

No. 702,045.

Patented June 10, 1902.

A. S. ADAMS.
TICKET HOLDER.

(Application filed July 11, 1901.)

(No Model.)

FIG. 1.

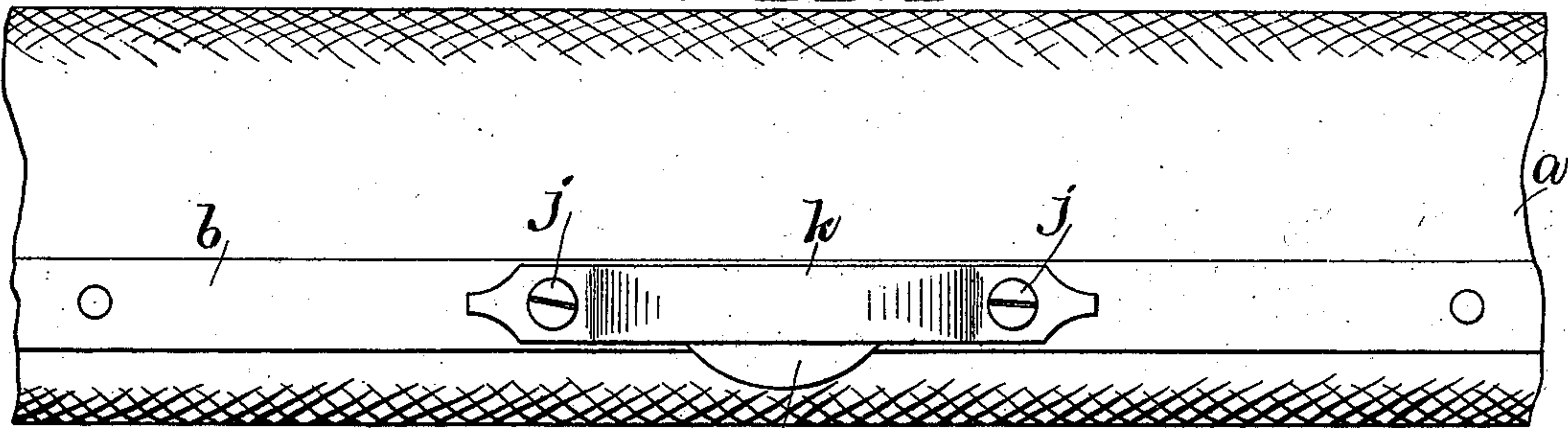


FIG. 2.

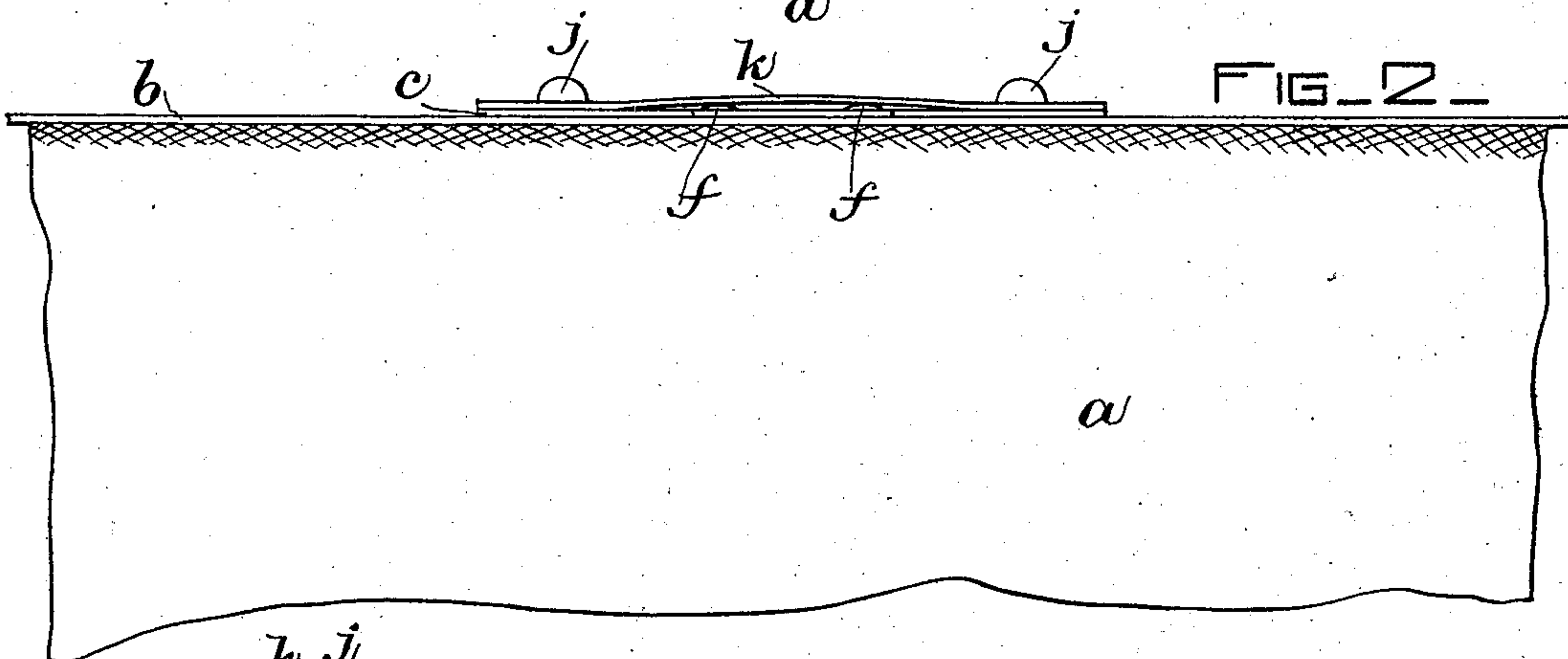


FIG. 4.

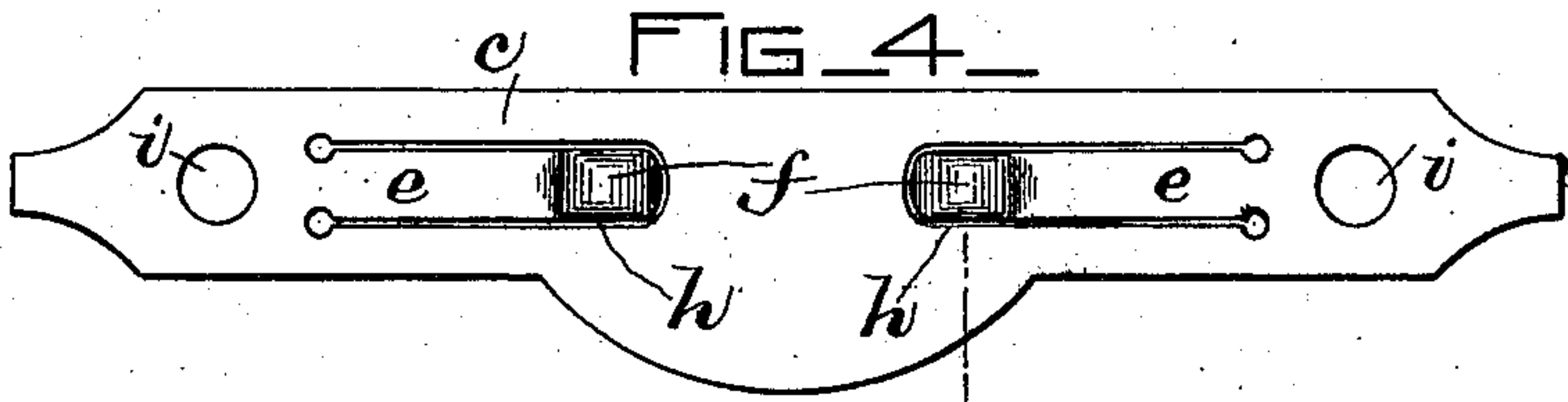


FIG. 5.

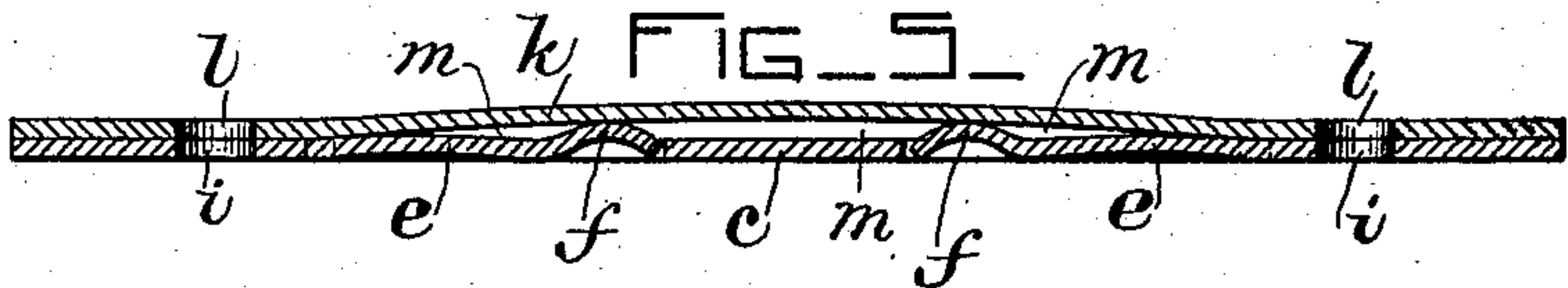
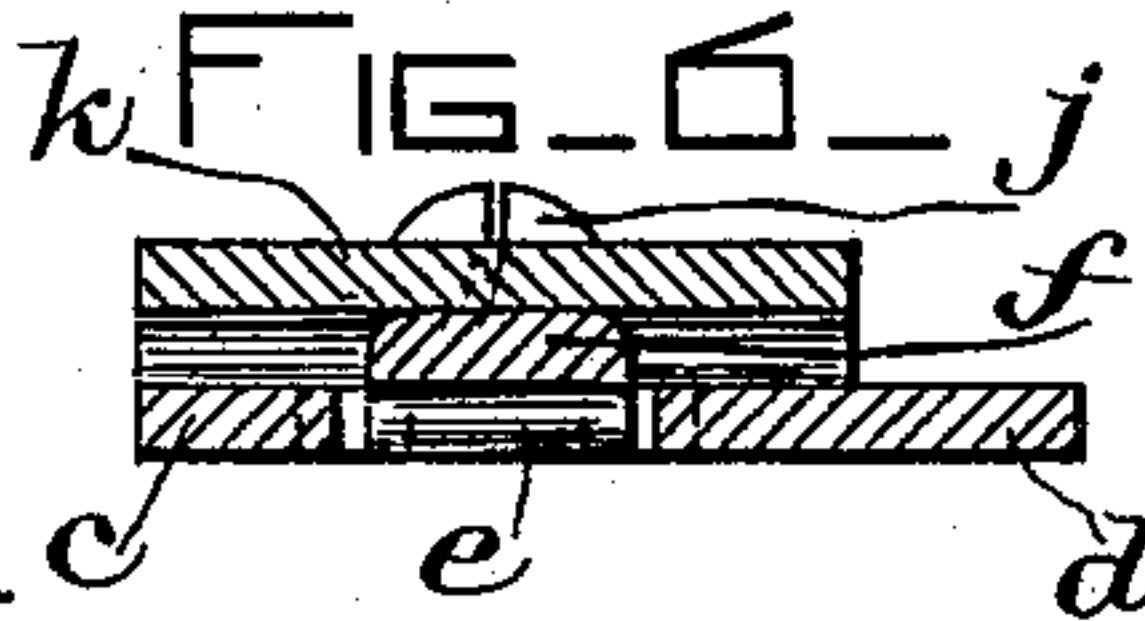
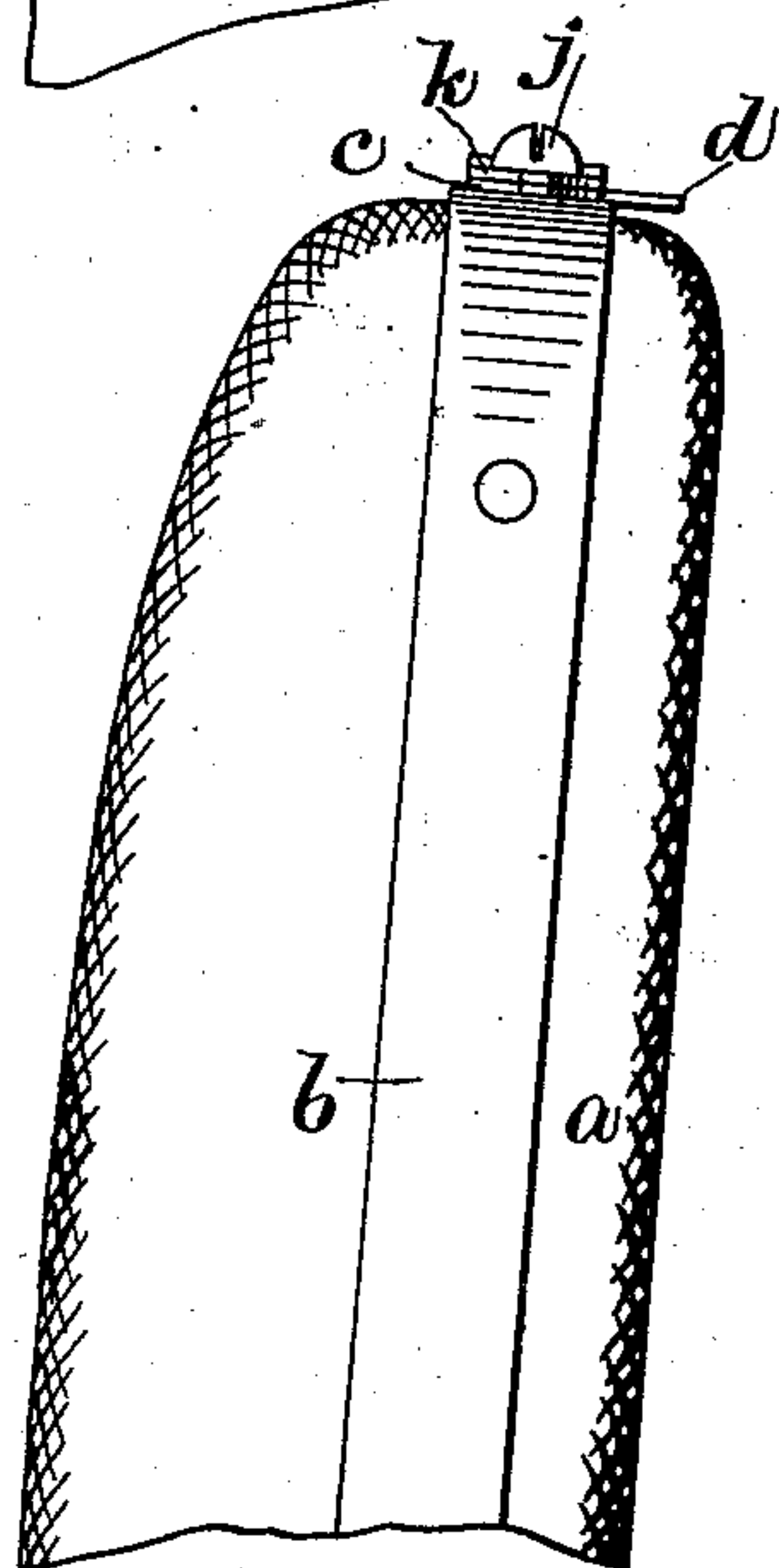


FIG. 3.



WITNESSES

E. J. Deubam
E. C. Sweet

INVENTOR

Alonso S. Adams
By Chas. F. Horn
his atty

UNITED STATES PATENT OFFICE.

ALONZO S. ADAMS, OF BOSTON, MASSACHUSETTS.

TICKET-HOLDER.

SPECIFICATION forming part of Letters Patent No. 702,045, dated June 10, 1902.

Application filed July 11, 1901. Serial No. 67,924. (No model.)

To all whom it may concern:

Be it known that I, ALONZO S. ADAMS, a citizen of the United States, residing in Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Ticket-Holders, of which the following, taken in connection with the accompanying drawings, is a specification.

This invention relates to devices for holding and displaying a passenger's ticket or a conductor's train-check in railway-cars where it can be seen by the conductor as he passes through the car.

The object of the invention is to provide a simple, efficient, and ornamental device for the purpose that may be easily attached to the back of any usual style of car-seat without requiring alterations therefor in such a position that when a passenger's ticket or a conductor's train-check is inserted therein it can be readily seen by the conductor as he passes through the car, thus obviating the inconvenience and delay incident to a frequent production of the ticket by the passenger and facilitating the taking up of the ticket at the proper time and being in other ways advantageous both to conductor and passengers.

The invention consists of a blade and strip attached to the seat-back, preferably over the binding, and arranged to form a variable opening between the strip and blade to receive the ticket. The strip or blade may be formed of resilient metal, or either part may have one or more spring members extending from it toward the other part, so as to provide sufficient grasping devices to hold the ticket against displacement.

None of the devices so far suggested having been generally adopted by the railway companies, as all appear to have fallen short of the exacting service required, it has become a common practice for conductors to insert the tickets under the binding of the seat-backs, and the effect of this is to wear the binding and covering rapidly.

In my preferred construction I form a blade with a projecting guide at one side to facilitate entering the ticket and to prevent wear of this part of the covering of the back of the car-seats. From the blade tongues are struck, each having one extremity integral with the blade, but the other clear of the blade, the

tongues being preferably arranged in the longitudinal medial line of the blade. The tongues extend from their points of union near the extremities of the blade toward the middle of the blade, and the free ends of the tongues are usually separated some distance from each other. This blade is put on over the binding of the car-seat with projections of the tongues extending above the surface of the blade and with the guide to the rear of the seat-back. Then over the said blade I fasten with screws threaded in the seat-back a strip that is slightly bulged upward at the center, so the ends of the blade and the strip touch; but at the middle there will be a space between the strip and blade where the projections of the tongues come above the surface of the blade. This construction enables the holder to grasp the ticket at more than one point, which prevents the ticket swinging, and hence working loose, as is the case in ordinarily-suggested constructions. When the conductor takes the passenger's ticket, he makes a hole in the ticket with his specially-shaped punch and then inserts the ticket between the strip and blade, so the punched ticket is in plain view to enable him to tell that this passenger has paid his fare.

In the drawings, Figures 1, 2, and 3 show a plan, rear and end elevations of a portion of a car-seat back with my ticket-holder in place. Fig. 4 shows an enlarged plan of the blade. Fig. 5 shows an enlarged longitudinal section of the blade and strip. Fig. 6 shows a cross-section of the blade and strip at the projection of a tongue.

The back *a* of the car-seat is usually covered with some material like plush or leather, and the meeting edges of the covering of the face and rear of the seat-back are usually concealed with a binding *b* of suitable material. At about the middle of the top edge of the seat-back I fasten the oblong blade *c*, which is stamped from sheet metal and has at one side a projecting guide *d*, that extends to the rear of the central portion of the said blade. Near the extremities of the blade tongues *e*, formed from the blade, extend toward the center thereof, the tongues having their free ends stamped upward to form the ticket-holding projections *f*, the edges *h* of the projec-

tions being beveled to prevent burring the edges of the ticket when it is inserted. Suitable holes *i* are provided in the blade, through which screws *j* are inserted to fasten the blade to the back *a*. Over the said blade I place a strip *k* of the same outline as the blade except for the guide *d*. This strip is provided with holes *l*, through which the screws *j* pass also, so the strip may be held at the ends in contact with the blade; but the strip is struck up in the middle to just rest in contact with the projections *f* of the blade, and as a result an opening *m* is formed between the blade and strip that may be occupied by the tickets. The ticket is inserted in the opening *m*, pushed between the strip *k* and projections *f*, and then it may be pressed toward the ends of the holder, so the edge of the ticket will be between the strip *k* and the blade *c*, to thus hold the ticket not only along the edge, but also at points some distance therefrom in the body of the ticket. This prevents twisting and swinging of the ticket, and it is much less likely to be accidentally displaced. What I claim, and desire to secure by Letters Patent of the United States, is—

1. In a ticket-holder, a blade having a guide, and independent spring-tongues integral with the blade extending along the medial line toward the center of the blade, combined with a strip fastened in contact with the blade at its ends but having its central section clear of the blade, and projections from the blade to form with the strip clamps to hold a ticket at points distant from each other to prevent the ticket twisting or slipping, substantially as described.

2. In a ticket-holder, a strip and a blade arranged to form a ticket-receiving opening between them, combined with a yielding projection to clasp the body of the ticket to the strip and means formed by the junction of the strip and blade to clasp along the edge of the ticket, substantially as described.

In testimony whereof I have hereunto subscribed my name, this 9th day of July, A. D. 1901.

ALONZO S. ADAMS.

Witnesses:

E. T. DENHAM,

R. C. BAYLDONE.