(No Model.)

P. H. MURPHY.

TICKET HOLDER.

No. 303,448. Patented Aug. 12, 1884.

Fig. 1

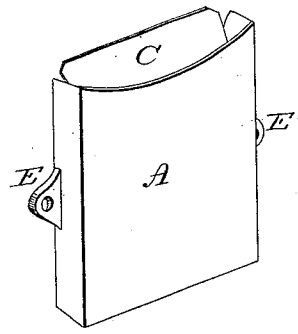


Fig. 3

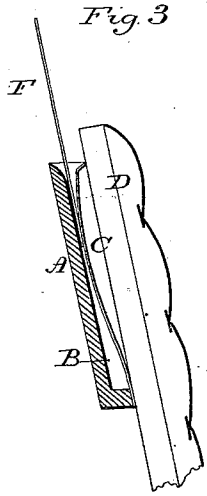
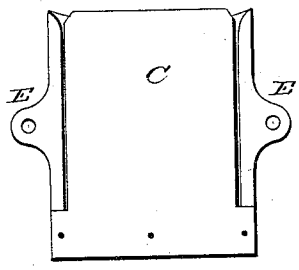


Fig. 2



Witnesses.
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UNITED STATES PATENT OFFICE.

PATRICK H. MURPHY, OF SAUGATUCK, CONNECTICUT.

TICKET-HOLDER.

SPECIFICATION forming part of Letters Patent No. 303,448, dated August 12, 1884.

Application filed April 28, 1884. (No model.)

To all whom it may concern:

Be it known that I, PATRICK H. MURPHY, of Saugatuck, in the county of Fairfield and State of Connecticut, have invented a new Improvement in Ticket-Holders; and I do hereby declare the following, when taken in connection with accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a perspective view of the ticket-holder; Fig. 2, a rear view; Fig. 3, a vertical section showing the holder as applied to the back of a seat.

This invention relates to a device to be applied to the seat or other parts of a railway-car, the object of the invention being the construction of a device which may be conveniently applied to the back of a car-seat, and into which the passenger may insert his ticket, so as to be always in sight of the conductor, but not liable to accidental displacement; and the invention consists in a pocket made from metal or other suitable material, constructed for attachment to the back of a seat or other convenient point, combined with a spring within said pocket, between which and the inner face of the pocket the ticket may be inserted, and whereby the spring will be protected from injury, as more fully hereinafter described.

A represents the casing, which forms a pocket, B. This casing is fitted for attachment to the back of the seat or to any convenient position. The recess upon the inside should be of such width as to permit the convenient insertion of the ticket.

Within the pocket is a flat spring, C. This spring is best made by attaching its lower end to the case, and so as to extend up within the pocket, as seen in Figs. 2 and 3, standing there like a tongue. It is bent so as to curve back from the front of the pocket, and the front edge of the pocket is curved outward, so as to present a flaring mouth between the spring and the front of the pocket, as seen in Fig. 3. The upper end of the spring should bear against the rear wall of the pocket, and that wall, as here represented, is the seat-back D. This holder is secured to the seat or wherever it may be by screws through ears E on the pocket, or otherwise, it only being necessary that it shall be constructed for convenient attachment.

The passenger or conductor, as the case may be, introduces the ticket or check into the mouth of the pocket, and between the front wall and the spring, as seen at F, Fig. 3. The spring yields for the insertion of the ticket, but bears against it so as to clamp it between the spring and the front wall of the pocket with sufficient force to retain it in that position, but yet will yield for its easy withdrawal.

I am aware that flat springs have been applied in railway-cars to grasp the ticket or check; but generally the spring has been exposed to such an extent that it was liable to derangement. By constructing the case A so as to form a pocket around the spring to receive the ticket, I not only protect the spring from possible accident, but also so inclose a portion of the ticket within the grasp of the spring as to render the displacement of the ticket by accident almost impossible.

As before stated, the shape of the case which forms the pocket will vary according to the position it is to occupy in the car, or the taste of the manufacturer. The illustration is sufficient to enable those skilled in the art to devise such peculiar shapes.

I am aware that a spring-like clamp has been applied to a plate as a device for holding tickets; but in such previous construction the spring is applied upon the outer side of the plate, and therefore requires a third piece to form a cover. I do not therefore claim, broadly, a spring clamping device constructed to be applied to a car-seat as a holder for tickets.

I claim—

The herein-described ticket-holder, consisting of the case A, recessed upon its rear side, combined with the spring C, fixed to the lower flange of said case in the rear of the recess, and so as to form, with the case, a pocket, the spring constructed to bear against the inside of the front of the case, and the case also constructed for attachment to the car-seat, substantially as described.

PATRICK H. MURPHY.

Witnesses:
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