

No. 855,653.

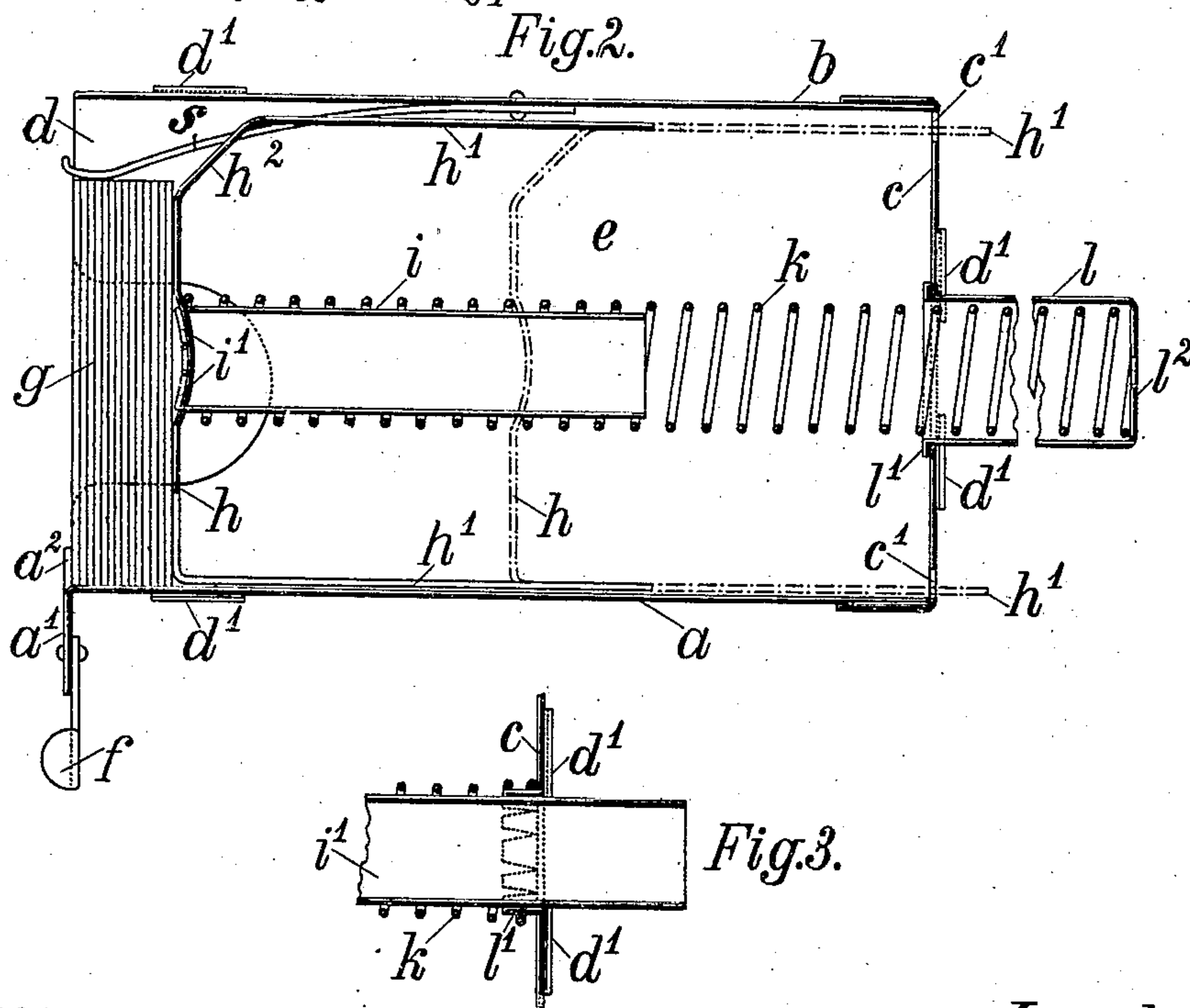
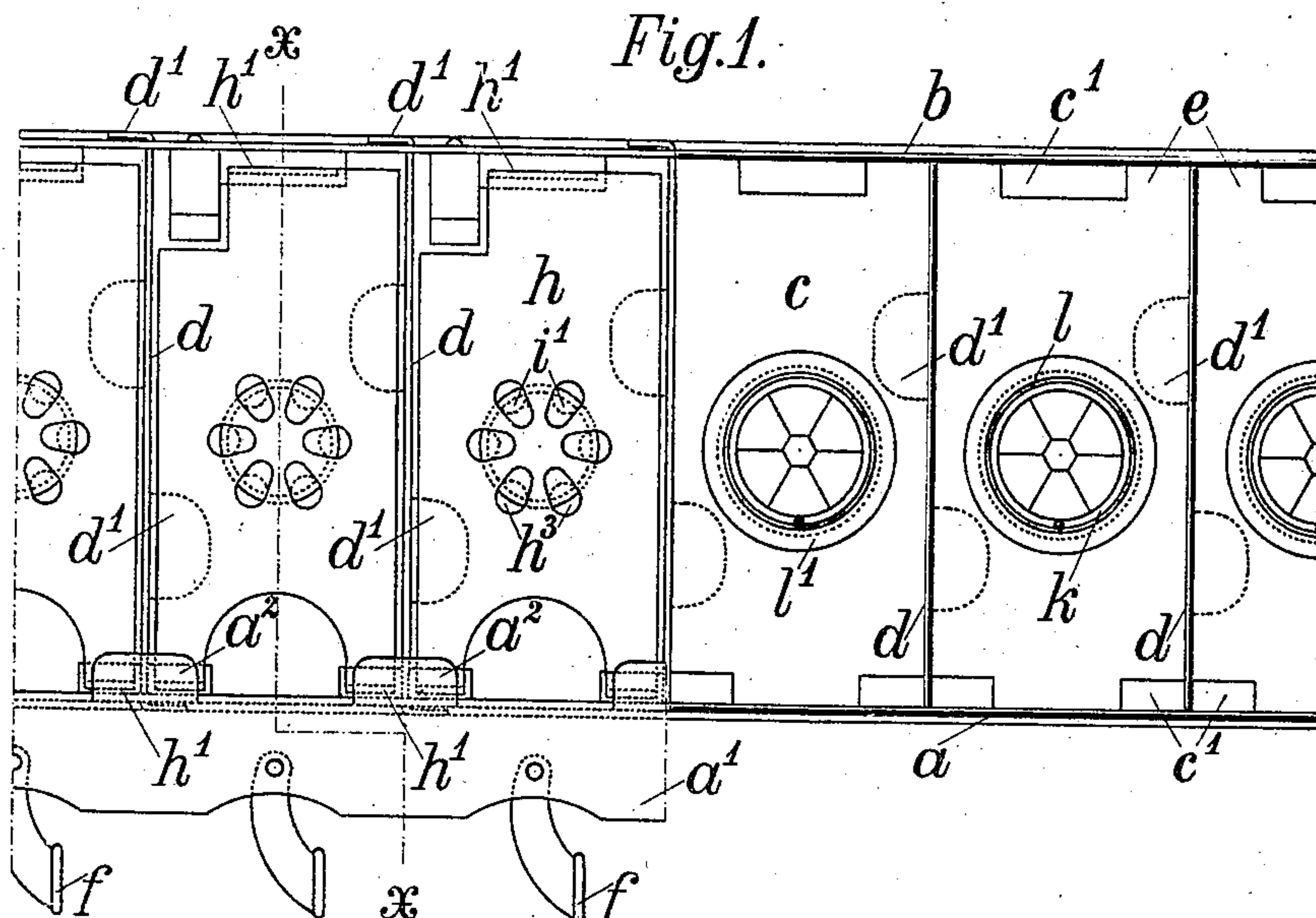
PATENTED JUNE 4, 1907.

H. J. MÜLLER.

TICKET CASE.

APPLICATION FILED JAN. 4, 1906.

2 SHEETS—SHEET 1.



Witnesses:

W. P. Burke
J. H. Saunders

Inventor:

Herrich Julius Müller
BY *Richard S. [Signature]*
ATTYS

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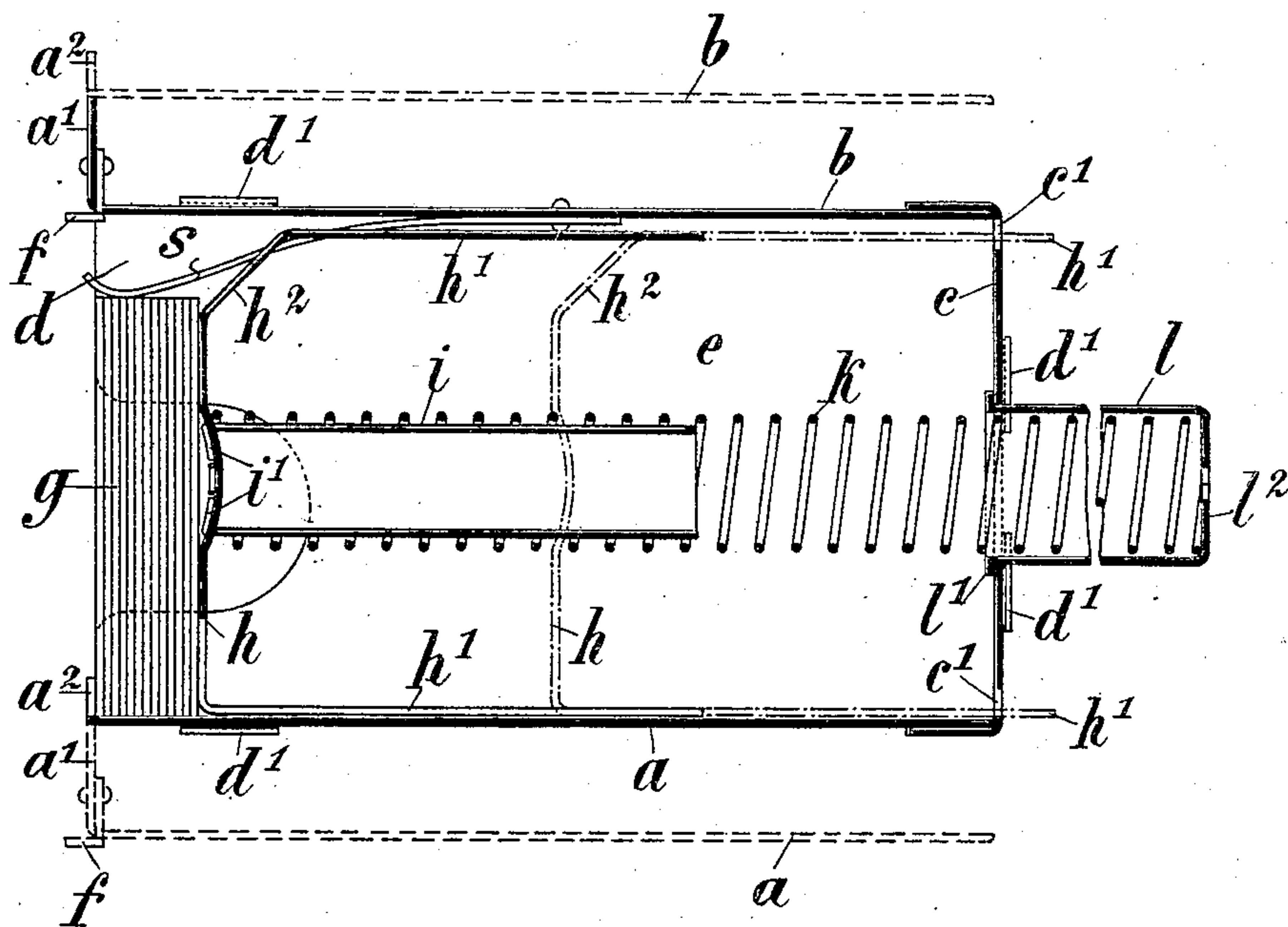
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2 SHEETS—SHEET 2.

Fig. 4.



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Inventor:

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UNITED STATES PATENT OFFICE.

HEINRICH JULIUS MÜLLER, OF SCHAFFHAUSEN, SWITZERLAND.

TICKET-CASE.

No. 855,653.

Specification of Letters Patent.

Patented June 4, 1907.

Application filed January 4, 1906. Serial No. 294,607.

To all whom it may concern:

Be it known that I, HEINRICH JULIUS MÜLLER, a citizen of Switzerland, residing in Schaffhausen, in the canton of Schaffhausen, Republic of Switzerland, (whose post-office address is 29 Neustadt, Schaffhausen,) 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

I have applied for patent: In Switzerland on November 1st. 1905, application No. 39779; in France on November 16th. 1905, application No. 24804; in Austria on November 18th. 1905, application A. 6084-05; in Belgium on November 20th. 1905, application No. 151199; in Sweden on November 21st. 1905, application No. 2238/05; in Norway on November 22nd. 1905, application No. 19572; in Russia on November 12/25 1905, application No. 28050; in Italy on November 30th. 1905, Reg. 103, num. 59.

This invention relates to ticket-cases for railways, ships etc. arranged on what is known as Müller's system, in which the tickets are placed on end; the objects of the present improvements being to secure increased durability and to effect economy in the cost of construction.

A ticket-case constructed according to my improved method is represented in the accompanying drawings, whereof

Figure 1 is a face view partly in vertical section, Fig. 2 a longitudinal vertical section on the line $x-x$ in Fig. 1 and Fig. 3 a section view of a detail hereinafter more particularly referred to. Fig. 4 is a longitudinal vertical section of a slight modification.

The apparatus comprises a series of ticket compartments arranged side by side as shown in Fig. 1. A metal bottom plate a , a metal top plate b and a metal back c extend over the whole length of the series and in conjunction with the metal partitions d form the ticket compartments e . For the purpose of fixing the partitions d , the bottom plate, the top plate and the back, are formed with slots and the partitions with ears d' , which pass through the said slots and are pressed down upon the plates and the back. In the

front of the bottom plate a is formed a flange a' which runs downward and to which the checks f for the tickets of a lower row of compartments are linked, this flange also being intended to bear the names of stations. The checks f serve to indicate from which compartments of the apparatus tickets have been withdrawn, since, before a ticket can be removed, the check f must first be raised. Bent blade springs, such as s , are provided for retaining the tickets in position. In the same plane as the flange a' are vertical ears a^2 which are pressed out of the bottom plate and serve as stops for the tickets g which are pressed forward.

In each ticket compartment, a metal push-plate h is arranged which is furnished with bar-like extensions h' which run backward, the said extensions serving as a guide for the push-plate when it moves on the plates a b . The back c is formed with openings c' , through which the extensions project when the push-plate h is pushed back (see position indicated by broken lines in Fig. 2). At the top of each push-plate h is a rearwardly bent part h^2 which facilitates the removal of the last ticket of a pack. Openings h^3 are also provided into which snugs i' formed on the front end of a metal tube i are introduced and are then turned down upon the face of the plate h , a reliable connection between the plate h and the tube i being thereby insured. The metal tube i acts as a guide for the front part of the push-spring k . The back part of each push-spring k is contained in a metal socket or casing l which is loosely inserted in an opening in the back and formed with a flange l' and a bottom l^2 . Thus the push-spring k cannot be compressed to a greater extent than the length of the casing, and it is better preserved than if fully compressed.

According to the modification illustrated in Fig. 3, the special casing l for the push-spring k is replaced by a guide-socket l' pressed out of the metal back c , same serving as a carrier for the spring guide i which extends to the back; while the back ends of the push-springs k lie around the socket l' and against the back. In this case, however, the spring k is compressed to the full extent. For the metal tube i , a solid or hollow slab made of iron or wood and of any preferred cross-section, may be substituted and attached to the plate h . The metal partitions may be connected to the bottom and top plates, as also to the back by means other

than the slots and slugs shown in the present design. The rearwardly bent part h^2 of the push-plate may also be of retreating angular or curved form. Instead of the front part
5 of the bottom plate being bent vertically downward to form a flange, an upward vertical flange for bearing the checks and the names of stations may be formed on the top plate as shown in Fig. 4.

10 It will be apparent that a series of ticket compartments constructed in the manner described while being more durable and more easily produced, entail less cost in construction than is usually involved in the produc-
15 tion of ticket compartments of this type.

What I claim is:—

A ticket-case comprising rows of compartments in which the tickets are placed on end,

the combination of a metal bottom plate, a metal top plate and a metal back, all of which 20 extend over the whole length of the case, metal partitions arranged transversely so as to form the ticket compartments, a movable metal push-plate in each compartment, and a push-spring controlling said plate, one of 25 the said metal plates having a vertically bent flange for bearing checks and whereon the names of the stations may be displayed.

In testimony whereof, I have signed my name to this specification in the presence of 30 two subscribing witnesses.

HEINRICH JULIUS MÜLLER.

Witnesses:

HERMANN HUBER,
A. LIEBERKNECHT.