H. RUSCHER AND O. S. PAYZANT.

TICKET CARRIER.

APPLICATION FILED NOV. 8, 1921.

1,409,785.

Patented Mar. 14, 1922.

Fig. 3.

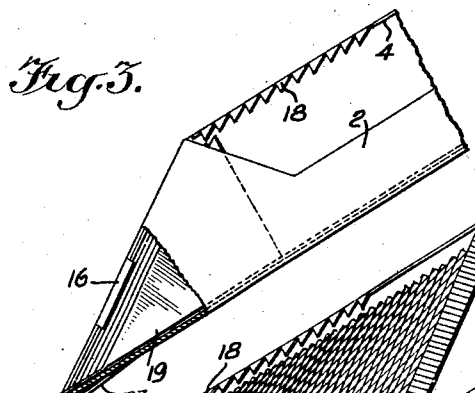


Fig. 1.

Fig. 4.

Fig. 2.

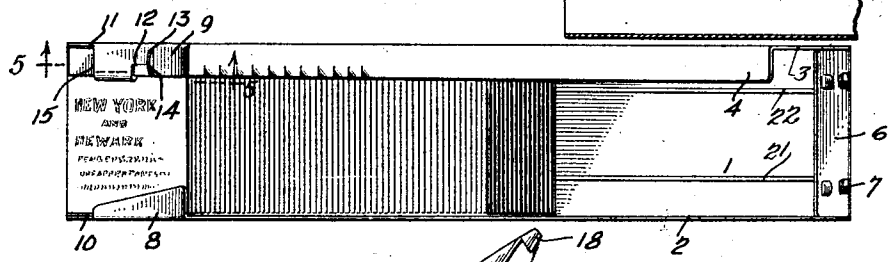


Fig. 5.

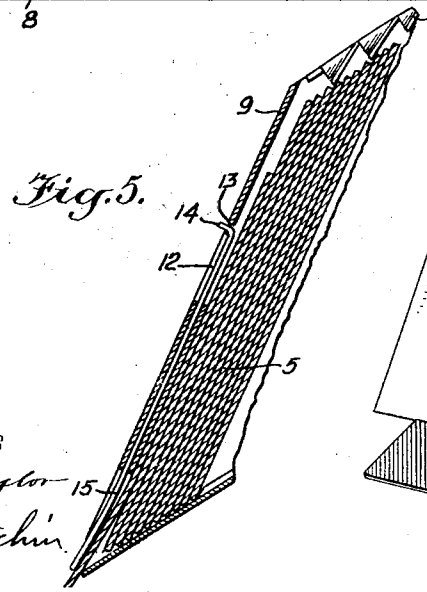
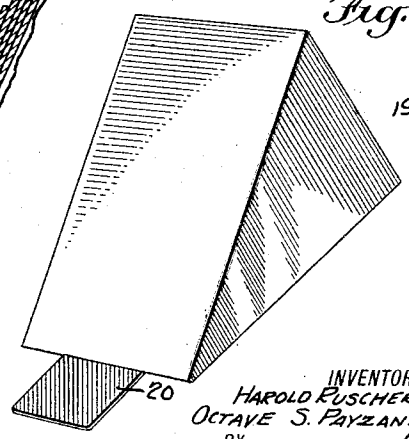


Fig. 6.



WITNESSES

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TICKET CARRIER.

1,409,785. Specification of Letters Patent. Patented Mar. 14, 1922.

Application filed November 8, 1921. Serial No. 513,726.

To all whom it may concern:

Be it known that we, HAROLD RUSCHER and OCTAVE S. PAYZANT, both citizens of the United States, and residents, respectively, of the city of New York, borough of the Bronx, county of Bronx, and State of New York, and the city of New York, borough of Manhattan, county and State of New York, have invented a new and Improved Ticket Carrier, of which the following is a full, clear, and exact description.

This invention relates to ticket carriers and has for an object to provide an improved carrier wherein the tickets are not only held at the proper angle for dispensing but are prevented any appreciable reverse movement when pressure is brought to bear thereon preparatory to their removal.

Another object of the invention is to provide a carrier in which a removable spring is arranged at the discharge end positioned to resiliently resist removal of the tickets.

A still further object of the invention is to provide a carrier in which the follower is formed with an extension or tongue adapted to project from the carrier at the discharge end of the carrier when the tickets are getting low in the carrier.

In the accompanying drawing—

Figure 1 is a longitudinal vertical section through a carrier disclosing one embodiment of the invention.

Figure 2 is a top plan view of the carrier shown in Figure 1.

Figure 3 is a side view of the lower part of the carrier shown in Figure 1, part being broken away for illustrating the position of the follower when only a few tickets remain.

Figure 4 is a detail fragmentary sectional view through Figure 1 on line 4—4.

Figure 5 is an enlarged detail fragmentary sectional view showing the front part of the carrier shown in Figure 1 and illustrating how the spring is bowed when the ticket is being removed.

Figure 6 is an enlarged detail perspective view of the follower shown in Figure 1.

Referring to the accompanying drawing by numerals, 1 indicates the bottom of the carrier which carrier is provided with a low upstanding side or flange 2, a side 3 and an inturned top flange 4. The provision of the flange 4 necessitates the arrangement of the tickets 5 at an angle substantially as shown in Figure 1 so that an undesirable amount of tickets cannot be crowded into the carrier. At the rear the carrier is provided with an end flange 6 having suitable ears or cleats 7 for receiving a legend card while at the front the carrier is provided with inturned flanges 8 and 9, flange 8 being cut away at 10 while flange 9 is cut away at 11 and 12 and notched at 13 for receiving the end 14 of the spring 15. The spring 15 extends through the folded over section 16 of the flange 9 whereby it is locked firmly in place when the end 14 is extending through the opening 12. As shown in Figure 5 the spring 15 bows to permit one of the tickets 5 to be removed when the thumb or finger is pressed against the ticket and then moved downwardly.

When the tickets begin to get low in the carrier quite often the ticket seller in pressing against the front ticket will push the entire package of tickets rearwardly and fail to quickly remove the desired ticket. To obviate this difficulty which has been found in several carriers, the flange 4 is formed with a number of downwardly pressed spurs or stops 18. The tickets 5 may be arranged as shown in Figure 1 with the upper ends free of the stops 18 or may be arranged to snap thereover as shown in Figure 5 as desired. In either event, in case there is a rearward movement of the ticket by reason of the pressure of the ticket seller's finger against the first ticket, the front tickets will quickly slide up against the stops 18 and be held against further rearward movement thus permitting the front ticket to be firmly grasped and removed downwardly as shown in Figure 5.

Where the ticket carrier is almost empty as shown in Figure 3, the follower 19 naturally holds the tickets in proper place and the projection or tongue 20 extends beyond the bottom 1 of the carrier. This tongue or projection is intended to be painted red or some decided color so as to quickly and easily attract the eye and thereby indicate that the carrier is about empty. Preferably, the tongue 20 is sufficiently narrow to pass between the retaining flanges 8 and 9 and is also preferably somewhat rounded so as not to injure the hand of the operator at any time.

In order that the tickets may slide easily as well as the follower 19, beads or raised portions 21 and 22 are provided in the bottom of the carrier, said beads being preferably pressed upwardly from the material

of the bottom. This easy sliding action adapts itself to the use of thick cardboard tickets or comparatively thin paper tickets according to the desire of the operator. In some instances, the carrier may be used for not only selling railroad tickets but for dispensing labels used by druggists. Where a thin ticket or label is to be dispensed, a tongue 23 is provided having a turned up end or friction jaw 24 over which the bottom edge of the tickets must pass. When the thumb is pressed against a thin ticket and the ticket is urged downwardly and outwardly, said ticket will scrape against the jaw 24 which will act to prevent the removal of more than one ticket at each operation. It will be noted that no extra material is needed for forming the tongue 23 while an extra gripping or holding member is provided for preventing the removal of more than one ticket at each operation.

What we claim is:—

1. A ticket carrier comprising a body substantially rectangular in cross section, said body having an inclined front with open sections to permit tickets to be pulled therefrom, and a follower arranged in said body formed with a tongue adapted to project beyond the body at the front when only a few tickets remain.

2. In a ticket carrier a body for receiving tickets formed with a discharge opening, and a follower formed with a tongue arranged as an elongation of the bottom of the follower, said tongue being adapted to project through said discharge opening when only a few tickets remain in the body.

3. In a ticket carrier of the character described a body formed with an inclined front having a pair of inwardly extending flanges cut off adjacent the bottom whereby tickets may be freely moved through said cut off portions, one of said flanges being turned in and slotted, and a spring slidingly fitted into said turned in portion and arranged so as to prevent accidental removal of the tickets and means for holding the spring in position.

4. In a ticket carrier of the character described a body formed with an inclined front having a pair of inwardly extending flanges cut off adjacent the bottom whereby tickets may be freely removed through said cut off portions, one of said flanges being turned in and slotted, and a spring slidingly fitted into said turned in portion and arranged so as to prevent accidental removal of the tickets, said spring being formed with a turned up end fitting into said slot whereby it is locked against accidental removal.

5. A ticket carrier comprising a sheet metal body having a flat bottom, a pair of upstanding sides, and a pair of inturned flanges at the front, said flanges falling short of the bottom whereby tickets may freely pass from behind the flanges so as to be readily discharged, one of said flanges being bent back upon itself to provide a passageway, said last mentioned flange having a slot, and a spring slidingly positioned in said passage-way formed with means extending into said slot and with an end normally closing the opening between said bottom and said flange.

6. A ticket carrier comprising a body formed with a flat bottom, a pair of upstanding sides, said sides at the front being formed with inturned flanges, means co-acting with one of said flanges for normally preventing removal of tickets, one of said sides having a top inturned flange, said top inturned flange being formed with a plurality of depressed stops for preventing retrograde movement of tickets.

7. In a ticket carrier of the character described a body provided with an inturned flange parallel with the bottom, said flange being formed with a plurality of downwardly pressed spurs acting as stops and co-acting with the upper part of the tickets in the carrier for preventing retrograde movement thereof when pressure is brought to bear thereon from the front of the carrier.

8. A ticket carrier comprising a body formed with a flat bottom having a pair of spaced upwardly pressed beads extending longitudinally of the bottom from one end to near the opposite end, a pair of upstanding sides, said sides being chamfered at the front and formed with inturned flanges extending toward each other, a spring connected with one of said flanges for normally preventing the removal of tickets, and a plurality of means associated with one of said flanges for preventing retrograde movement of the tickets.

9. A ticket carrier comprising a body formed with a bottom, a pair of upstanding sides, one of said sides having a flange extending for the full length of the side, each of said sides having an inturned flange at one end, a spring connected with one of said inturned flanges for normally preventing the removal of tickets, and a spring associated with said bottom at the discharge end of the carrier having a turned up jaw for positively preventing the removal of more than one ticket at a time regardless of the thickness of the ticket.

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