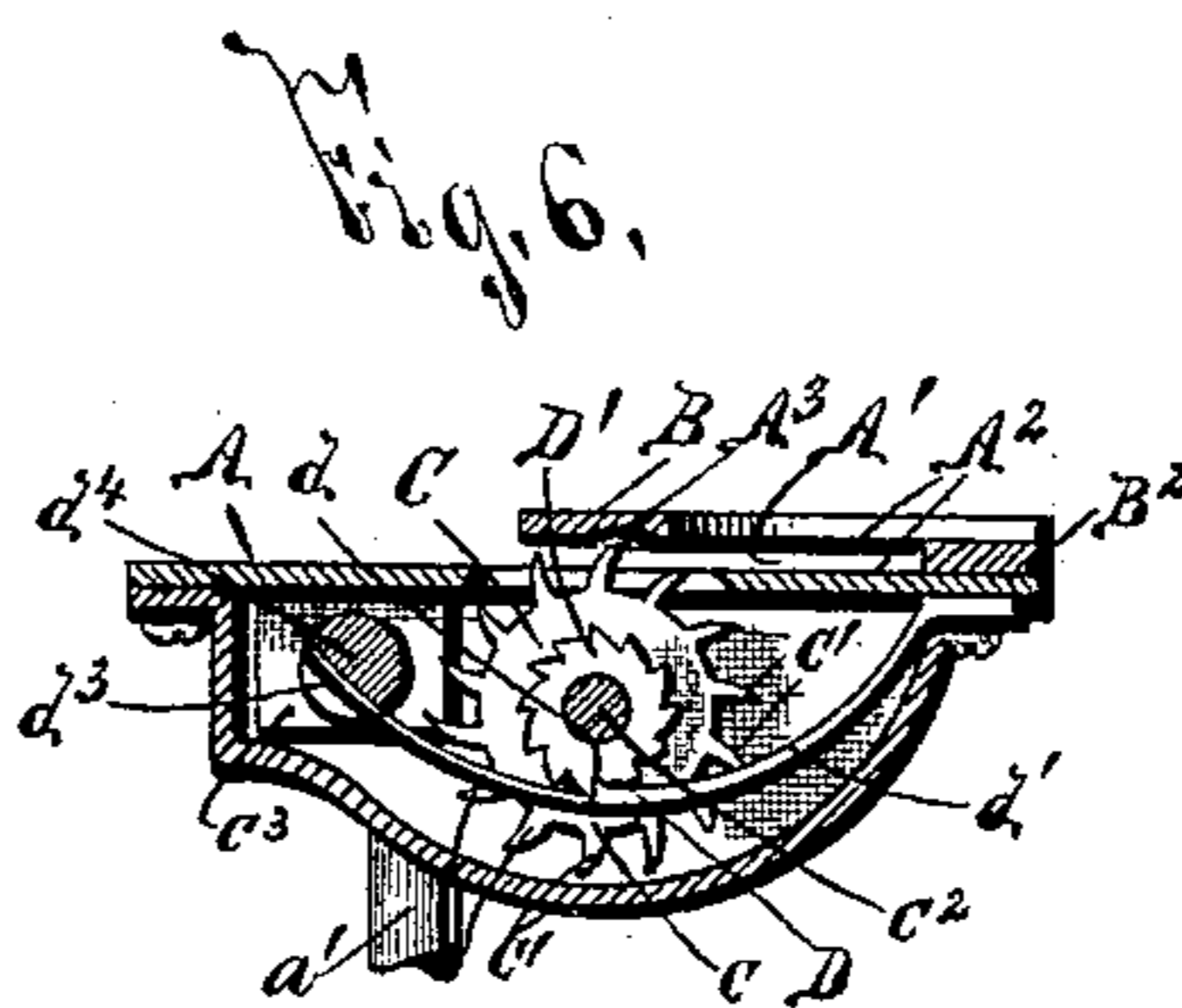
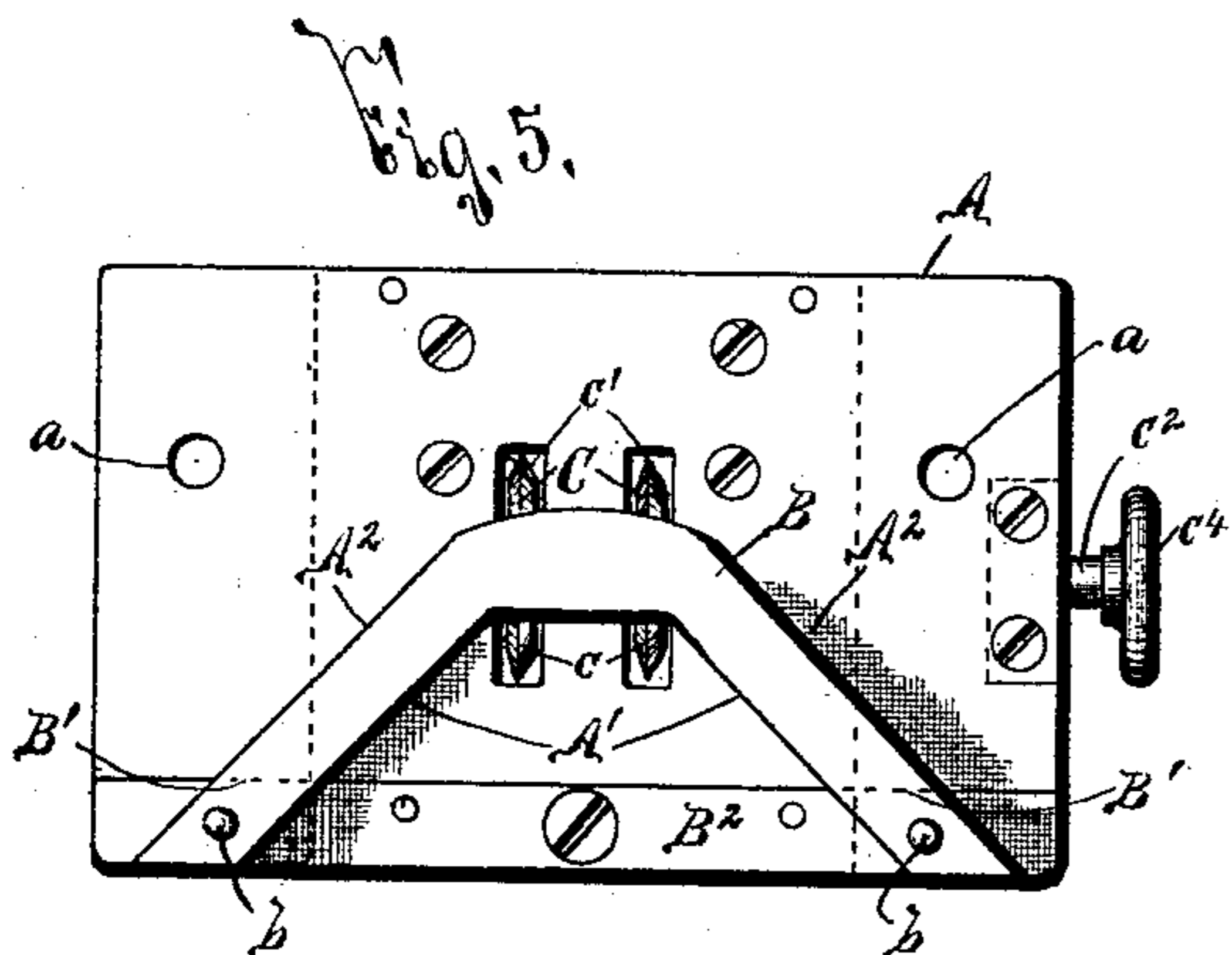
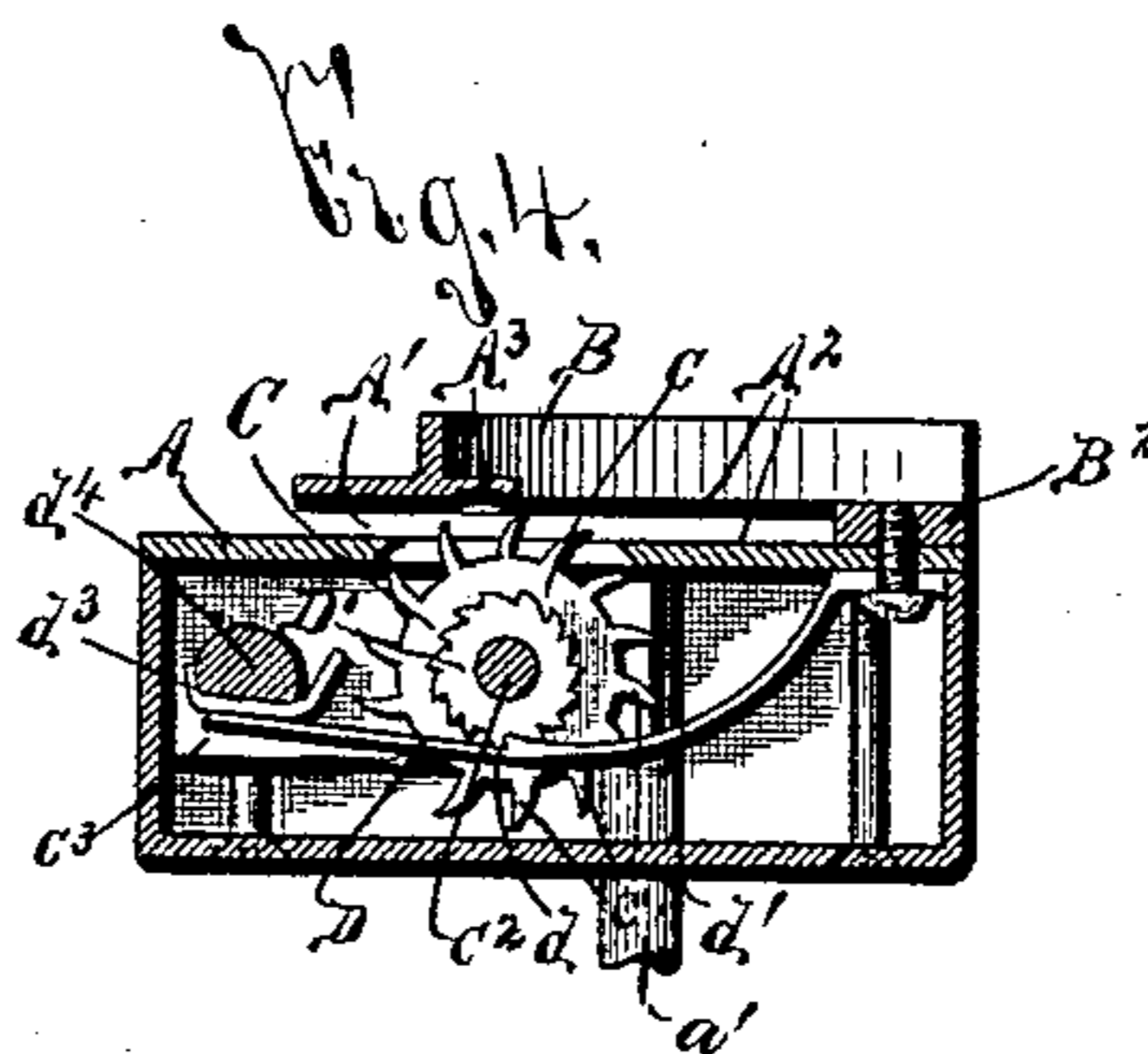
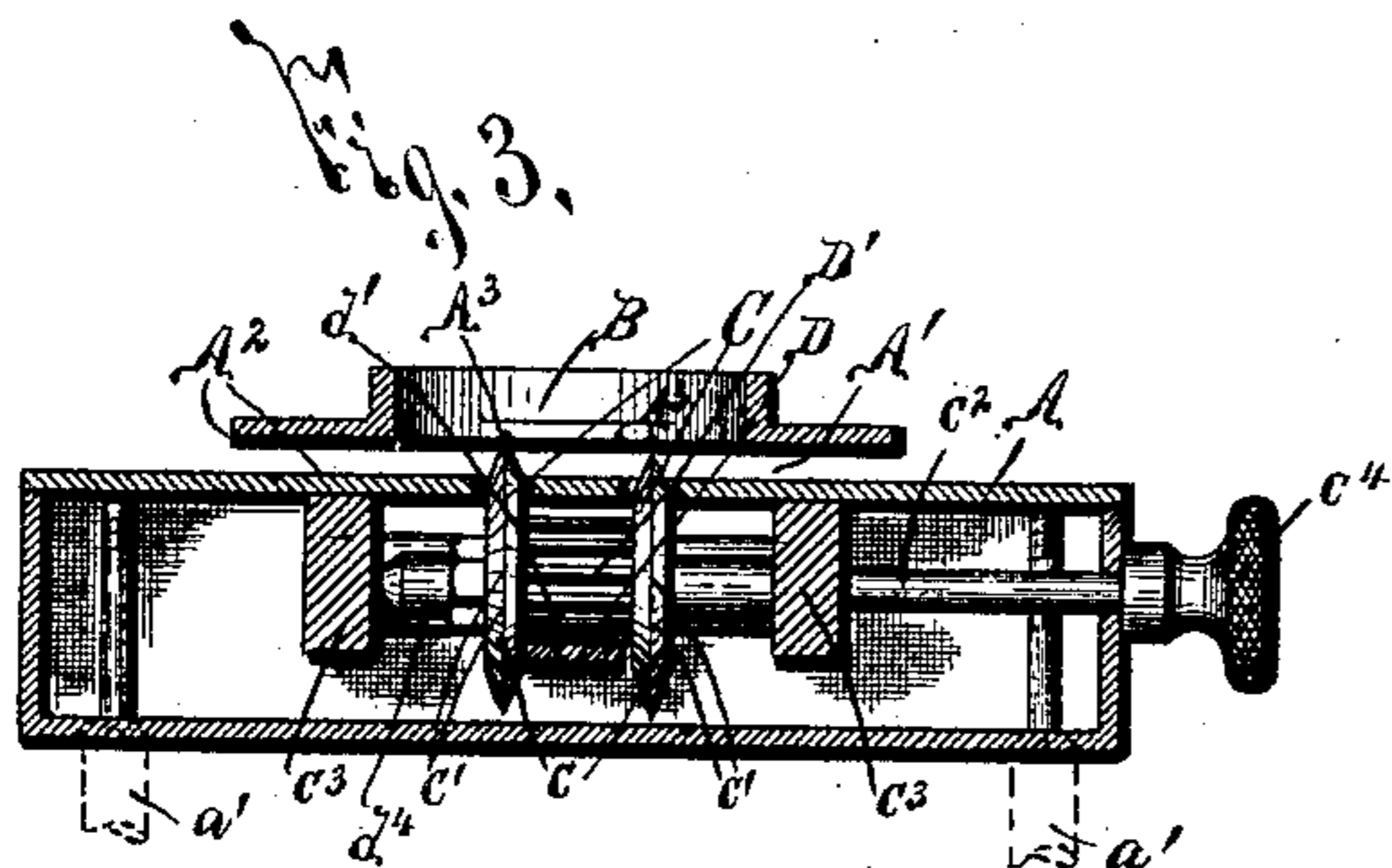
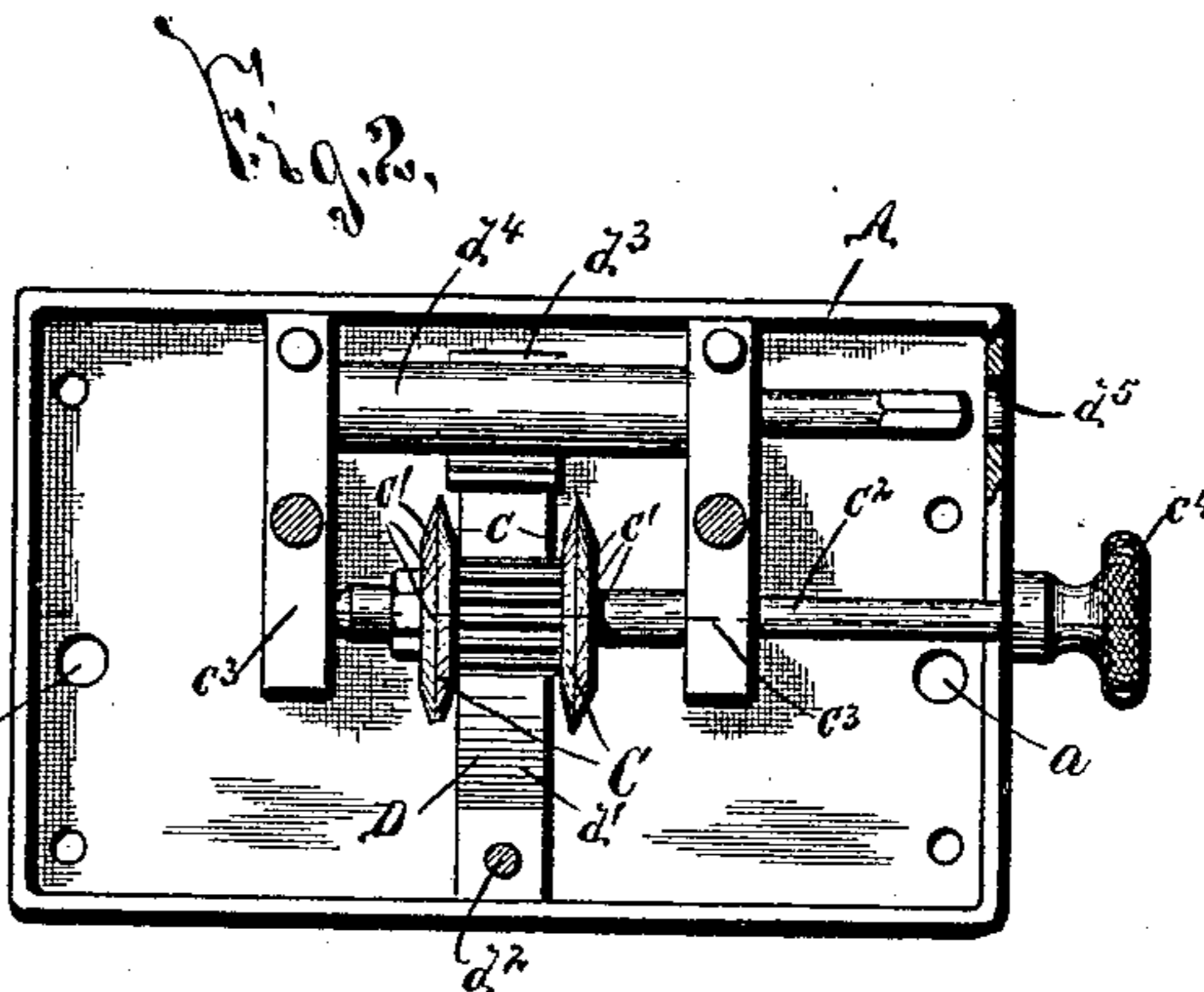
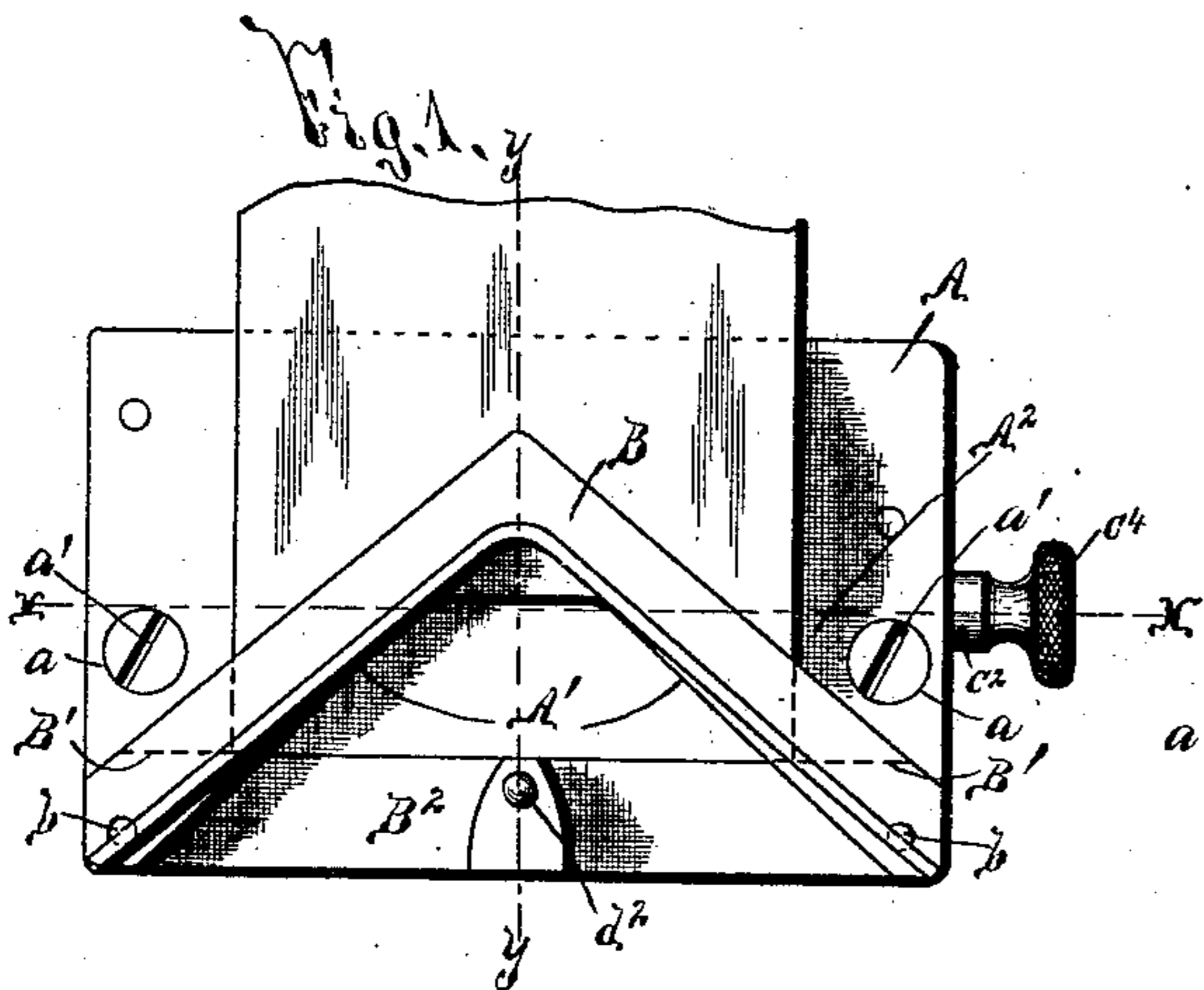


2 Sheets—Sheet 1.

No. 489,627.

Patented Jan. 10, 1893.



Witnesses

C. E. Tomlinson.
H. E. Chase.

Inventor

Phil^o W. Casler ^{inventor}

By his Attorneys

My Wilkins & Parsons,

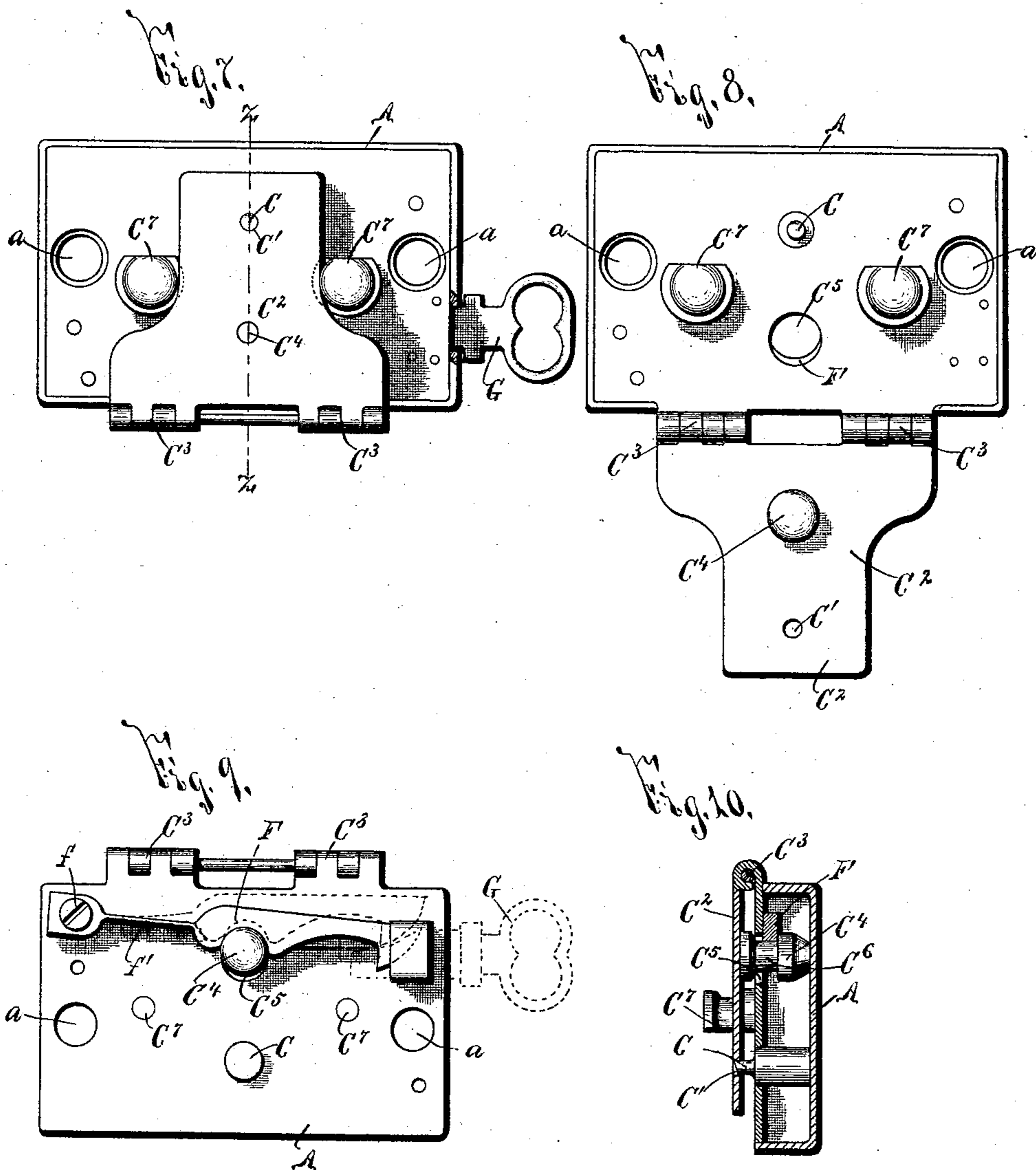
(No Model.)

2 Sheets—Sheet 2.

P. W. CASLER.
TICKET HOLDER.

No. 489,627.

Patented Jan. 10, 1893.



Witnesses

C. C. Tomlinson
H. C. Chase

Inventor

Phil W. Casler

By his Attorneys

Hay Wilkinson & Pareme

UNITED STATES PATENT OFFICE.

PHILO W. CASLER, OF LITTLE FALLS, NEW YORK.

TICKET-HOLDER.

SPECIFICATION forming part of Letters Patent No. 489,627, dated January 10, 1893.

Application filed February 21, 1891. Serial No. 382,298. (No model.)

To all whom it may concern:

Be it known that I, PHILO W. CASLER, of Little Falls, in the county of Herkimer, in the State of New York, have invented new and useful Improvements in Ticket-Holders, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

My invention relates to a ticket holder, and has for its object the production of a convenient and effective device for reducing to a minimum the inconvenience at present experienced by both conductor and passenger in presenting and canceling a railroad ticket; and to this end it consists, essentially, in a frame having a receiving slot provided with a bearing face for supporting the ticket, an open frame above the bearing face for permitting inspection of the ticket, and a canceler for defacing the ticket.

The invention also consists in a movable wheel having inclining teeth projecting above said bearing face, a movable stop for preventing movement of the wheel in an opposite direction to the inclination of its teeth, and a spindle for turning said toothed wheel, and the invention still furthermore consists in the detail construction and arrangement of the parts, all as hereinafter more particularly described and pointed out in the claims.

In describing this invention, reference is had to the accompanying drawings, forming a part of this specification, in which, like letters indicate corresponding parts in all the views.

Figure 1 represents a top plan view of my improved invention. Fig. 2 a top plan view of the parts as illustrated in Fig. 1 with the top plate removed for the purpose of illustrating in plan the canceling wheel, its stop, the movable support for the stop, and the spindle for rotating the canceling wheel. Figs. 3 and 4 are respectively longitudinal and transverse sectional views, taken on the respective lines $-x-x-$ and $-y-y-$, Fig. 1. Figs. 5 and 6 are respectively top plan view and transverse sectional view of a modified form of my invention. Fig. 7 is a top plan view of a further modified form of my invention. Fig. 8 a similar top plan view illustrating the top plate of the canceler, shown in Fig. 7 as swung back to permit en-

trance of the ticket. Fig. 9 is an inverted plan view of one of the top plates of the holder, shown at Figs. 7 and 8, and Fig. 10 is a transverse sectional view, taken on line $-z-z-$, Fig. 7.

It is well known that when traveling in a railroad car a passenger is frequently required to present his ticket to the conductor for observation and cancellation, and that this presentation is extremely inconvenient and annoying, particularly when the passenger's time is occupied, when the car is full, or the passenger is desirous of sleeping. Moreover the passenger is extremely liable to lose his ticket by this continued handling.

My invention consists of a neat and convenient holder for the ticket, which may be attached either to an ordinary car or a "sleeper," and it is designed to reduce to a minimum the aforesaid inconvenience and to provide the passenger with a safe repository for his ticket, and to enable the conductor to readily cancel or punch the ticket, and to instantaneously observe the destination of the passenger.

My invention is also designed to cancel the ticket as it is withdrawn, thus rendering it incapable of further use and removing any object for its appropriation by others when the passenger is asleep, or is in another portion of the train, as the "smoker."

$-A-$ represents the frame, which preferably consists of a hollow shell having a receiving slot $-A'-$ provided with bearing faces $-A^2-$ for supporting the ticket. The frame $-A-$ is usually secured to the back of the seat or the side of the car, not illustrated, being provided with apertures $-a-$ to receive suitable securing means or clamps $-a'-$ for attaching the ticket holder in its desired position. It is evident, however, that the precise construction of the securing means, or the object to which the holder is secured, forms no material part of my invention.

To facilitate inspection of the ticket I provide above the lower bearing face $-A^2-$, the open frame $-B-$, upon which directly above the canceler $-C-$, presently described, is the upper bearing face $-A^2-$. As preferably constructed the open frame $-B-$ consists of an angular bar having its opposite ends secured by screws $-b-$ to the frame

—A—, although it is evident this frame may be formed of any desirable shape or construction.

Between the extremities of the angular bar 5 composing the frame —B— and the lower bearing face —A²— are the stops —B'— with which and a stop —B²— interposed between the stops —B'— the edge of the ticket is adapted to contact when in position in the 10 holder.

The canceler —C— may be of desirable construction to effect the defacement or cancellation of the ticket as or before it is drawn from the holder to prevent the ticket being 15 reused as previously described. The preferable form of canceler consists of a wheel or disk —c— having teeth —c'—, which project beyond the lower bearing face —A²—, and are formed with their forward faces inclined 20 backwardly from the entering ticket in order to enable it, when entering, to rotate the wheel without producing a material defacement or cancellation. It is evident, however, that the teeth may be exactly radial, may incline 25 in the opposite direction or that the teeth of one wheel may incline in one direction and the teeth of the other in the opposite direction. The upper bearing face —A²—, which consists of the lower face of the frame 30 —B— is slightly grooved at —A³— for permitting the use of longer teeth than would otherwise be operative, and thus insuring the cancellation of even the thinnest ticket. The wheel —c— is mounted on a spindle —c²— 35 that is journaled in bearings —c³— and extends beyond the frame, being provided at its extending extremity with a hand engaging portion —c⁴— for permitting the rotation of the wheel by hand as the ticket enters.

40 To insure a sufficient cancellation of the ticket to be readily noticeable I use two wheels —c— upon the same spindle and separate them one from the other, whereby when the the ticket is withdrawn that portion thereof 45 between two canceling wheels is entirely torn from the remainder of the ticket.

—D— represents a stop for preventing movement of the canceling wheels in a direction opposite to that in which the ticket 50 enters. This stop is preferably yielding to permit the movement of the canceler in the opposite direction, and consists of a shoulder —d— mounted on a spring bar —d'— and adapted to engage a ratchet —D'— on the spindle —c²— having one extremity secured at —d²— and the other bearing against a stop or cam —d³—. This stop or cam —d³— 55 is movable for forcing the stop out of operation to permit the withdrawal of the ticket by the conductor should the passenger have 60 the wrong one.

As preferably constructed the cam —d³— is provided with a spindle —d⁴— journaled in the bearing —c³— and the conductor is provided 55 with a key, not illustrated, adapted to enter an opening —d⁵—, Fig. 2, and engage the spindle —d⁴—. The cam is then readily

rotated, the stop forced from operative position, and the ticket withdrawn without cancellation, since the wheel —c— is then free to 70 move in the same direction as the outgoing ticket.

At Figs. 5 and 6 I have shown a modified form of my invention, in which, the top plate of the shell —A— is of greater area than the 75 bottom plate shown by dotted lines at Fig. 5, and in which the shape of the frame —B— and movable cam —d³— are slightly varied.

At Figs. 7 to 10 inclusive I have shown a modified form of ticket holder in which the 80 canceler consists of a projecting tooth —C— secured to the top plate of the frame and adapted to enter a recess or aperture —C'— provided in a plate —C²— hinged at one extremity —C³— and provided with a projecting 85 locking tooth —C⁴— adapted to enter a socket —C⁵— formed in a shell —A—. Within the shell of this modification I provide a locking lever or shoulder —F— hinged at one extremity —f— and normally forced by a spring 90 portion —f'— into registration with the socket —C⁵—. The tooth —C⁴— is formed with a recess —C⁶—, which is normally engaged by the shoulder —F—, whereupon the return movement of the plate —C²— is prevented. 95 The edge of the ticket rests against stops —C⁷— and its central portion is perforated by the tooth —C— being thereby greatly torn when pulled from the holder, unless the conductor first disengages the shoulder —F— 100 from the tooth —C⁴— by means of a key —G—, which enters a slot in the side wall of the frame, and swings the plate —C²— backwardly to disengage the canceling tooth —C— from the aperture —C'—, whereupon 105 the perforated ticket may be withdrawn without further mutilation.

The operation of my invention will be readily perceived from the foregoing, and upon reference to the drawings, and it will be noted 110 that its parts are simple in construction, efficient and durable in use; that by its use the labor of the conductor is decreased and its efficiency enhanced, the convenience of the passenger when traveling greatly increased, 115 since, after placing his ticket in the holder, no more attention thereto is required, and that when used in a sleeping car there is no necessity for giving the tickets to the porter, and no consequent liability of the porter retaining any of the tickets without giving 120 them to the conductor, since if he is unprovided with a key the ticket can only be withdrawn in a canceled condition. It is evident, however, that considerable change may 125 be made in the relative construction and arrangement of the parts of my ticket holder without departing from the spirit of my invention.

Having thus fully described my invention, 130 what I claim as new and desire to secure by Letters Patent, is—

1. In a ticket holder, the combination of a frame having a bearing face upon which the

ticket is supported, and an opening directly above said face for permitting inspection of said ticket, a movable canceler or wheel journaled in the frame and formed with teeth projecting normally beyond said face and movable beneath the same as the ticket is moved along said face, and a spring stop for preventing reverse movement of the canceler or wheel, substantially as and for the purpose specified.

2. In a ticket holder, the combination of a frame having a bearing face upon which the ticket is supported, and an opening directly above said face for permitting inspection of the ticket, a movable canceler or wheel having teeth projecting beyond said face, a stop connected, substantially as described, to the canceler or wheel for preventing its movement in one direction, and a second stop for engaging the former stop and preventing its operation, substantially as and for the purpose set forth.

3. In a ticket holder, the combination of a frame having a bearing face upon which the ticket is supported, and an opening directly above said face for permitting inspection of the ticket, a movable canceler or wheel having teeth projecting above said face formed with their forward faces inclining rearwardly, a stop for preventing movement of the canceler or wheel in one direction, a second stop or cam engaging the former stop, and a spindle for rotating the latter stop or cam, substantially as and for the purpose set forth.

4. In a ticket holder, the combination of a frame having a bearing face upon which the ticket is supported, and an opening directly above said face for permitting inspection of the ticket, a pair of movable cancelers or wheels having teeth projecting above said face and provided with a common spindle, a ratchet wheel on the spindle, and a spring stop dog engaging the teeth of the ratchet wheel, substantially as and for the purpose specified.

5. In a ticket holder, the combination of a frame having a bearing face upon which the ticket is supported, and an opening directly above said face for permitting inspection of the ticket, a pair of separated movable cancelers or wheels having teeth projecting above said face and provided with a common spindle, a ratchet wheel on the spindle, a movable stop dog for engaging the ratchet wheel, a stop or cam for throwing said stop or dog out of operative position, and a spindle for operating the second stop or cam, substantially as and for the purpose set forth.

In testimony whereof I have hereunto signed my name, in the presence of two attesting witnesses, at Little Falls, in the county of Herkimer, in the State of New York, this 16th day of February, 1891.

PHILO W. CASLER.

Witnesses:

JOHN W. FITZGERALD,
H. BUCHANAN.