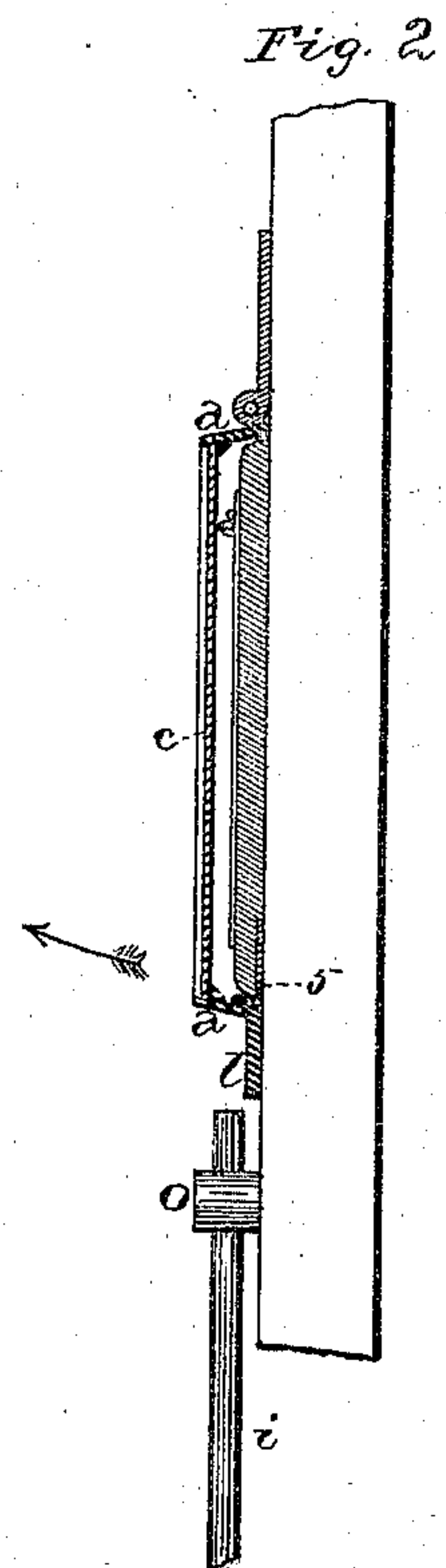
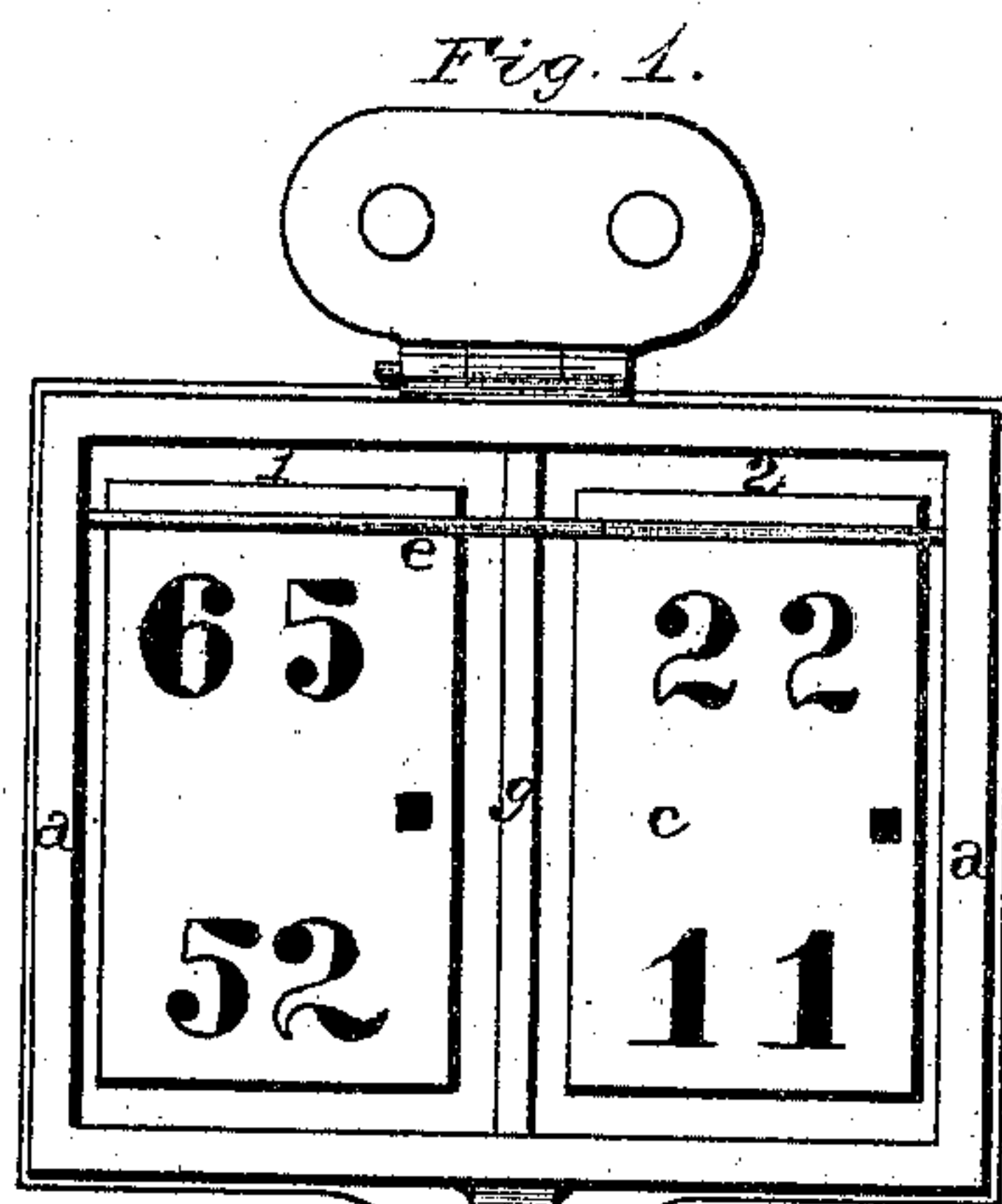


J. C. MALOY.
Railroad Ticket-Holders.

No. 143,517.

Patented Oct. 7, 1873.



WITNESSES.

F. A. Lehmann.
W. L. Kendrick

INVENTOR.

J. C. Maloy

UNITED STATES PATENT OFFICE.

JAMES C. MALOY, OF JOHNSTOWN, PENNSYLVANIA.

IMPROVEMENT IN RAILROAD-TICKET HOLDERS.

Specification forming part of Letters Patent No. 143,517, dated October 7, 1873; application filed September 12, 1873.

To all whom it may concern:

Be it known that I, JAMES C. MALOY, of Johnstown, in the county of Cambria and State of Pennsylvania, have invented certain new and useful Improvements in Ticket-Holders; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

The nature of my invention relates to an improvement in railroad-ticket holders; and it consists in a hinged cover having a glass in its face, and which closes down over the tickets, which are held against the sides of the car, and which cover is locked in position by a bar extending up from near the floor, as will be more fully described hereafter.

Figure 1 represents a side elevation of my invention. Fig. 2 is a vertical section of the same.

a represents a metal frame, which is hinged to the side of the car above each seat, and which has the glass *c* secured in its face, so as to allow the tickets underneath to be readily seen. Fastened to the side of the car is a cushion or pad of any dark color, against which the tickets are held by a string, *e*, or any other suitable device, and which is divided down its center by another similar device, *g*, so as to separate the two tickets. Each place for a ticket will be numbered—for instance, 1 for the person sitting next to the window, and 2 for the one at the outer end of the seat—so that the conductor will see at a glance at what station each one got on, and how far they are entitled to ride.

In connection with this device, I propose to use a ticket which has the number of the station from which the passenger starts and the one at which he is to get off printed in large figures on its back, and which, after being

punched, is placed under the cover. The conductor walking along through the train can see three or four seats ahead of him where each passenger should leave the train. In order to prevent the tickets from being stolen, either in the night, when the passengers are asleep, or when they have left their seats for a few minutes, a locking-bar, *i*, is provided, which extends upward from near the floor, and catches over the flap *l* on the lower edge of the frame, and prevents it from being raised upward. This rod passes up through two or more guides, *o*, and has passed up over its lower end the slotted locking-ferrule *n*. If so desired, a spring may be placed in the ferrule around the bar, so as to make it self-acting. When the knob *d* is made to catch in the upper notch of the slot, the upper end of the bar is raised upward so as to catch over the flap; but when the knob is made to catch in the lower slot, the upper end of the bar is drawn downward, as shown in Fig. 2, so as to leave the cover free to open. This locking device, being intended as a protection to the passengers on each seat, will be placed down near the floor, so that no one else can easily get to it. The cover is also provided with a small spring-catch, *5*, on its inside, which will prevent the cover from rattling or flying open with the movement of the car.

Having thus described my invention, I claim—

The combination of the hinged frame *a*, having a transparent front, *c*, a cord, *e*, for holding the tickets in position, and a locking-bar, *i*, for holding the frame closed, substantially as shown and described.

In testimony that I claim the foregoing I have hereunto set my hand.

J. C. MALOY.

Witnesses:

CHAS. B. PARKHURST,
F. A. LEHMANN.