

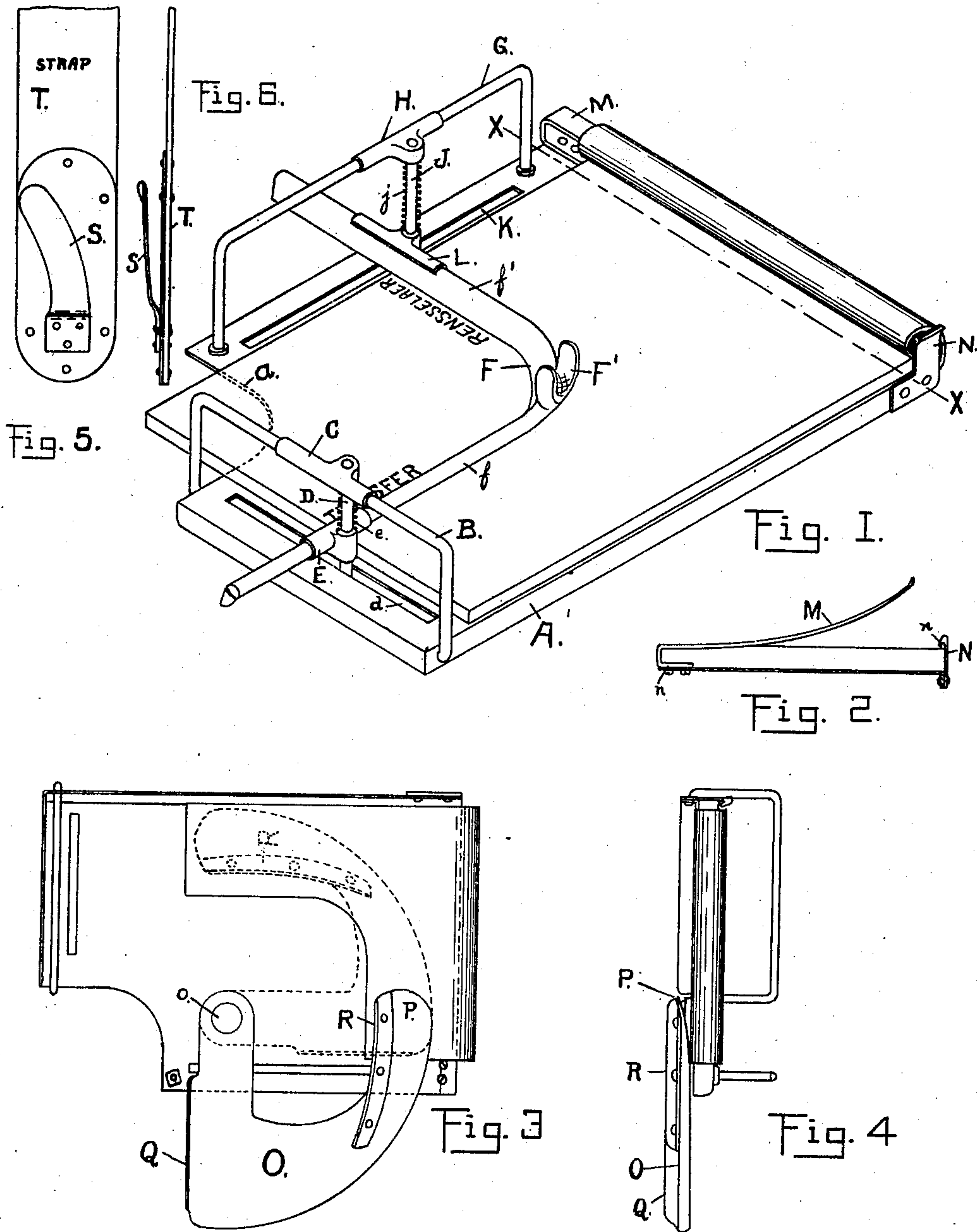
No. 753,514.

PATENTED MAR. 1, 1904.

J. J. McGUIRK.
TICKET HOLDING DEVICE.
APPLICATION FILED JAN. 26, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses
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2 SHEETS—SHEET 2.

Fig. 7.

EAST
39

15

CTS

8

CTS

6

CTS

5

CTS

TRANSFER

EMP. PASS.

0074

RECEIPT

COHOES

TROY

GREEN ISND

RENSSEL'R

CLINTON AV.

HAMILTON ST.

DELAWARE AV.

PINE HILLS

W. ALBANY

KENWOOD

SCHUYLER BR^{IDGE}

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WEST ALBANY

KENWOOD

SCHUYLER BRIDGE

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UNITED STATES PATENT OFFICE.

JOSEPH J. McGUIRK, OF ALBANY, NEW YORK.

TICKET-HOLDING DEVICE.

SPECIFICATION forming part of Letters Patent No. 753,514, dated March 1, 1904.

Application filed January 26, 1903. Serial No. 140,463. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH J. McGUIRK, a citizen of the United States of America, and a resident of the city and county of Albany and State of New York, have invented certain new and useful Improvements in Ticket-Holding Devices, of which the following is a specification.

My invention relates to ticket-holding devices; and the object of my invention is to provide a means for conveniently holding in one hand a pad made up of tickets especially adapted for use in railway and street cars, which device is provided with a paper-cutter easily adjustable by means of which any desired portion of the ticket may be cut therefrom. I attain this object by means of the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view. Fig. 2 is a section along the line X X on Fig. 1. Fig. 3 is a plan of the under side of Fig. 1. Fig. 4 is an end elevation of Fig. 3. Fig. 5 is a plan of a strap containing a hook for the holder. Fig. 6 is a side elevation of Fig. 5. Fig. 7 is a plan of a ticket.

Similar letters refer to similar parts throughout the several views.

For the purpose of retaining a memorandum of the fares collected and at the same time delivering to the passenger a receipt showing the amount paid and the destination I have provided an unalterable duplex ticket and holder so constructed that it can be easily and quickly manipulated by the operation of which the company will have a memorandum of the transactions of the conductor, which memorandum will show whether the payment was made in cash, and if so the amount thereof, by transfer, ticket, or pass.

The ticket-holder and paper-cutter should be so constructed that it may be held and operated by one hand, leaving the other hand free to make change and to cut off the portion of the ticket to be delivered to the passenger.

Upon the plate A, which may be constructed of any desired material, preferably of thin metal, I mount at one end a frame B, upon which is placed a collar C capable of reciprocating motion along the top of said frame B

and to which collar is secured a pin D, extending in a vertical position from the collar through a suitable slot *d* in the plate A, within which slot *d* the pin D is capable of a movement backward and forward lengthwise of the slot. On the pin D and between the collar C and the slot *d* I mount a holder E, which is provided with a suitable slot, within which one arm, *f*, of the paper-cutter is capable of reciprocating motion. On the pin D, above the holder E, I preferably arrange a spring *e*, the resiliency of which will tend to force the arm *f* of the paper-cutter toward the plate A.

On one side of the plate A, I arrange a frame G, substantially as the frame B at the end of the plate. On the top of the frame G, I place a collar H, adapted to reciprocate along the frame, and to the collar secure a pin J, having its end extending into a slot K in the plate A and capable of a movement lengthwise of the slot K similar to the pin D. On the pin J, I arrange a holder L, adapted to engage the arm *f'* of the paper-cutter F, and place a spring *j* on the pin J, which will tend to force the arm *f'* of the cutter toward the plate A. The paper-cutter F is arranged to move backward and forward in the holders E and L, and the holders E and L are adapted to make a partial rotation on the pins D and J, respectively. The pins D and J may be moved lengthwise of the respective slots, which slots are at right angles to each other. Therefore the paper-cutter F is capable of easy adjustment for the purpose of allowing a small or large portion to be cut from the ticket, as desired, and permitting the cut to take place at any desired portion of the ticket. On the cutter F, I preferably arrange a thumb-rest F' for convenience in holding the ticket-holder.

For the purpose of securing a pad of tickets in connection with plate A, I place at one end of the plate A the retaining device shown in Fig. 2 and which consists of a piece of spring metal M, secured at one end to the plate A, as at *m*, or in any suitable manner near one edge of the plate A, and at the opposite edge of the plate A a spring-clasp N, adapted to engage with the end of the spring-metal piece

M when it is drawn in contact with the head
 n of the clasp N and be retained in position
 until the clasp N is removed from contact
 with the spring-metal piece M. I do not limit
 5 myself to this means for securing the pad to
 the end of the plate, since any well-known
 method of securing the same may be em-
 ployed.

I preferably cut away one corner of the
 10 plate A, as shown by dotted lines *a*, this for
 the purpose of enabling the conductor to
 separate readily the ends of the tickets which
 he is to tear off from the pad.

After the ticket has been cut and the por-
 15 tion given to the passenger the remaining
 portion is folded back over the spring-fastener
 M at the end of the holder and is secured on
 the bottom of the holder by means of the arm
 O, pivoted at *o* and provided with a surface
 20 slightly raised near its end P, as shown in
 Fig. 4, for the purpose of enabling the arm O
 to pass over the sheets as they are folded
 over the front of the holder against the back
 of the plate A, and as the arm O is rotated
 25 about its pivot *o*, the point or end of the arm
 being raised, will pass over the paper and allow
 the arm to engage with it and hold it securely
 in position. On the arm O, I preferably ar-
 range a projecting flange Q for the purpose of
 30 drawing the arm away from contact with the
 folded-over portions of the tickets. I also
 preferably arrange on the arm O a flange R
 for the fingers to engage when the conductor
 is holding the device when collecting fares
 35 and cutting off tickets. It is arranged so that
 he may hold the device in his left hand, fin-
 gers grasping the flange R on the arm O when
 the arm O is in the position indicated by dot-
 ted lines in Fig. 3, his thumb being in the
 40 thumb-rest F'. (Shown in Fig. 1.)

It is apparent that the cutter F being read-
 ily movable backward and forward, up and
 down, under the guidance of the thumb in
 the thumb-rest F the tickets may be cut off
 45 by the right hand grasping the upper right-
 hand corner of the ticket and drawing it against
 the edge of the cutter in contact with the paper
 and tear it off as quickly as desired.

For the purpose of relieving the hands en-
 50 tirely from the ticket-holder I provide a hook
 S, secured to a strap T, which strap is prefer-
 ably placed over one shoulder under the vest.
 Its end may be fastened to the suspender-but-
 ton, the hook end placed through a button or
 55 hole cut for that purpose in the vest, so ar-
 ranged that the hook protrudes from the vest,
 forming a convenient means for securing the
 holder when out of use.

My holder is particularly adapted for use
 60 when tickets are to be delivered to each pas-
 senger upon the payment of his fare or deliv-
 ery of his transfer-ticket or pass, at the same
 time the remaining portion of the ticket con-
 taining a memorandum showing just what has

been the transaction between the passenger 65
 receiving the check or ticket and the conductor
 who gave it to him.

I have invented a ticket particularly adapt-
 ed for use in the herein-described holder.
 Upon the upper right-hand corner of the ticket 70
 I place a number indicating the number of the
 fare paid, as shown by a register. The tickets
 are numbered consecutively in a pad or collec-
 tion of tickets, which pad or collection is
 placed in the holder. The numbers are prefer- 75
 ably in a different-colored ink from that in
 which the rest of the ticket is printed and in
 connection therewith the word "East," as
 shown in Fig. 7, or one of the other cardinal
 points of the compass, and adjacent thereto, 80
 preferably in parallel vertical columns, the
 names of the months of the year, preferably
 making two columns of six months each, and
 beneath a calendar of one month showing
 thirty-one days and in connection therewith 85
 a book-number. The calendar is for the pur-
 pose of enabling the person giving out the pads
 of tickets to the conductors with a punch to
 indicate the day of the month. Beneath the
 calendar along the right-hand portion of the 90
 ticket I place a list of the places to which the
 car goes, the names of villages or cities, if
 any, on the line of the road, or the point of
 meeting with intersecting lines, or both, and
 beneath this list of places I preferably arrange 95
 a calendar corresponding to the one at the top
 of the page. Along the upper end of the
 ticket I arrange in parallel columns a list of
 what is given or accepted for transportation—
 thus preferably in the first column "Emp. 100
 pass;" second column, "Transfer;" next col-
 umn, "5 cents," &c. I arrange the numerals
 indicating the amounts paid for transportation
 so that the numerals in two adjacent columns
 shall not be in the same horizontal line, thus 105
 leaving an interval equal to the space of one
 column between adjacent numerals, thus pro-
 viding for making the numerals larger, there-
 fore more easily discernible, and preventing
 mistakes and accelerating detection in case of 110
 error. Along the bottom edge of the ticket
 I arrange similar columns containing the same
 matter shown at the top of the ticket, and
 along the left-hand edge of the ticket I place
 the same matter contained along the right 115
 edge, leaving in the center an open space with-
 out any printed matter thereon, so that in cut-
 ting off the ticket by the use of the holder
 and paper-cutter in case there is a ragged por-
 tion on the ticket or on the memorandum re- 120
 tained by the conductor no confusion or mis-
 understanding could arise regarding what the
 transaction actually was that took place be-
 tween the passenger and conductor. It will
 be readily seen that with a ticket of the kind 125
 herein described when the conductor wishes
 to cut off a ticket for a man who has paid the
 amount shown along the upper end of the

ticket he places the arm f of the cutter parallel to the edge of the space within which the amount of payment by the passenger is contained. The other arm of the paper-cutter, f' , he places immediately beneath the station to which the passenger pays his fare, and with the thumb and forefinger of the right hand tears the ticket from the pad, hands it to the passenger, and the passenger then has in his hand the paper which shows the date, number of fare, the number of the pad to which the ticket belongs, the direction in which the car is going, the amount of money that he paid, which is in the last column at the left of the ticket held by him, and the place to which he has paid his fare, which is at the bottom of the ticket. Thus there is no opportunity for the conductor to collect more fare than he gives credit for unless the person paying the fare wants to pay him more than he is entitled to receive, because it is apparent that the portion of the sheet from which he tore the ticket shows distinctly what the amount receipted for is, and he must turn in that amount to the company. It will be noted that fares paid are arranged in such a manner that the smallest amount received is nearest to the right-hand side of the ticket, showing that if ten cents were paid the next column would have, say, fifteen cents. Therefore there would be no object for the conductor to tear off a portion of the memorandum after the ticket has been delivered, since if he does he must account for a larger sum than he received. Providing the ticket thus given to the passenger is to be used as a transfer-ticket and the amount paid, the date on which it was paid, the direction that the car was going upon which it was paid, the place to which the fare is paid are shown by the ticket given to the passenger and indicated by the memorandum retained, and the conductor must account for the fare. When the transfer-ticket is taken up, the paper-cutter is placed by the conductor receiving it so as to cut off that portion of the ticket containing the word "Transfer" in the upper column at the upper portion of the ticket and in the vertical right-hand column the name of the place to which the transfer is issued. The conductor will then have to hand in to the company the transfer-ticket, and his memorandum shows that he has received not money, but such transfer-ticket, for which he must account. The transfer-ticket may then be traced back to the conductor issuing it.

I have described the ticket particularly adapted for use in my holder and which forms the subject of an application for patent; but I do not wish to limit myself in this application to the use of such ticket only in connection with my holder.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In a ticket-holder, a plate; a paper-cutter;

said paper-cutter mounted to reciprocate from side to side and end to end of said plate, substantially as described.

2. A ticket-holder consisting of a plate, a collection of tickets secured on said plate; a paper-cutter; said paper-cutter mounted to reciprocate from side to side and from end to end of said collection of tickets.

3. In a ticket-holder, a plate; a means for detachably securing a collection of tickets to said plate; a paper-cutter; said paper-cutter mounted to reciprocate from side to side and end to end of said tickets, substantially as described.

4. In a ticket-holder, a plate; a means for securing a collection of tickets on said plate; a paper-cutter mounted in connection with said plate; a means for causing said paper-cutter to press upon said collection of tickets; said paper-cutter adapted to be moved from one side of said ticket to the other and from one end thereof to the other, as desired.

5. In a ticket-holder, a plate; a means for detachably securing a collection of tickets to said plate; a paper-cutter; an arm pivoted to the reverse side of said plate arranged to engage that portion of the ticket remaining after the operator has torn off the part desired, and to retain the same in connection with the back of the holder, substantially as described.

6. In a ticket-holder, the combination of a plate, a means for detachably securing thereto a collection of tickets; a paper-cutter; said paper-cutter mounted to reciprocate from side to side and end to end of said plate; an arm pivoted to the reverse side of the plate to retain the remaining portion of the ticket after the operator has removed a part for the passenger, substantially as described.

7. In a ticket-holder, a plate; a means for detachably securing a collection of tickets thereto; a paper-cutter mounted to reciprocate from side to side and end to end of said ticket; a means for securing to the reverse side of said plate the portions of the tickets remaining after parts thereof have been separated therefrom by the operator, consisting of an arm pivoted to said plate, two projecting flanges on said arm, one of which is for the purpose of moving said arm and the other to form a means for grasping the holder by the fingers of the operator; said paper-cutter provided with a rest for the thumb of the operator, substantially as described.

8. A ticket-holder consisting of a plate; a means for detachably securing a collection of tickets thereto, consisting of a spring-metal strip extending across the holder from one side to the other, being secured to the holder at one side, and provided with a spring-clasp secured to the holder on the opposite side thereof, and adapted to engage the end of said spring-metal strip and hold the same in connection with the said collection of tickets; a

paper-cutter so constructed as to have two
arms with a curved portion at the place of
juncture between said arms; means for hold-
ing said paper-cutter in connection with said
5 collection of tickets; a means for mounting
said paper-cutter in such a manner as to pro-
vide for a reciprocating movement thereof in
the direction of the extension of each of said
arms, respectively; a means for securing that
10 portion of said collection of tickets remaining

after parts have been torn off by the operator,
consisting of an arm pivotally supported to
the reverse side of said plate; all substantially
as described.

Signed at Albany, New York, this 24th day 15
of January, 1903.

JOSEPH J. McGUIRK.

Witnesses:

FREDERICK W. CAMERON,
DUDLEY B. WADE.