H. PAUTZE.

LOCKER FOR TICKETS IN TICKET SELLING ROOMS OF RAILWAY STATIONS.

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1,387,662. **Patented Aug. 16, 1921.**

Fig. 1.

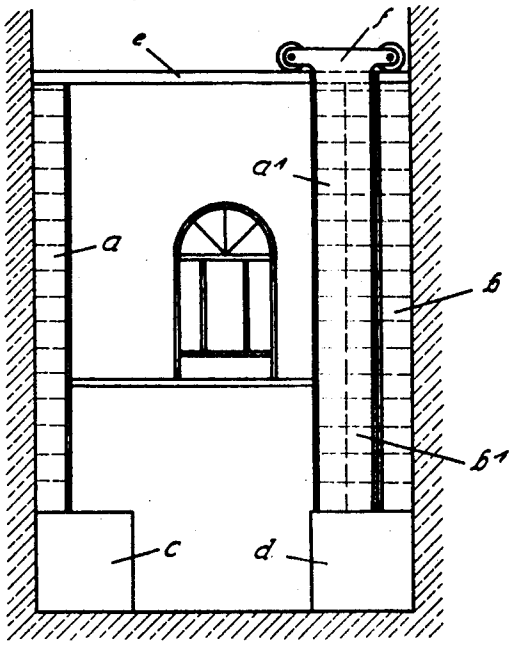
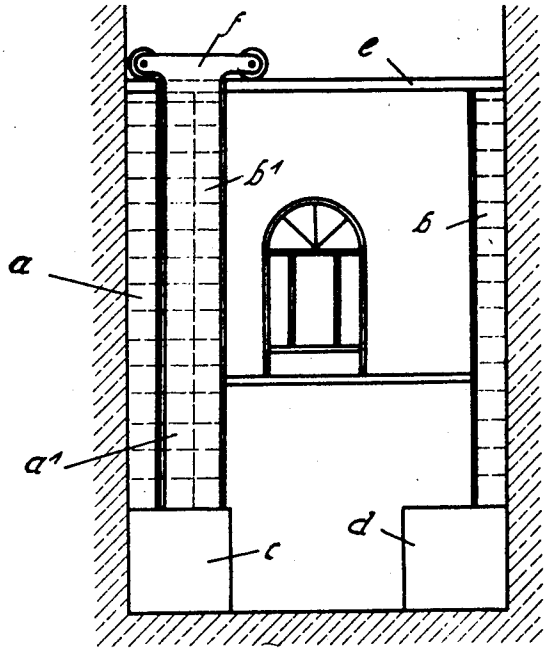


Fig. 2.



Witnesses:

W. Loeck

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UNITED STATES PATENT OFFICE.

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LOCKER FOR TICKETS IN TICKET-SELLING ROOMS OF RAILWAY-STATIONS.

1,387,662. Specification of Letters Patent. Patented Aug. 16, 1921.

Application filed September 18, 1920. Serial No. 411,342.

To all whom it may concern:

Be it known that I, HERMANN PAUTZE, a citizen of the German Republic, and residing at Berlin-N., Germany, have invented certain new and useful Improvements in Lockers for Tickets in Ticket-Selling Rooms of Railway-Stations, of which the following is a specification.

In ticket selling rooms in railway stations, when the functionaries relieve each other, it is necessary that each functionary has his own locker in which the tickets under his control are stored and which can be locked by the functionary relieved.

To place a plurality of stationary lockers beside each other would take too much room. Besides, it is essential that the locker in use is always located in nearest proximity to the window where the tickets are to be sold to the public.

The object of the present invention is to provide an improved arrangement by which the single lockers are assembled on a comparatively small space, while they can be put in their position of use by a rather simple manipulation only.

The accompanying drawing shows the improved arrangement in Figures 1 and 2 in two different front views, that is for the subsequent use of two functionaries.

The improved arrangement comprises two stationary open shelves a and b each located on a drawer c, d respectively and on the side walls of the ticket selling room directly beside the window at which the tickets are to be sold. The drawers c, d serve for storing spare-tickets therein. Above said shelves, two rails e are provided, on which runs a truck f. From the latter, a two-part shelf a^1, b^1 is suspended of which the openings are directed toward the shelves a, b respectively, while the two parts are separated from one another by a middle partition.

The shelves a and a^1, with the two-part shelf a^1, b^1 in the position shown in Fig. 1, are for the disposal of one functionary, the shelf b being then in locking connection with the right-hand part b^1 of said two-part shelf, whereby the tickets therein are locked therein. The locking may be effected in any appropriate manner by means of a simple padlock, of which the key is in possession of the other functionary. The service of one functionary being terminated, the padlock is unlocked by the other functionary, and the double-part shelf a^1, b^1 is shifted to the left upon the open side of the shelf a, the latter being then locked with the two-part shelf by the first functionary by means of another padlock, and the contents of the shelves b^1, b being then for the disposal of the other functionary now at service.

Evidently, for a daily service with three or four functionaries relieving each other, a second or third double-shelf (a^1, b^1) may be suspended each from a separate truck (f) running on said rails e.

Instead of moving the shelves toward one another, a lateral displacement may be provided.

The open fronts of the single shelves may, besides, be locked each by a shutter or the like.

What I claim, is:—

A locker for ticket selling rooms of railway stations, comprising, in combination, two stationary shelves with their open fronts directed toward one another, a two-part shelf with a middle partition having its open sides directed toward said stationary shelves and movable between and upon the latter, and means to lock said two-part shelf with either of said stationary shelves, substantially as and for the purpose set forth.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

HERMANN PAUTZE.

Witnesses:
FRANZ MÜLLER,
HANS KLUGE.