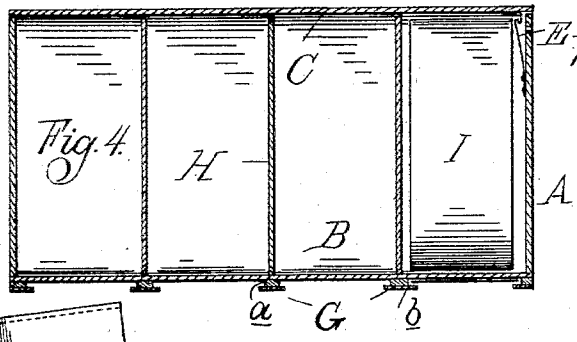
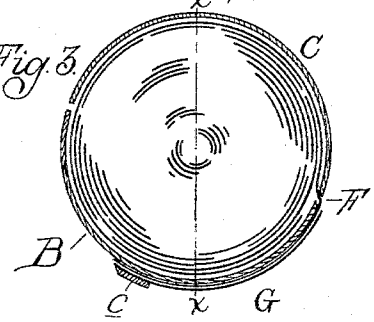
(No Model.)

N. E. SPRINGSTEEN.

TICKET CASE.

No. 593,035. Patented Nov. 2, 1897.





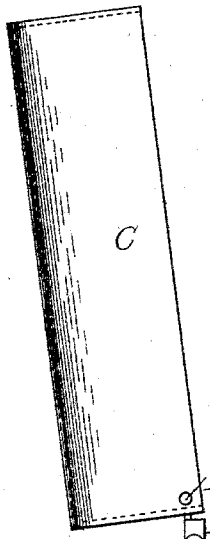


Fig. 2.

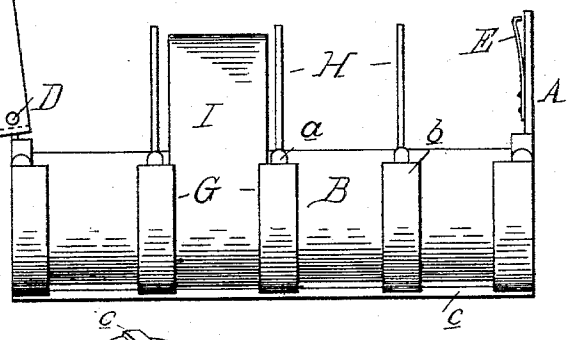
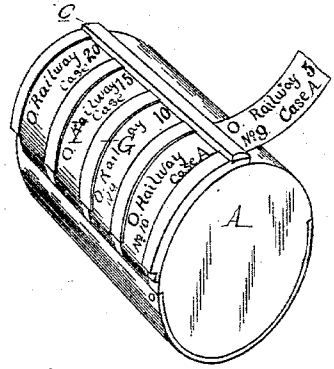


Fig. 1.



Witnesses.
Otto F. Barthel.
F. W. Dougherty.

Inventor:
Nelson E. Springsteen,
By Wood, Maynard & Co.
Attorneys.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

NELSON E. SPRINGSTEEN, OF ROYAL OAK, MICHIGAN.

TICKET-CASE.

SPECIFICATION forming part of Letters Patent No. 593,035, dated November 2, 1897.

Application filed August 4, 1897. Serial No. 647,076. (No model.)

To all whom it may concern:

Be it known that I, NELSON E. SPRINGSTEEN, a citizen of the United States, residing at Royal Oak, in the county of Oakland and State of Michigan, have invented certain new and useful Improvements in Ticket-Cases and Fare-Registers, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention consists in the construction of a ticket-case and fare-register; and it consists particularly in the construction, arrangement, and combination of the various parts, as more fully hereinafter set forth and claimed.

In the drawings, Figure 1 is a perspective view of my improved case. Fig. 2 is a side elevation thereof, showing the case open. Fig. 3 is a cross-section through Fig. 1. Fig. 4 is a cross-section on line *x x* of Fig. 3.

The casing comprises the ends A, to which is connected the semicylindrical body-section B. I call this section the "body-section" because it is rigidly connected to the heads.

C is a complementary semicylindrical section hinged on pins D to one head and forming what I shall call the "cover." When closed, the whole device is a cylinder, as shown in Fig. 1, and the cover is held to the opposite head by any suitable lock, such as the spring-hook E, engaging a corresponding hook on the cover, as shown in Fig. 4.

Between the body-section and the cover-section is a slot F, and extending over this slot on the body portion are a series of separate guides G, formed by the raised ribs *a* and the overhanging guide-plates *b*, as plainly shown in Fig. 4. These guides are separated a distance equal to the width of the ticket-strip and are of a length equal to the length of the ticket. Arranged across the ends of the strips *b*, above the same, is a cross-bar *c*, which has a knife-edge against which a ticket may be torn off.

H are circular partitions arranged in line with the guide-ribs *a*, and between these partitions are arranged coils of ticket-strips I. These ticket-strips are marked with anything to indicate the road, such as its name, and are marked consecutively, so as to indicate the number of tickets on each coil or strip, and are also preferably marked to indicate the conductor or the number of the case. When the cover C is open, as shown in Fig. 2, these coiled strips may be inserted in the case and the end of each strip engaged with the guides and pushed along over the body until its end is beneath the knife-bar. The cover being shut there will be in plain view of the conductor a sample of each ticket contained in the case. In the drawings I have shown four sets of ticket-strips of, respectively, the value of five, ten, fifteen, and twenty cents. When the conductor issues a ticket, he places his thumb on the exposed ticket in the guides and pushes or pulls on the strip, so as to force a ticket from beneath the cross-bar or knife-bar, as shown in Fig. 1, so that it may be torn off by pulling it against the knife-edge of the bar.

The office from which the cases are issued by taking notice of the number of tickets remaining in the case when the case is delivered to the conductor in the morning and the number of tickets remaining when the case is returned at night has an absolute indication of the amount of fares which the conductor should turn in and each passenger will receive the receipt for the amount of fare which he pays. In practice this has been found to be especially adapted for suburban electric roads and similar places where tickets of different value are given, and it may be adapted for ordinary register use, such as in restaurants, &c.

What I claim as my invention is—

1. The combination in a ticket-case and fare-register, of a casing formed of two semicylindrical sections, a body-section and a cover-section hinged thereto, leaving a slot between at one edge, of a series of guides on the exterior of the body-section extending from the slot the length of a ticket, and a cross-bar or knife-bar extending across the top of the guides at the end as and for the purpose described.

2. The combination in a ticket-case, of a body composed of circular ends and a semicylindrical section secured thereto, a semicylindrical cover hinged to one end leaving a slot F between the meeting edges of the

two sections, a series of guide-ribs *a* and the guide-plates *b* extending on the stationary section from the slot a distance equal to the length of the ticket, the knife-edge bar crossing the top of the ends of the plate *b*, and the partitions in the casing, substantially as described.

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

NELSON E. SPRINGSTEEN.

Witnesses:
M. B. O'DOGHERTY,
OTTO F. BARTHEL.