

H. W. HARGIS.
TICKET CUTTER.

APPLICATION FILED MAR. 17, 1910. RENEWED MAR. 23, 1911.

1,027,331.

Patented May 21, 1912.

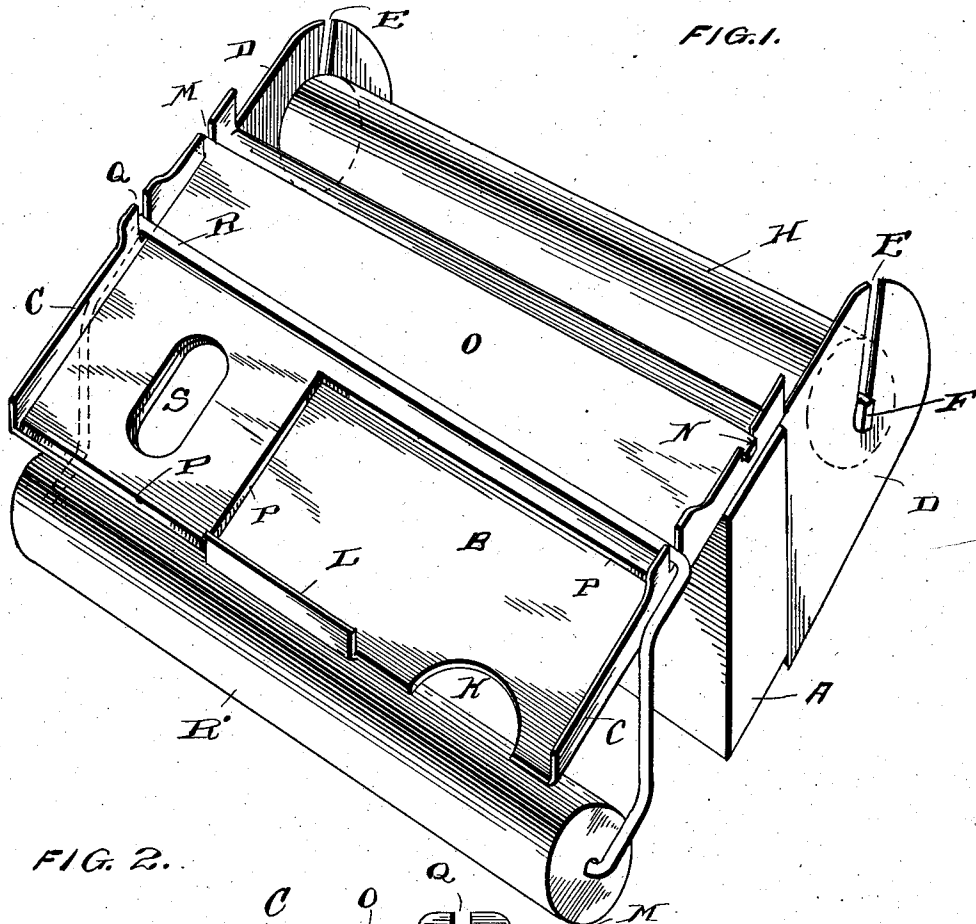
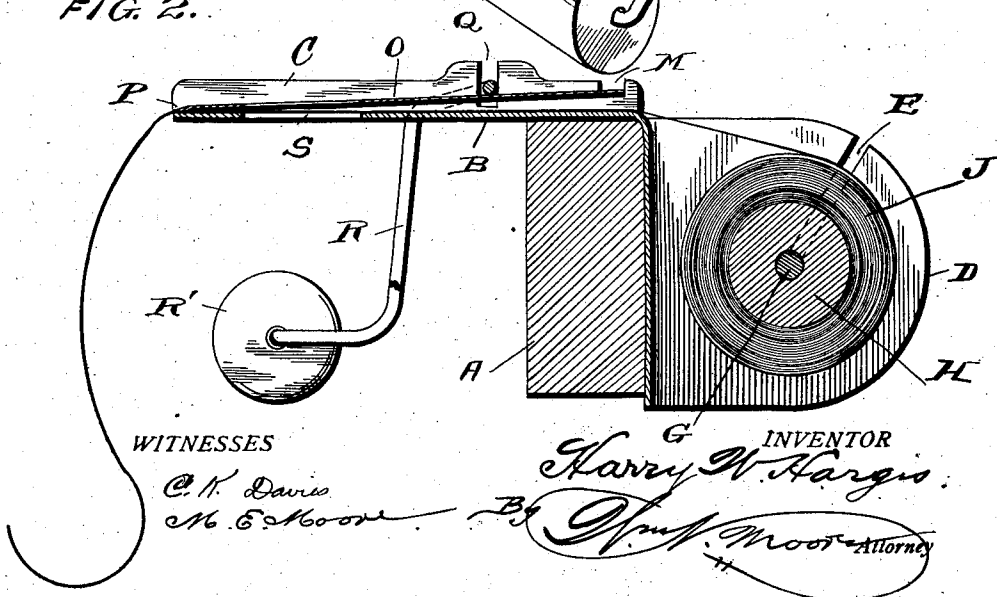


FIG. 2.



UNITED STATES PATENT OFFICE.

HARRY WARREN HARGIS, OF MONROE, NORTH CAROLINA, ASSIGNOR OF ONE-FIFTH TO CHARLES R. CAPPS, ONE-FIFTH TO CHARLES B. RYAN, ONE-FIFTH TO WILLIAM L. McMORRIS, AND ONE-FIFTH TO EDWARD D. JORDAN, ALL OF PORTSMOUTH, VIRGINIA.

TICKET-CUTTER.

1,027,331.

Specification of Letters Patent.

Patented May 21, 1912.

Application filed March 17, 1910, Serial No. 550,037. Renewed March 23, 1911. Serial No. 616,488.

To all whom it may concern:

Be it known that I, HARRY W. HARGIS, a citizen of the United States, residing at Monroe, in the county of Union and State of North Carolina, have invented certain new and useful Improvements in Ticket-Cutters, of which the following is a specification.

My invention relates to improvements in ticket cutters, and the object of my invention is the provision of a new and novel device for cutting tickets which is especially adapted for use in conjunction with my improved ticket described in my co-pending application filed of even date herewith, the essential features of said ticket being tickets printed in series on a roll and having a portion to be given to the passenger and a portion co-extensive on the roll adapted to remain connected therewith and returned to the auditor when the entire passenger coupon portion of the ticket has been disposed of.

My cutter has been devised with the object of providing a strong, durable, simple and efficient device for readily separating the two portions of said ticket, the further object of my invention being the provision of a cutter which will hold the roll of tickets in such position as to be ready of access and will facilitate the rapid separation of the parts and thus the delivery of the passenger's coupon.

To attain these objects, my invention consists in a ticket cutter embodying novel features of construction and combination and arrangement of parts for service substantially as described and as illustrated in the accompanying drawings.

Figure 1 represents a perspective view of my complete cutter, and Fig. 2 represents a vertical sectional view thereof showing a ticket in position.

In the drawings, in which I employ similar characters of reference to denote the corresponding parts, the letter A designates the base or supporting block having secured thereto the L-shaped plate B which forms the frame of the cutter, said plate B having the upturned flanges C on the sides of the long leg of the L and being formed with the portions or flanges D on the short leg thereof, said flanges D having each a slot E formed therein in which is engaged the flat-

tened end F of the axle G which bears the roll H. Mounted on said roll H and extending down over the face of the plate is a band of tickets J, while the lower edge of the plate B has an upturned flange providing an abutment or stop L for the lower end of the ticket, a recess K being formed in the plate adjacent the stop to facilitate the ready grasping of the ticket.

Formed near the upper ends of the flanges C are the recesses M adapted to engage the lugs N which extend laterally from the L-shaped blade O which is placed over the ticket strip, as shown in Fig. 2. Said blade O has beveled edges P which bear against the ticket, and in the operation of my cutter the blade is suitably held upon the ticket either manually or by a spring or like retaining device while the portion of the ticket extending over the recess K is grasped and drawn upward to the left, bringing it against the edges P which sever it from the main strip.

It will be understood that any desired means may be employed to hold the blade upon the ticket, but in the drawing I have shown the flanges C provided with recesses Q in which are engaged the rectangular member R having a roller R' mounted on the lower portion thereof and depending from the plate, said roller by its weight aiding in retaining the blade on the ticket and being adapted to be manually grasped to hold the member R tightly upon the blade. In the blade and plate I provide the coinciding openings S, said openings permitting the auditor's portion of the ticket to be grasped therethrough and drawn down when for any reason the lower projecting end thereof has been torn off.

This ticket cutter is particularly adapted for retaining a roll of tickets, each ticket consisting of a passenger slip and an audit slip, arranged parallel and in use the ticket is drawn under the cutter which has the flap to receive the fingers for pressing down upon the flap to retain the ticket firmly, and when in this position the passenger slip is directly under the right-angled portion of the cutter and it is simply necessary to bring the slip into contact with the right-angled shaped cutting edge which perfectly severs the passenger slip and leaves the audit coupon in the machine. It will also be

noted that the general form of the complete device is right-angled, the roll carrying portion being in a vertical position to be secured to a rail or strip and the platform or support of the ticket being in a horizontal position and the slip having the tickets printed thereon in a line passes from the roll, over the platform and under the cutter, being presented in the best possible position to hold the cutter down upon the ticket with one hand and to bring the ticket against the cutter with the other hand, the slot in the cutter and platform forming finger receiving portions which press against the top and bottom of the strip and firmly retain the ticket and also enable the slip to be drawn under the cutter, after one passenger ticket has been cut away, to bring the next in position to be cut.

The angular shape of my cutter, the manner of securing the cutter and the arrangement of the platform and shape of cutter all combine to make my device entirely practical for use with the character of ticket desired.

I claim:

1. In a ticket cutter the combination with a frame, of a spindle carried thereby, a ticket roll mounted on the spindle, an L-shaped blade carried by the frame under which the ticket passes, a handle member carried by the frame and adapted to bear down upon the blade to hold the same in position as the ticket is cut thereagainst, the blade being adapted to cut a coupon of less width than the roll therefrom, and an additional cutting edge formed on the blade for severing the strip remaining, the blade and frame having coinciding slots formed therein to permit of access to the ticket and facilitate the shifting thereof when the strip has been severed.

2. In a ticket cutter, the combination with an L-shaped frame having upstanding flanges at its sides, of a spindle engaged in the flanges of one leg of the L and adapted to receive a ticket roll, a cutter resting upon the other leg of the L and having engagement with the flanges thereof for securing it in position, and a handle member passing over the cutter and having a portion bearing thereagainst and adapted to be grasped to prevent movement of the cutter when a ticket is being cut from the roll.

3. The ticket cutter herein shown and described, consisting of the vertically disposed roll carrying portion adapted to be rigidly secured to a support and having flanges provided with slots to receive the journals of the ticket roll, the integral platform arranged horizontally and formed with vertical flanges between which the tickets are secured and guided, the flanges being formed

with bearings, the right-angled shaped cutter having journals fitting in the said bearings to pivotally connect the cutter, the rectangular shaped member mounted in slots in said flanges, the roller mounted on the lower portion of said rectangular member and depending from the platform, and the vertical transverse flange at the outer end of the platform to form a stop and guide for the passenger stub and to insure the proper severing of said stub from the roll.

4. The ticket cutter herein shown and described, consisting of a roll carrying portion arranged in a vertical position and having upstanding flanges at its sides, said flanges having inclined slots to receive and retain the journals on the ticket roll, and said portion being rigidly secured to a support and a platform connected with said portion and arranged horizontally to receive the slip from the ticket roll, a cutter pivoted upon the platform having a cut out portion to remove the passenger slip from the roll and a portion to engage the roll and retain the audit slip, said cutter having slots coinciding with slots in the platform for permitting access to the ticket when the strip has been severed therefrom, a rectangular shaped member, a roller carried thereby upon the lower portion thereof to hold the blade against the tickets, the general form of the complete device being substantially right-angled in shape.

5. A ticket cutter, comprising a base, an L shaped recessed plate secured thereto, upturned slotted flanges formed on the long leg of the L shaped plate, slotted flanges formed on the short leg of said plate, an axle having flattened ends mounted in said slots, a roll carried by said axle, a ticket roll mounted on said first named roll and extending downwardly over the face of said plate, an abutment mounted upon one of said upturned flanges of the plate adjacent to the recess in said plate, a beveled cutting blade having laterally projecting lugs engaged in slots in said upturned flanges, means for holding the cutting blade against the tickets, said means comprising a rectangular member mounted in slots in said upturned flanges, and a roller mounted in the lower portion of said rectangular member and depending from the plate, and means in said blade and plate for permitting a portion of the ticket to be grasped and drawn down upon the accidental tearing off of the lower projecting end thereof.

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

HARRY WARREN HARGIS.

Witnesses:

W. C. WOLFE,
J. RENOR, Sr.