

No. 612,906.

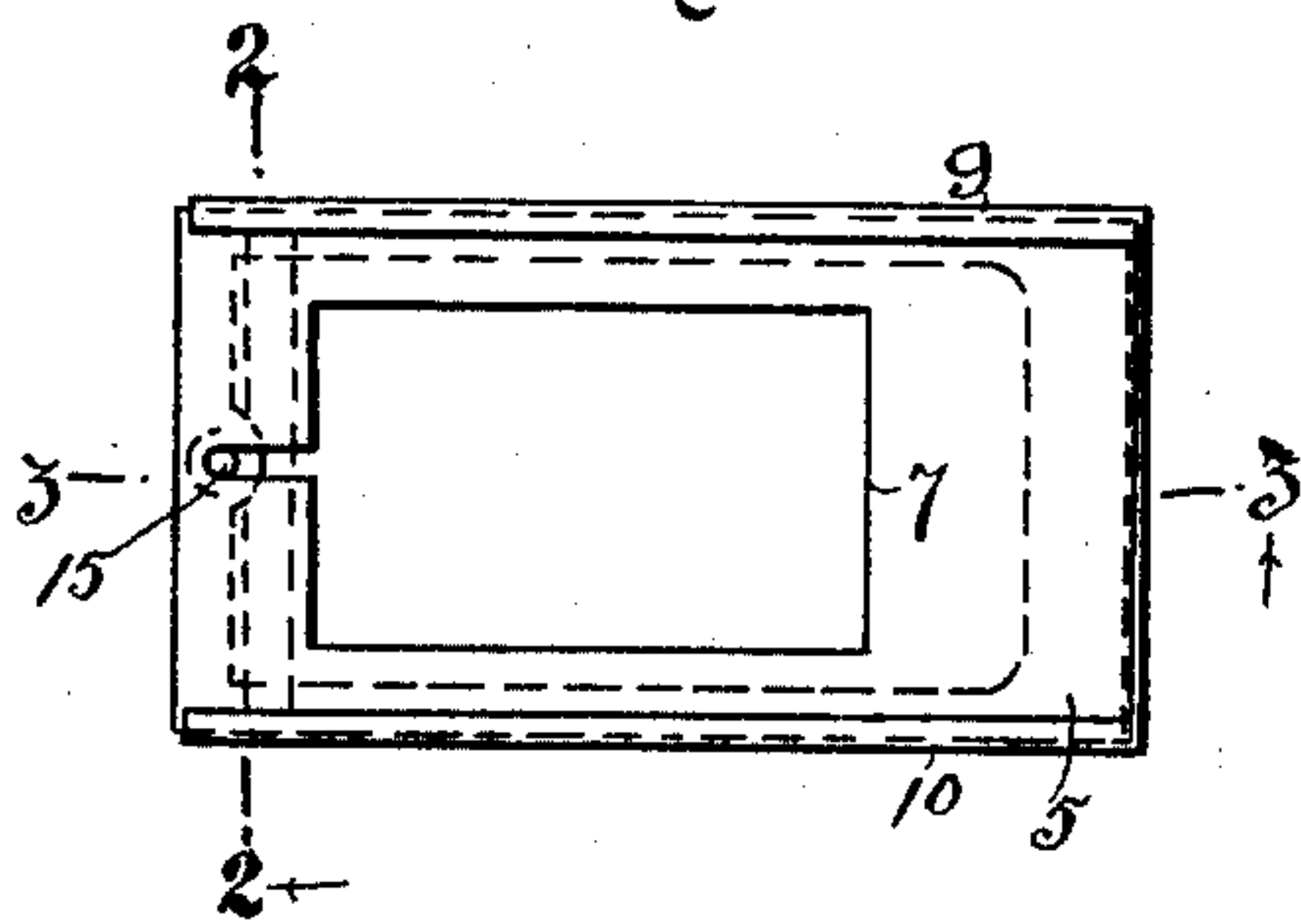
Patented Oct. 25, 1898.

R. N. KING.  
TICKET CARRIER.

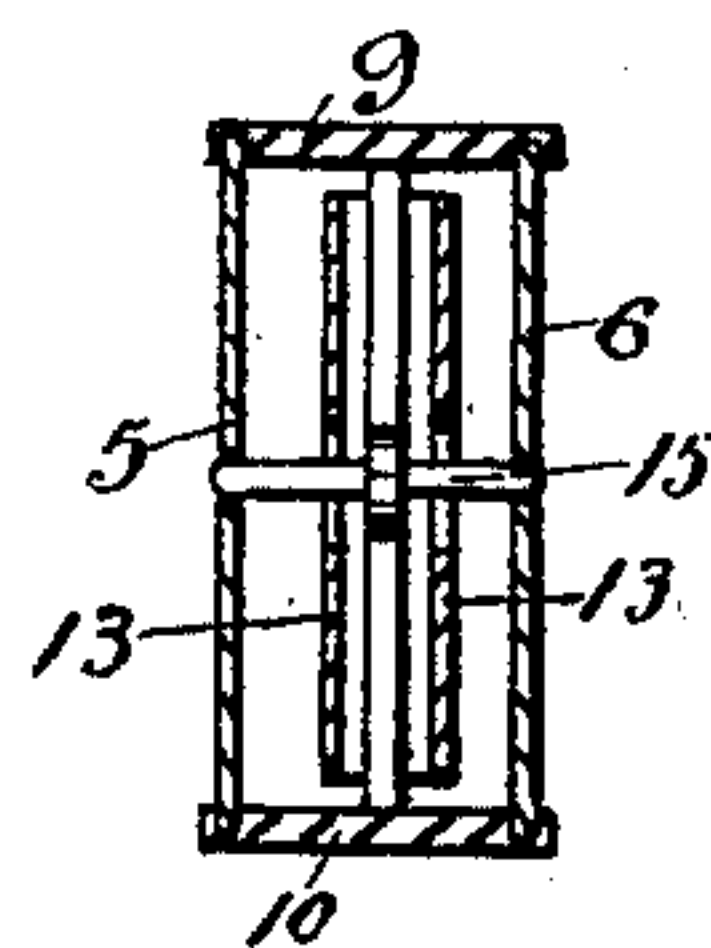
(Application filed Sept. 27, 1897.)

(No Model.)

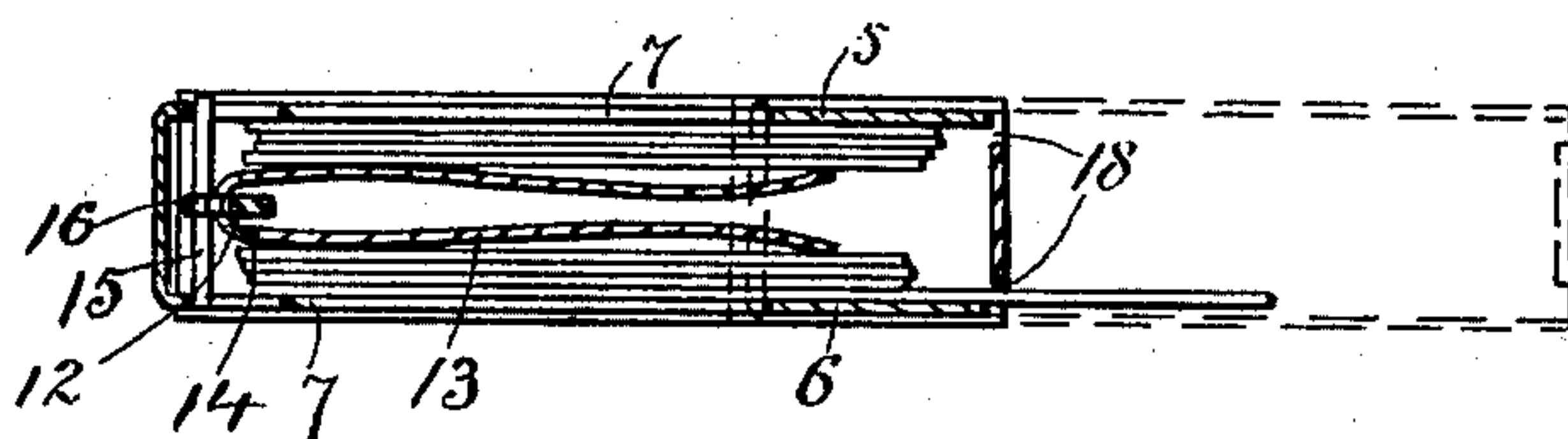
— Fig. 1 —



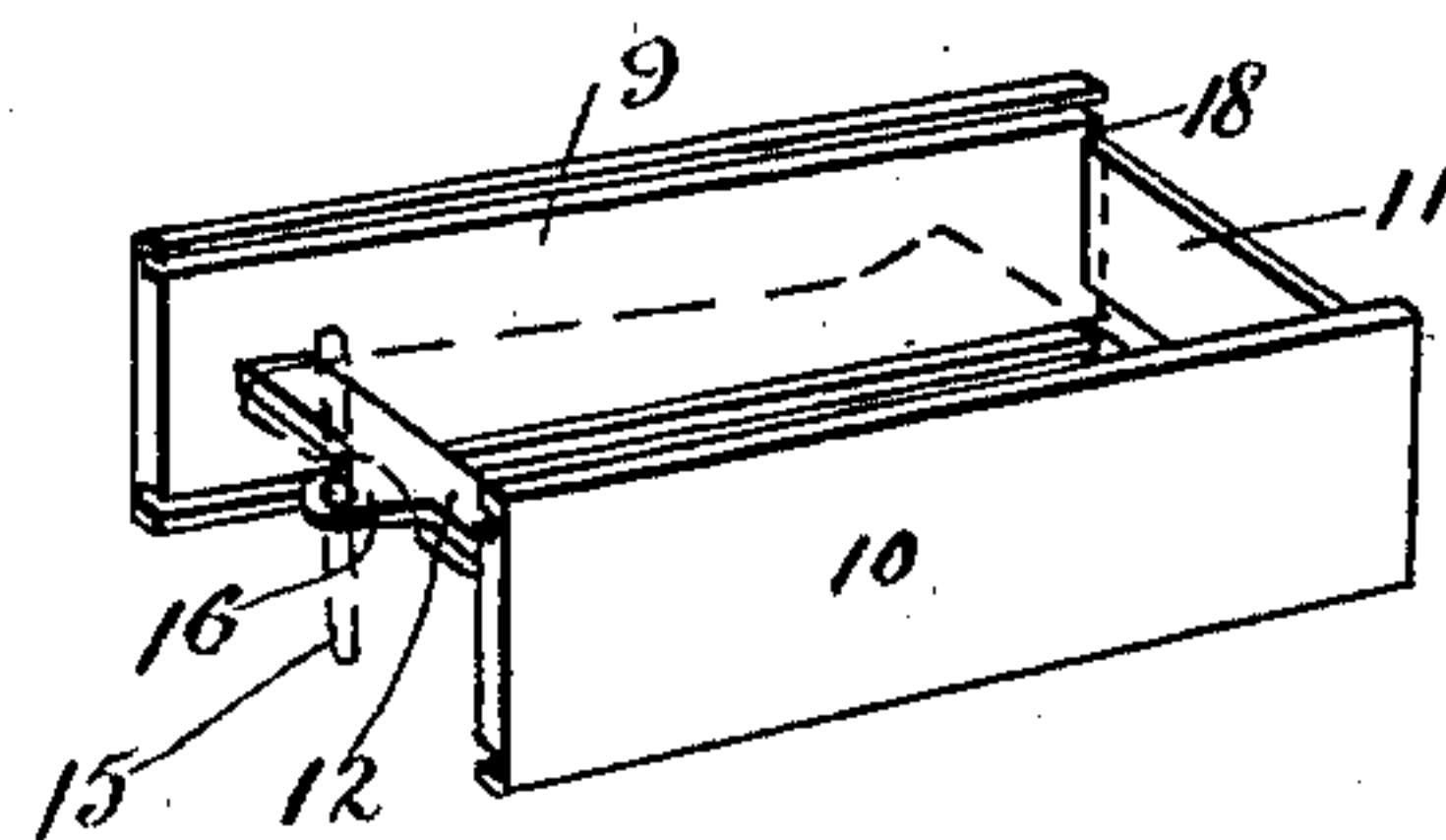
— Fig. 2 —



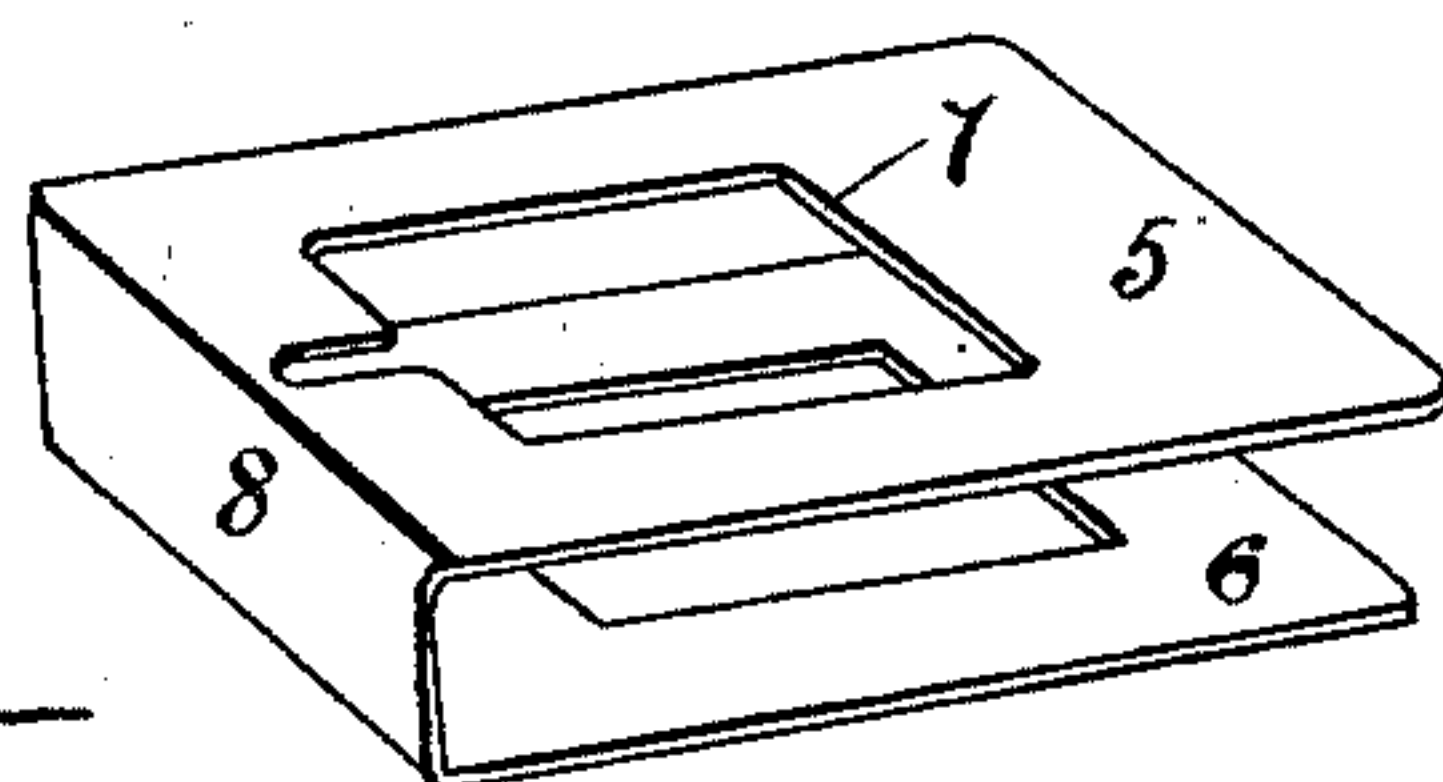
— Fig. 3 —



— Fig. 4 —



— Fig. 5 —



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# UNITED STATES PATENT OFFICE.

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## TICKET-CARRIER.

SPECIFICATION forming part of Letters Patent No. 612,906, dated October 25, 1898.

Application filed September 27, 1897. Serial No. 653,214. (No model.)

To all whom it may concern:

Be it known that I, RICHARD NORMAN KING, of the city of Montreal, in the district of Montreal and Province of Quebec, Canada, have  
5 invented certain new and useful Improvements in Ticket-Carriers; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates to carriers particularly adapted to carry a number of tickets such as are generally used to represent fares on street-railway systems; and the object of the invention is to provide a stronger, lighter, and more serviceable carrier than has been  
15 possible heretofore.

The invention may be said briefly to consist of the combination of parts and detail of construction hereinafter described, and particularly pointed out in the claims.

For full comprehension, however, of the invention reference must be had to the accompanying drawings, forming a part of this specification, in which like symbols indicate the same parts, and wherein—  
25

Figure 1 is a plan view of a ticket-carrier constructed according to the preferred embodiment of my invention; Fig. 2, a transverse vertical sectional view thereof, taken on line 2 2, Fig. 1; Fig. 3, a longitudinal vertical sectional view thereof, taken on line 3 3, Fig. 1; Fig. 4, a perspective view of the outer shell; Fig. 5, a perspective view of the inner shell.

I prefer to make the shell of my improved ticket-carrier in two U-shaped sections, one of which is composed of what may be termed the "top" and "bottom" sections 5 and 6, respectively, partially cut away, as at 7, and joined together at one end by end section 8, while the other U-shaped section is composed  
40 of sides 9 and 10, joined together at one end by end section 11, which is of slightly less width than said sides, and at their other end by a cross-bar 12. A flat resilient section 13, folded about midway of its length and having  
45 its ends bent away from one another, as at 14, is adapted to straddle the cross-bar 12 and is held in place by a pin 15, taking through a perforation in and carried by a projection 16 upon said cross-bar.

50 In fitting the parts of my improved ticket-carrier together I first arrange the resilient section in place without, however, securing

it by the pin. I then slide the top and bottom sections 5 and 6 into place in grooves 17, formed in the inner edges of the sides 9 and 10, and the pin 15 is then driven into the perforation. This pin is of sufficient length to serve the double purpose of retaining the resilient section in place and preventing the U-shaped sections from being drawn completely apart.

In order to fill the carrier, the sections should be drawn apart a short distance, as shown in dotted lines in Fig. 3, thus enabling the tickets to be inserted between the resilient section and the sides 5 and 6, against which latter the tickets will be normally pressed by said resilient section, while narrow spaces 18 between the under side of the ends of said sections 5 and 6 and the adjacent edges of the end section 11 allow the tickets to be ejected one at a time from the carrier by pressing upon them through the spaces 7.

What I claim is as follows:

1. A pocket ticket-carrier comprising a pair of U-shaped sections adapted to be fitted together to form a shell having a pair of slits in one end thereof, said slits being located transversely of the carrier and one slit being located adjacent to each side edge of said end; a cross-bar located inside and transversely of said shell and adjacent to the opposite end thereof to that which is slitted; a spring consisting of a flat resilient section folded midway of its length and adapted to straddle and be secured to said cross-bar, the ends of said resilient section being bent away from one another, for the purpose set forth.

2. A pocket ticket-carrier consisting of a pair of U-shaped sections; one of said sections being composed of sides, 5 and 6, cut away as at 7 and joined at one end by end section 8; the other being composed of sides 9 and 10 connected at one end by end section 11 of less width than the sides 9 and 10, said sides being provided with grooves adjacent to the edges of their inner sides, said grooves being adapted to receive the side edges of the sides 5 and 6, the opposite ends of said sides 9 and 10 being connected by a cross-bar 12; a spring consisting of a flat resilient section folded about midway of its length and adapted to straddle and be connected to said cross-bar; the ends of said resilient section being



bent away from one another, and the spaces between said resilient section being adapted to receive a number of tickets substantially as and for the purpose set forth.

5 3. A pocket ticket-carrier consisting of a pair of U-shaped sections; one of said sections being composed of sides, 5 and 6, cut away as at 7 and joined at one end by end section 8, the other being composed of sides  
10 9 and 10 connected at one end by end section 11 of less width than the sides 9 and 10, said sides being provided with grooves adjacent to the edges of their inner sides, said grooves being adapted to receive the side edges of the  
15 sides 5 and 6, the opposite ends of said sides 9 and 10 being connected by a cross-bar 12; a perforated projection upon said cross-bar;

a spring consisting of a flat resilient section folded about midway of its length and adapted to straddle said cross-bar, the folded portion of said spring being cut away to allow  
20 said projection to protrude therethrough; a pin adapted to take tightly into the perforation in said projection and having its ends flush with the outer surface of the sides 5 and  
25 6; the ends of said resilient section being bent away from one another, and the spaces between said resilient section being adapted to receive a number of tickets, substantially as and for the purpose set forth.

RICHARD N. KING.

In presence of—

FRED. J. SEARS,

WILL P. McFEAT.