

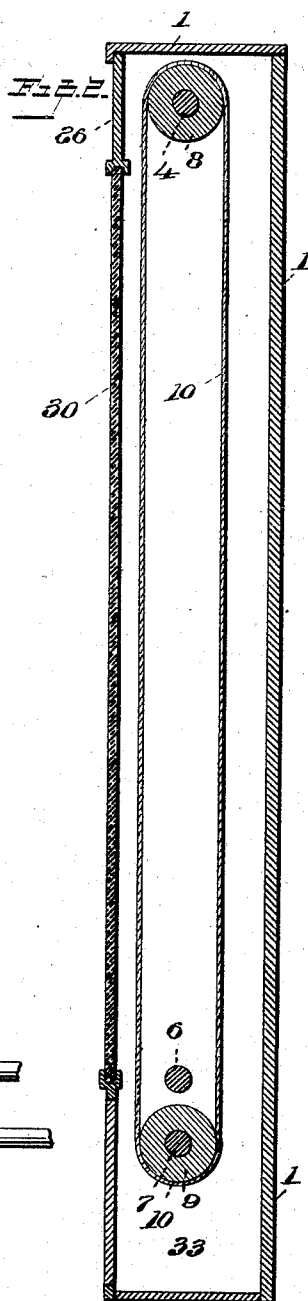
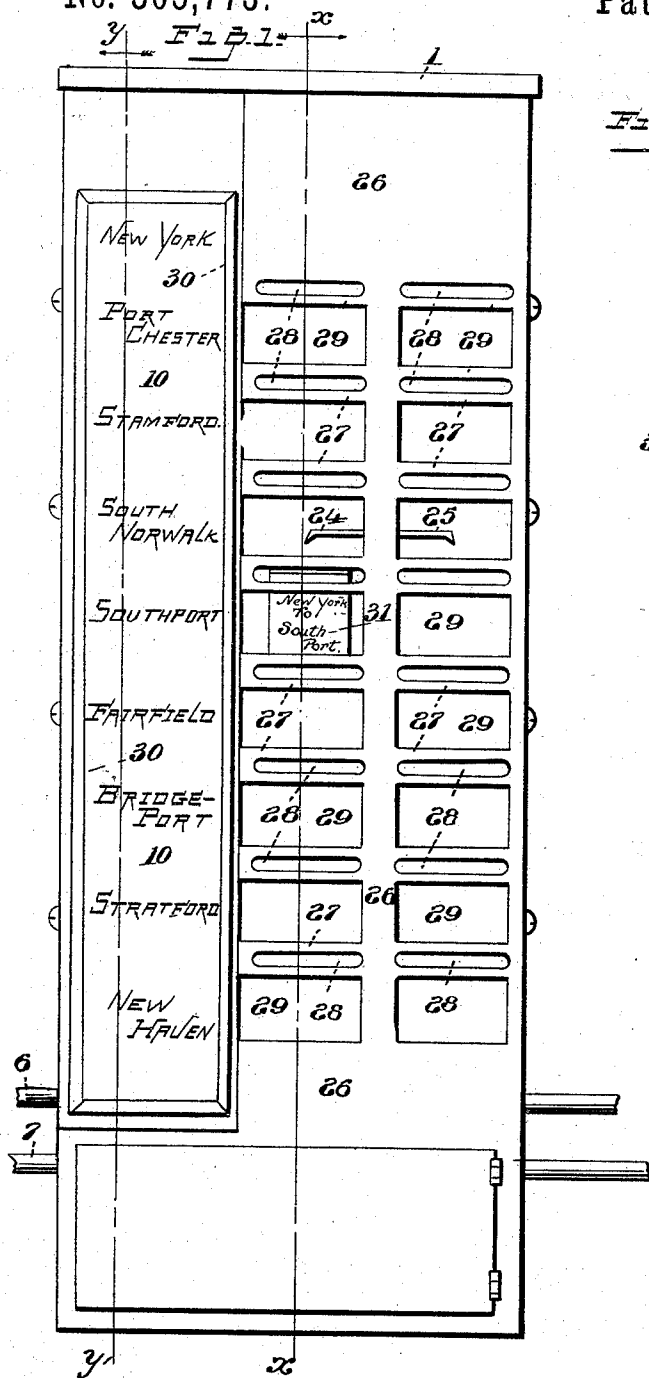
(No Model.)

2 Sheets—Sheet 1.

A. M. LAWRENCE.
RAILROAD TICKET HOLDER.

No. 505,773.

Patented Sept. 26, 1893.



WITNESSES:

A. J. Tanner.
J. H. Finch.

INVENTOR

A. M. Lawrence

BY

F. W. Smith Jr.

ATTORNEY

(No Model.)

2 Sheets—Sheet 2.

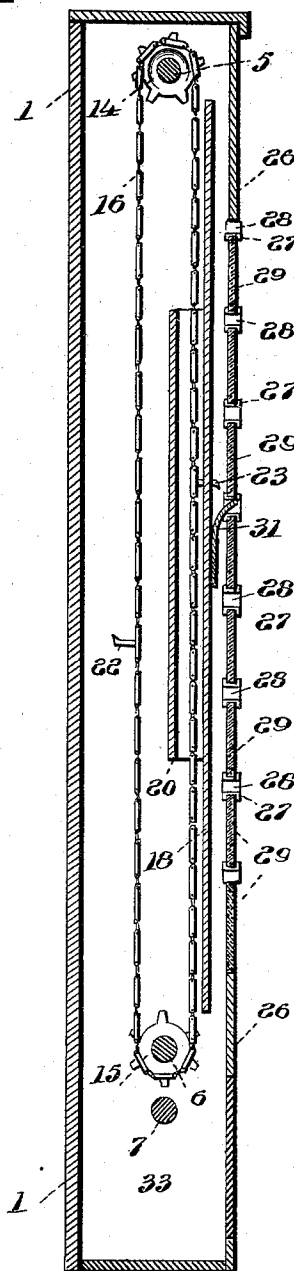
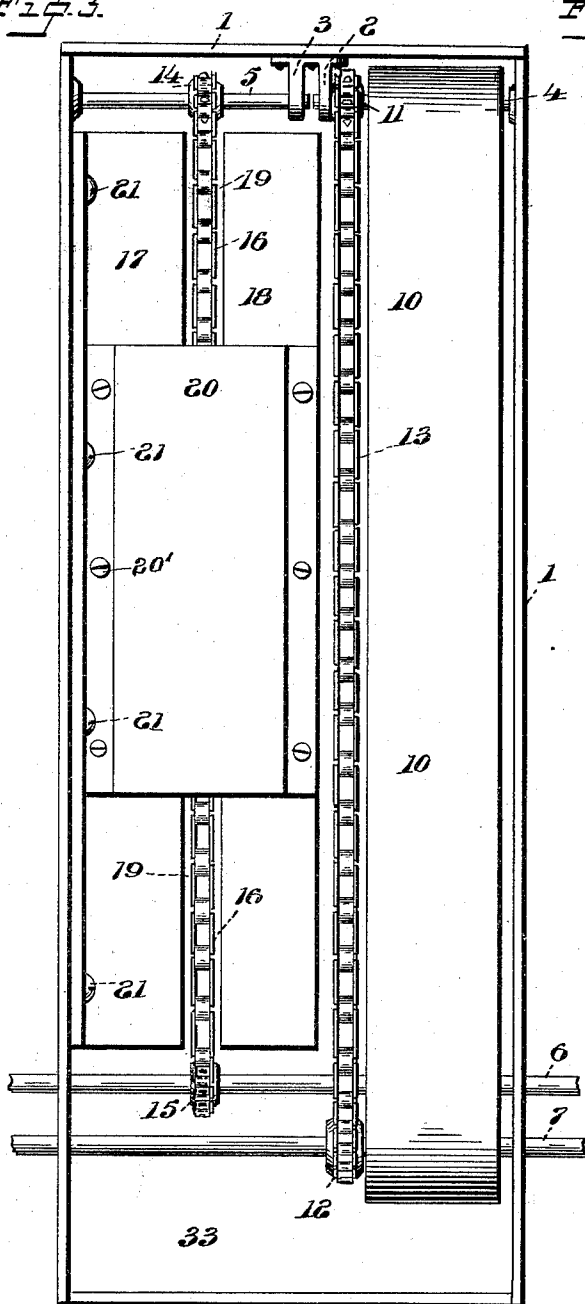
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Fig. 3.

Fig. 4.



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A. J. Tanner.
J. F. Kinch

INVENTOR

A. M. Lawrence

BY

T. W. Smith Jr.

ATTORNEY

UNITED STATES PATENT OFFICE.

ARMAND M. LAWRENCE, OF NEWARK, NEW JERSEY.

RAILROAD-TICKET HOLDER.

SPECIFICATION forming part of Letters Patent No. 505,773, dated September 26, 1893.

Application filed March 20, 1893. Serial No. 466,910. (No model.)

To all whom it may concern:

Be it known that I, ARMAND M. LAWRENCE, a citizen of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Railroad-Ticket Holders; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to devices for holding and depositing railroad tickets and the like during the travel of passengers, and has for its object to relieve the conductor of the care of such tickets, and to insure the railroad as against fraud on the part of the passengers.

In the accompanying drawings—Figure 1, is a front elevation of my improvement; Fig. 2, a section at line $y-y$, of Fig. 1; Fig. 3, a rear inside view, and Fig. 4, a section at line $x-x$ of Fig. 1.

Similar numbers denote like parts in the several figures of the drawings.

1 is a casing and 2, 3 are hangers depending from the top thereof. 4 is a shaft journaled within the hanger 2 and one side of said casing, and 5 is a shaft journaled within the hanger 3 and the opposite side of the casing.

6, 7, are shafts one above the other extending through the sides of the casing near the lower end thereof.

8, 9, are drums carried by the shafts 4, 7, and 10 is an endless apron carried by said drums.

11, 12, are sprocket wheels mounted on the shafts 4, 7, and 13 is a sprocket chain carried by said wheels.

14, 15, are sprocket wheels mounted on the shafts 5, 6, and 16 is a sprocket chain carried by said wheels.

17, 18, are back plates whose inner edges are separated so as to leave an elongated way 19, said plates being joined together at their backs by a bridge 20, and screws 20' the plate 17 being secured by screws 21 to the casing. These plates are in a vertical plane in front of the chain 16 and from the latter at two predetermined points project studs 22, 23, from which latter extend cross-pins 24, 25, said pins being pointed at their extremities. The way 19 is in front of the chain 16, and the studs

during the travel of said chain, will project through said way thus bringing the cross-pins 24, 25, immediately in front of the plates 17, 18.

The front of the casing is provided with a skeleton face plate 26 of metal, the openings in which plate are closed by glass as will be presently set forth. This plate, in the immediate front of the back-plates 17, 18, comprises cross-bars 27 having elongated slots 28, and the spaces between said bars are filled by panes 29 of glass, said plates being so constructed as to hold said panes in position in any ordinary manner as shown at Fig. 4.

On the outside of one face of the apron are the names of the railroad stations in their proper order in traveling from one terminus to the other, and on the other face of such apron such stations appear in the reverse order (not shown) which provides for traveling in the opposite direction. A glass pane 30 secured in the plate 26 covers the apron, and the names of the stations appear through the glass, said names being opposite to the spaces appearing through the panes 29.

The tickets are inserted through the slots 28 and are pushed down so that the printed faces appear through the glass, said tickets being held by frictional contact with the cross-bar 27 and back plates 17, 18.

One of my ticket holders is placed on the side of the car at each seat, the holding devices being duplicated in order to provide for the two occupants of a seat.

Both shafts 6, 7, extend the length of the car and are provided with any suitable cranks (not shown) which may be operated by the brakemen for the respective purposes of advancing the cross-pins 24, 25, intermittingly from a position opposite one station, and for reversing the faces of the apron when the terminus of travel is reached.

The operation of my device will be understood from the following example. Suppose the arrangement of stations to be as shown at Fig. 1, and a passenger who has boarded the train at "New York" has a ticket which calls for a passage to "Southport." The conductor places the ticket 31 in the proper space so that it will appear through the glass opposite "Southport." As the train reaches each station below "New York," the brakeman will

turn the shaft 6, as before set forth, thereby advancing the cross pin 24 until, when "South Norwalk" is reached, said pin will extend immediately above the ticket. When "South-
5 port" is reached, and the shaft 6 is turned, the cross-pin will force the ticket down clear from the cross-bar which has hitherto retained it, and said ticket will drop through the space 32 between the back-plates and front of the
10 casing into any suitable receptacle 33 at the bottom of said casing.

I claim—

1. In a railroad ticket-holder, a casing having its front-plate provided with a plurality
15 of slots and sight-openings adjacent to the slots, back plates arranged contiguous to the front-plate, an endless apron bearing the names of the different stations, and a sprocket chain located in rear of the said slots and car-

rying pins designed to remove the tickets 20 placed in the said slots.

2. In a rail-road ticket-holder, a casing having its front-plate provided with a plurality of slots and sight-openings adjacent to the slots, back-plates arranged contiguous to the 25 front-plate, an endless apron bearing the names of the different stations, a sprocket-chain located in rear of the said slots and carrying pins designed to remove the tickets placed in the said slots, and mechanism for 30 imparting independent motion to the chain and to the apron.

In testimony whereof I affix my signature in presence of two witnesses.

ARMAND M. LAWRENCE.

Witnesses:

F. W. SMITH, Jr.,
A. J. TANNER.