

L. J. MASTERSON.
Ticket-Reel.

No. 159,943.

Patented Feb. 16, 1875.

Fig. 1.

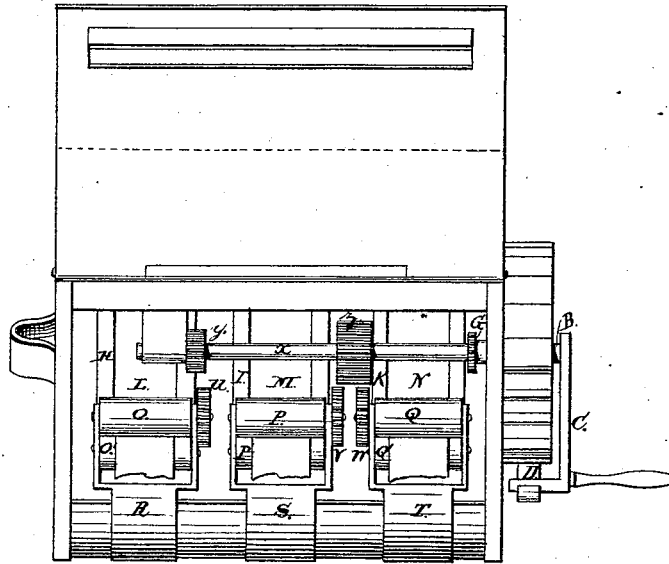
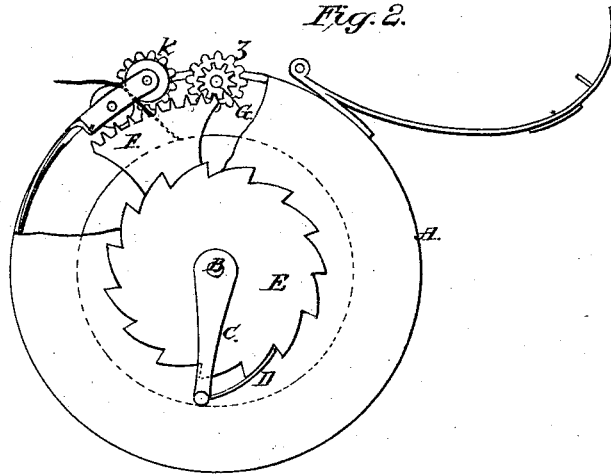


Fig. 2.



Witnesses:

C. H. Graham.
W. F. Grinnell Jr.

Inventor:

Levi J. Masterson
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UNITED STATES PATENT OFFICE.

LEVI J. MASTERSON, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR OF
ONE-THIRD HIS RIGHT TO JOHN KILLPATRICK, OF SAME PLACE.

IMPROVEMENT IN TICKET-REELS.

Specification forming part of Letters Patent No. **159,943**, dated February 16, 1875; application filed
December 29, 1874.

To all whom it may concern:

Be it known that I, LEVI J. MASTERSON, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented an Improvement in Car-Ticket Registers, of which the following is a specification:

In the accompanying drawings, Figure 1 is a top view of my improved car-ticket register, the case being set open. Fig. 2 is an end view, with part of the cylinder or case cut away to show the working parts.

In the construction of my car-ticket register, the case or cylinder A has a central shaft, B, provided with a crank, C, and pawl D, which locks into the ratchet-wheel E, Fig. 2. This shaft carries a segment-gear, F, which engages with the pinion G; and it also supports three spools, H I K, which turn loosely on the shaft. The strips of paper L M N are numbered, say, from 1 to 1,000, (more or less,) and coiled on the spools H I K. The ends of these strips of paper, or ticket-coils, escape between the rollers O P Q and their fellows O', P', and Q', which are supported on the springs R S T, attached to the cylinder A. These springs also support the pinions U V W, and keep them disengaged, as shown in Fig. 2. Opposed to these pinions, and on the shaft H, are two other pinions, Y Z, Fig. 1.

The operation is as follows:

By turning the crank C the segment-gear F comes around and engages with the pinion G, and thus revolves the shaft X a given dis-

tance. At the same moment one of the springs (say the spring T) is pressed down, so that the pinion W engages with the pinion Z, and thus rotates the roller Q, and carries out the ticket paper or coil N the length of one ticket, which may then be torn off. In this way the register of each ticket is made as the coil N is unrolled; and in like manner the springs R and S are pressed down to engage their several pinions U and V, and thus unroll the coils L and M as the crank C is turned and the segment-gear F gives a turn to the pinion G and shaft X.

The three coils of paper L M N may represent the tickets of different routes, and a larger or smaller number of coils may be used, if desired.

I claim—

1. The springs R S T, provided with their rollers and pinions, in combination with the shaft X and its pinions, and the segment-gear F, for unrolling the coils of paper L M N, substantially as set forth.

2. The shaft B, having ratchet-wheel E and its pawl D, and segment-gear F, in combination with the shaft X and its attachments, to give an intermitting feed to the strips of paper or tickets on spools H I K, substantially as set forth.

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Witnesses:

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