

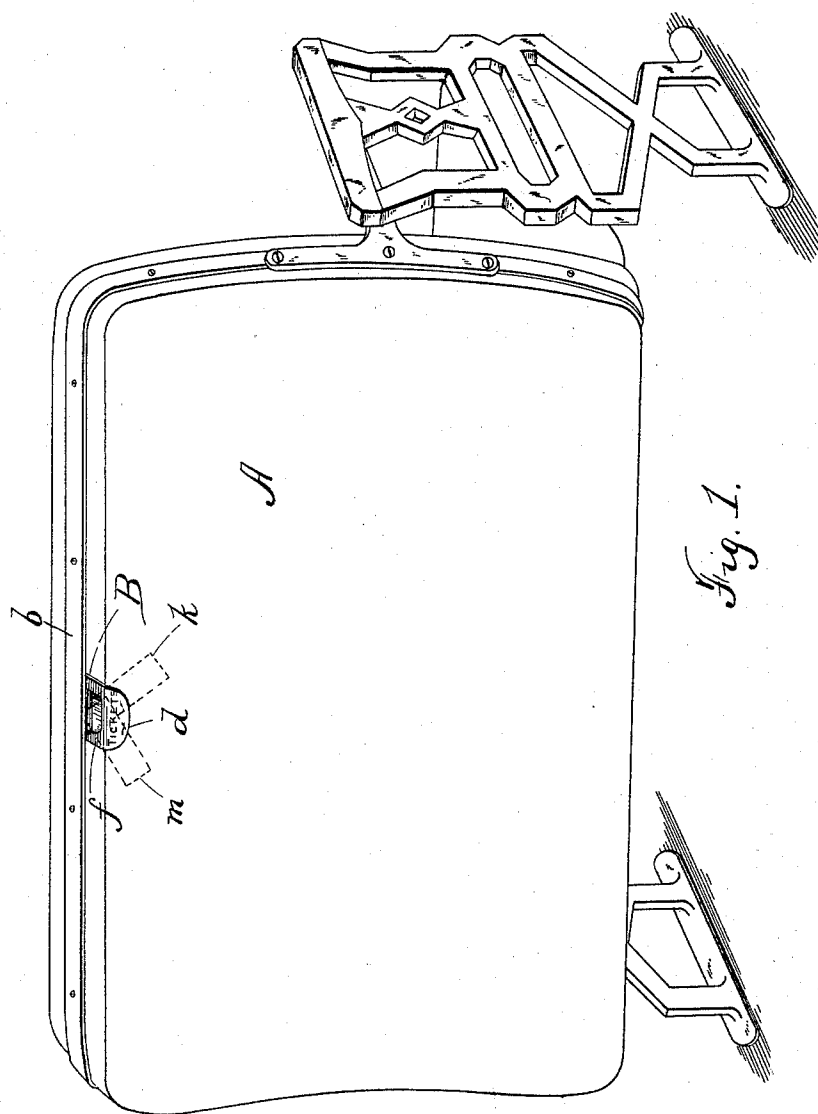
(No Model.)

2 Sheets—Sheet 1.

M. LINCOLN.
TICKET HOLDER.

No. 485,202.

Patented Nov. 1, 1892.



WITNESSES
Irving H. Fay.
E. M. Kimball

INVENTOR
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By *C. A. Shaw & Co.,*
ATTYS.

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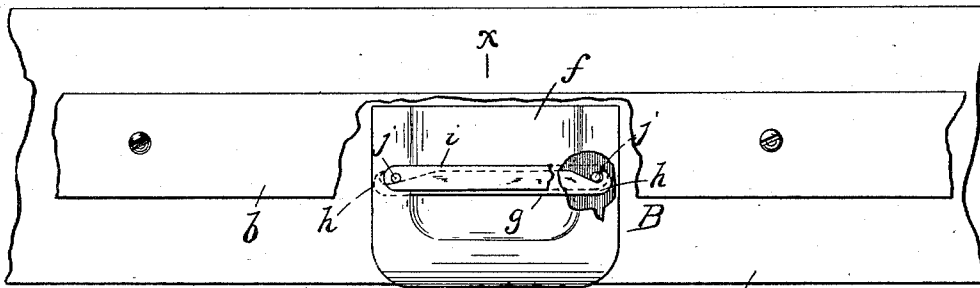


Fig. 2.

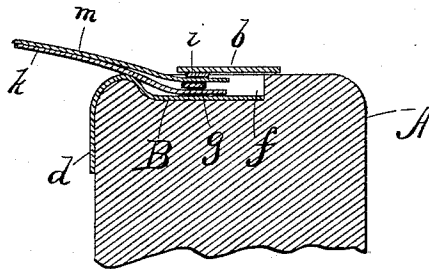


Fig. 3.

WITNESSES

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UNITED STATES PATENT OFFICE.

MARSHALL LINCOLN, OF BOSTON, MASSACHUSETTS.

TICKET-HOLDER.

SPECIFICATION forming part of Letters Patent No. 485,202, dated November 1, 1892.

Application filed July 11, 1892. Serial No. 439,613. (No model.)

To all whom it may concern:

Be it known that I, MARSHALL LINCOLN, of Boston, in the county of Suffolk, State of Massachusetts, have invented certain new and useful Improvements in Ticket-Holders for Railway-Carriages, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a perspective view of a railway-car seat showing my improved ticket-holder in position; Fig. 2, a top plan view, enlarged, of a portion of a seat-back, the gimp being represented as broken away, showing the holder in top plan view; and Fig. 3, a vertical transverse section taken on line *xx* in Fig. 2. Like letters of reference indicate corresponding parts in the different figures of the drawings.

My invention relates especially to a device attachable to the back of the railway-car seat for holding the tickets of the passengers, so that they may be in view of the conductors; and it consists in certain novel features hereinafter fully set forth and claimed, the object being to produce a simpler, cheaper, and more effective device of this character than is now in ordinary use.

In the drawings, A represents the seat-back, which is upholstered in the ordinary manner and which is provided with the usual gimp cord or tape *b*.

My improved holder comprises a plate or sheet of metal secured centrally to an edge of the back A, a portion of said plate being projected under the gimp *b*. The outer edge of the plate or body is bent or lipped downward at *d* over the edge of the seat-back and may be imprinted with the word "Ticket," as shown in Fig. 1. The horizontal portion of the plate is depressed or channeled at *f*, said portion being let into the material of the seat-back, as shown in Fig. 3, forming a chamber under the gimp *b*. Laterally across said channel there is arranged a horizontal spring-bar of metal *g*, which projects through the side

walls of the channel and which has each of its ends hooked at *h*, as shown in Fig. 2. A similar spring-bar *i* extends across the top of the channel in parallelism with the bar *g*, but slightly out of the vertical plane thereof and leaving a space between. Said bar is rigidly secured to the body-plate B by rivets *j*. On these rivets the hooks *h* of the under bar *g* take. A certain lost motion is thus allowed the lower bar, which permits a package or series of coupon-tickets to be inserted thereunder. The bars *g i* are concealed by the gimp.

In use the conductor on taking the tickets from the passengers and punching the same can slip one of said tickets *k*, should there be two or more, diagonally under the lower spring-bar *g*, and the other tickets *m* in like manner between the bars. This affords means whereby when it is desired to withdraw one of the tickets for a passenger who is to leave the train the other ticket will remain in the holder, avoiding the displacement of both tickets, as would occur were they both inserted under the same bar. It is the custom to crowd the tickets under the gimp cord or finish of the upholstery of seats for the purpose described. This rapidly wears the plush at the edge of the seat-back. The lip *d* of my improved holder, overlapping the same, prevents this.

Having thus explained my invention, what I claim is—

1. A ticket-holder comprising the plate B and depression *f*, in combination with the spring-bar *i*, secured to said plate across said depression, and the movable spring-bar *g*, arranged in parallelism with the first bar with a space between, substantially as described.

2. The combination, with the seat-back A, of the plate B, having the lip *d* secured to said back and channeled at *f*, the spring-bar *i*, secured to said plate by rivets *j*, and the hooked spring-bar *g*, taking on said rivets, substantially as set forth.

MARSHALL LINCOLN.

Witnesses:

KATHARINE DUFFEE,
O. M. SHAW.