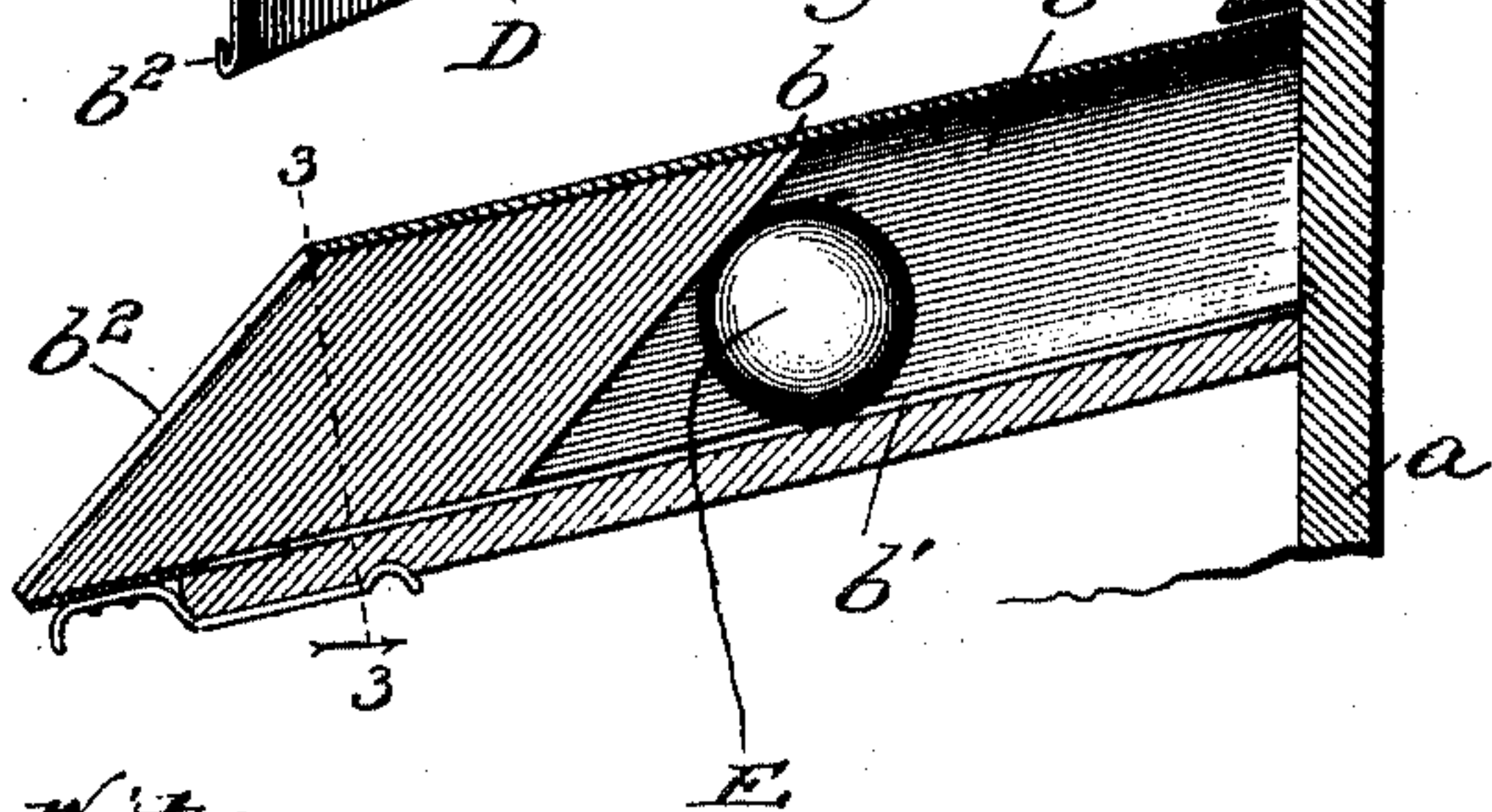


Fig. 2



Witnesses:

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LOUIS M. HOPKINS, OF CHICAGO, ILLINOIS, ASSIGNOR TO RAND,
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TICKET-CASE.

SPECIFICATION forming part of Letters Patent No. 777,418, dated December 13, 1904.

Application filed July 25, 1902. Serial No. 117,017. (No model.)

To all whom it may concern:

Be it known that I, LOUIS M. HOPKINS, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Ticket-Cases, of which the following is a specification.

The present invention relates to that class of ticket-cases in which the tickets are contained in tubes, each of which is open at its front end, save for a stop for arresting the forward movement of the tickets and at the same time permitting the front ticket to be drawn downward and out through a space between the stop and the front edge of the bottom, any desired number of these tubes being arranged in a suitable casing, so that they incline downward and forward, means (preferably a spherical weight) being provided for feeding them forward.

Heretofore the tube has been open at the top, and considered in transverse section it has comprised not to exceed three angles or bends, while usually it has comprised only two—that is to say, usually the tube has been wholly without a top side and has consisted of a bottom side and two vertical sides made of a single piece of metal having two right-angled bends located at the junctions of the bottom and vertical sides. In a more recent form of tube only one of the vertical sides is carried to the full height, and this side has been surmounted by a short flange extending inward and forming a partial top side. These tubes being in one instance wholly open at the top and in the other instance partially open both at the top and at one of the vertical sides admit dust and light, and this is objectionable, because the tickets for small stations that are infrequently called for remain in the tubes for long periods of time, the result being that before they are used up they are soiled and faded. Furthermore, in case of fire while they may not be damaged by the fire itself they are apt to be damaged by water and smoke. Again, thickness of metal and other things being equal, a tube having only three sides and two angles or a tube having only two complete sides and two partial

sides and only three angles is not so strong and rigid as one having four angles.

The one object of the present invention is to provide a ticket-tube that will exclude dust, light, water, &c., as much as possible, and another object of the invention is to provide a tube of maximum strength and minimum weight and cost. In order to accomplish the object first stated, the tube proper has a complete top side and complete vertical sides, and its rear end is adapted to be closed by the back of the case or cabinet, while its bottom side, if not complete, is closed by the shelf on which it rests. In order to accomplish the object next stated, the tube has four sides united by four angles, and for the accommodation of the thumb and finger in inserting a bunch of tickets one of the sides has a slot which extends from the rear end of the tube to within a suitable distance of the front end thereof, a portion of this slotted side at the front end of the tube being preferably left complete and intact.

In the accompanying drawings, which are made a part of this specification, Figure 1 is a vertical section of a ticket-case embodying the invention in its preferred form. Fig. 2 is an enlarged section of a portion thereof in a vertical plane cutting one of the tubes longitudinally. Fig. 3 is a section thereof on the line 3 3, Fig. 2, looking in the direction of the arrow. Fig. 4 is a perspective view of one of the tubes.

A represents a case or cabinet which may be of any suitable form, and B a number of ticket-tubes arranged therein. Each tube comprises a top side b , a bottom side b' , and two vertical sides b'' , all of which are preferably formed of a single piece of sheet metal bent four times at right angles and resulting in four angles or corners. The front edge of each of the vertical sides b'' is provided with an inwardly-projecting flange b^2 , and these flanges are located a short distance beyond the front edge of the bottom side b , so as to form stops for limiting the forward movement of the tickets and at the same time leave a space just sufficient to permit the tickets to be drawn out one at a time in customary manner. The tube is supported within the case or cabinet

by an inclined shelf or slat C, which is of sufficient width to completely close a slot b^3 in the bottom side of the tube, and the tube is held in place on the shelf by a spring-clamp

5 D. The rear end of the tube forms an acute angle with the top side and bears squarely against the back wall a of the cabinet, and said back wall is preferably provided immediately above the tube with the strip a' , which
10 overhangs the tube and serves to break the joint between the rear end of the tube and said wall, so that water running down the inner surface of the wall will be prevented from entering the rear end of the tube.

15 Within the tube is a spherical weight E, which bears against the tickets and serves to feed them toward the front end of the tube and hold the front ticket in contact with the flanges b^2 in customary manner. Where the
20 bottom of the tube is provided with a wide slot, the weight will be supported by the inclined board of slat C.

Having thus described my invention, the following is what I claim as new therein and
25 desire to secure by Letters Patent:

1. A ticket-tube having a top side, a bottom side and two vertical sides, a stop located at the front end of the tube and beyond the front edge of the bottom for arresting the forward
30 movement of the tickets and permitting the foremost ticket to be drawn out between the stop and the edge of the bottom, and means for feeding the tickets forward, the rear end of the tube being open for the admission of the tickets, the top of the tube being closed and one of the remaining sides of the tube being open for accommodating the fingers in inserting the tickets, substantially as described.

40 2. A ticket-tube having a top side, a bottom side and two vertical sides, a stop located at the front end of the tube and beyond the front edge of the bottom for arresting the forward movement of the tickets and permitting the
45 foremost ticket to be drawn out between the stop and the bottom and means for feeding the tickets forward, the rear end of the tube being open for the admission of the tickets and one of the sides of the tube being provided
50 with a longitudinal slot, substantially as described.

3. A ticket-tube having a top side, a bottom side and two vertical sides, a stop located at the front end of the tube for arresting the
55 forward movement of the ticket and means for feeding the tickets forward, the rear end of the tube being open for the admission of the tickets and the bottom side of the tube being provided with a longitudinal slot, substantially as described.
60

4. A ticket-tube having a top side, a bottom side and two vertical sides, a stop located at the front end of the tube for arresting the forward movement of the tickets, and means for feeding the tickets forward, the rear end
65 of the tube being open for the admission of the tickets and one of the sides of the tube being provided with a longitudinal slot extending from the rear end of the tube toward the front end of the tube and terminating
70 some distance from the front end of the tube, thereby leaving the four sides of the tube intact at the front end, substantially as described.

5. A ticket-tube having a top side, a bottom
75 side and two vertical sides, a stop at the front end of the tube for limiting the forward movement of the tickets, a spherical weight for feeding the tickets forward, the rear end of the tube being open for the admission of the
80 tickets and the bottom side of the tube being provided with a longitudinal slot, in combination with a shelf supporting the tube and closing the slot thereof, substantially as described.
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6. A ticket-tube having a top side, a bottom side and two vertical sides, a stop for limiting the forward movement of the tickets and means for feeding the tickets forward, the rear end of the tube being open for the admission
90 of the ticket, the top side of the tube being closed, and one of the remaining sides of the tube being provided with a longitudinal slot in combination with a cabinet having means for closing the rear end of the tube, substantially as described.
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7. A ticket-tube having a top side, a bottom side and two vertical sides, the four sides being united by four angles and the top side and vertical sides being closed, and the rear
100 end of the tube being open for the admission of the tickets, a stop for limiting the forward movement of the tickets and means for feeding the tickets forward, substantially as described.
105

8. A ticket-tube having a top side, a bottom side and two vertical sides, the top side being closed, and one of the remaining sides being provided with a longitudinal slot, the rear
110 end of the tube being open for the admission of the tickets and the front end of the tube being provided with a stop for limiting the forward movement of the tickets, and means for feeding the tickets forward, substantially as described.

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Witnesses:

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