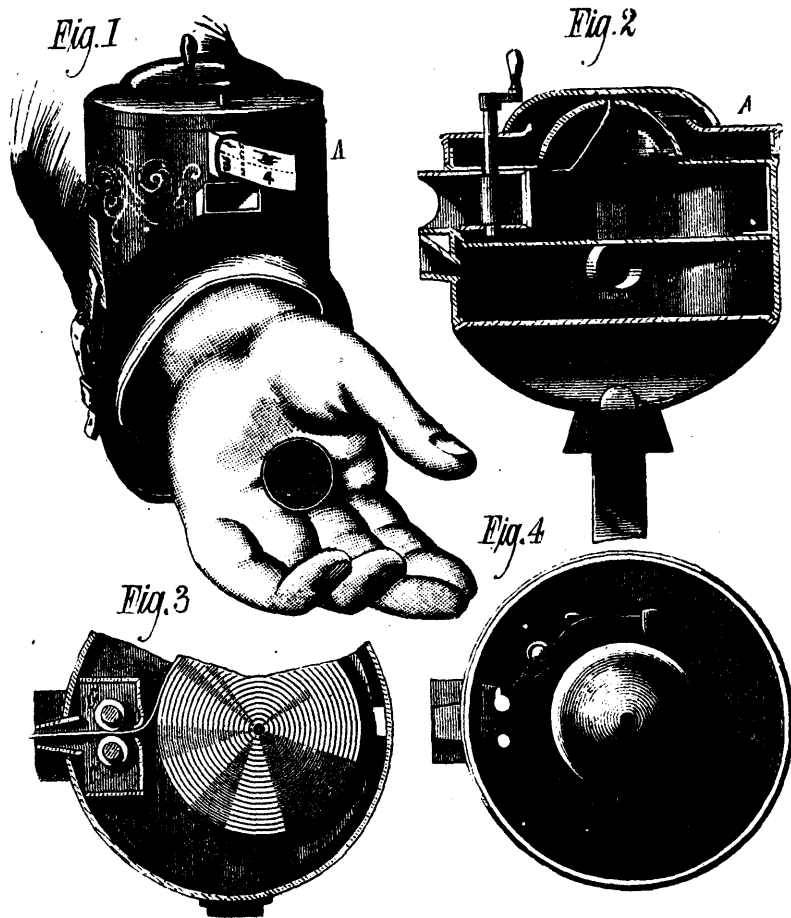




LOCKE'S TICKET REEL AND RECEPTACLE.

NOVEL TICKET REEL AND RECEPTACLE.

The engraving shows a machine for tallying, recording, or indicating the number of fares collected upon cars or other public passenger vehicles. It is of the class employing, in connection with a locked box or receptacle carried by the conductor or collector, duplicate, double, or sectional tickets, one portion or section of which is given to the passengers when the fare is collected, while the other section or duplicate is deposited in the box, so that as the conductor is compelled to deposit a ticket or check in the locked box as each fare is collected, a tally or record is made of the amount to be accounted for, and fraud and cheating is prevented.

Fig. 1 shows the apparatus as fitted and secured to the conductor's arm in a convenient position for its operation and for the deposit of the tickets or checks by the hand of the opposite arm; Fig. 2 is a vertical section; Fig. 3 is a horizontal section showing the roll of tickets, and Fig. 4 is a top view with the cover removed showing the alarm bell.

The casing, A, is of the shape shown, having a curved bottom, *a*, to fit the arm. Near the top of the casing is a transverse partition plate, A₁, which separates the casing into two compartments, the upper and smaller one, B, being for the reception of the alarm bell and its striking mechanism, while the lower compartment, B₁, is for the checks or sections of the tickets, which are to be deposited in the receptacle, one for each fare as collected. The curved bottom, *a*, of the ticket or check receptacle is hinged at one side of the body of the casing.

The alarm bell is fastened in the center of its compartment, B, to the partition plate, A₁, and is covered and protected from external blows by the cover of the casing, which fits upon the upper end of the cylindrical body. The striking mechanism consists of a hammer acted upon by a spring and tripped by a crank or handle outside of the case. Secured to or forming part

of the shaft of the crank or handle inside a small compartment, there is a roller, C, which, in conjunction with another roller, C, constitutes feed rollers for the tickets. These tickets are formed in strips, or are in what is commonly known as "ribbon form," and wound into a compact roll, as shown in Fig. 3, the roll being then placed in the apparatus, just back of the feeding rolls, upon a removable partition plate, A, in the ticket compartment. Each ticket is joined to the contiguous one by a readily separable connection, the tickets being formed, for example, in a long strip, and separated partially by a series of transverse perforations. Each ticket is a double or two-part ticket readily separable.

The operation of the apparatus is as follows:

It having been fitted to one arm of the conductor and secured by a strap, and the tickets having been placed in the machine with the first one between the feed rolls, upon receiving a fare the conductor turns the crank to the extent of one revolution, which projects a ticket from the delivery spout and rings the bell. The ticket is then separated from the strip. The section or portion with the number upon it is then deposited by the conductor in the locked receptacle, and the other section handed to the passenger, to be retained as evidence of the payment of the fare. At the end of the trip the apparatus is handed to the proper person, who inspects the tickets that remain unfed from the apparatus, and also counts the checks deposited in the box. If the number of tickets fed from the machine does not correspond with the number of checks in the box the dereliction in duty of the conductor is made apparent, and dishonesty exposed; while if the checks and tickets disposed of correspond, the amount to be accounted for is ascertained. This invention was recently patented by Mr. C. S. Locke, of Chicago, Ill.—*Scientific American*.