(No Model.)

H. G. LATHROP.

TICKET HOLDER.

No. 423,934. Patented Mar. 25, 1890.

Fig. 1.

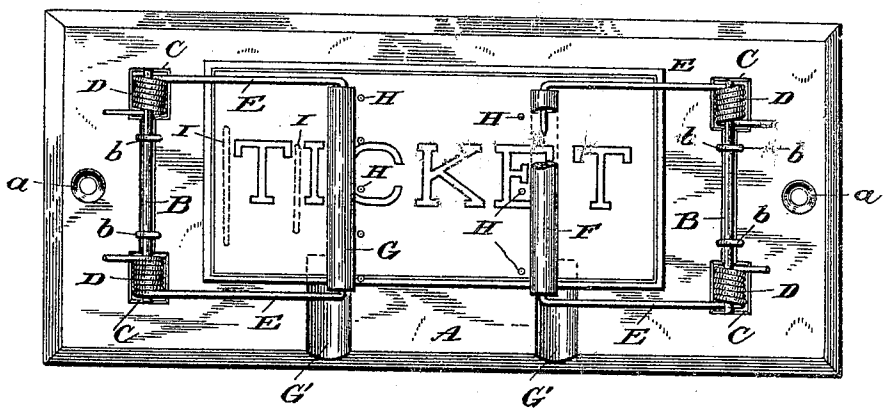
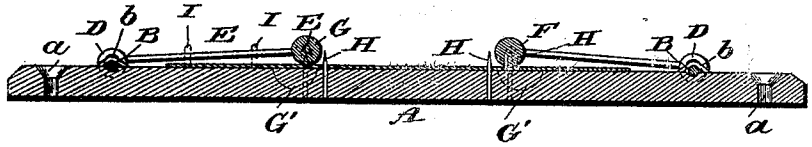


Fig. 2.



Witnesses:
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UNITED STATES PATENT OFFICE.

HENRY G. LATHROP, OF ST. JOHNSVILLE, NEW YORK.

TICKET-HOLDER.

SPECIFICATION forming part of Letters Patent No. 423,934, dated March 25, 1890.

Application filed October 22, 1889. Serial No. 327,801. (No model.)

To all whom it may concern:

Be it known that I, HENRY G. LATHROP, a citizen of the United States, residing at St. Johnsville, in the county of Montgomery and State of New York, have invented certain new and useful Improvements in Ticket-Holders; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

This invention relates to certain new and useful improvements in ticket-holders designed to be attached to the back of a seat or other suitable place in railway-cars—or, for instance, in theaters—for holding tickets or checks; and it has for its object, among others, to provide a simple and cheap device of this character, which can be readily applied, and which, when in use, will hold tickets of varying sizes and thickness.

The novelty resides in the peculiarities of construction and the combinations, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the drawings, and then particularly pointed out in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a front elevation of my improved ticket-holder, with a portion broken away, showing a ticket held thereby. Fig. 2 is a vertical longitudinal section through the same.

Referring to the details of the drawings by letter, A designates a suitable base of any suitable material, preferably, however, of wood of a kind to match the article to which it is to be applied. This base may be made as ornamental as desired, and is provided with a plurality of holes *a* for the passage of the screws or other fastenings, by which it is secured in position upon the back of a seat in a railway-car or other place where it is desired to use it. Transversely across this base near each end is a rod B, of wood or metal, seated in a depression therefor in the base and held therein by means of staples *b*. At each end of this depression there is formed a chamber or deeper depression C, in which are located the coils D of the springs E, said springs being each formed of a single piece of wire with the ends coiled around the rod B in the chambers C, and the ends extended and having a bearing on the base, as shown; or each side spring may be formed of two parts with one end of each coiled around the rod within the said depressions or chambers C, and the ends bearing on the base and the other ends extending at right angles to the length of the arms or wires and secured in the cross-rod F, as shown at the right of Fig. 1. In case the spring is formed of a single piece of wire the cross-rod is of course an integral piece thereof and is passed through the bar G before the ends of the wire are coiled around the rod B, as will be readily understood. The base is formed at one side opposite the cross-rods with rounded depressions or finger-places G′, to afford provision for the ready catching hold of the rod to lift the spring when it is desired to release the ticket.

H are spurs in the base, with their sharpened ends protruding above the upper face thereof in close proximity to the cross-rods F and G, and serve to pierce the ticket and afford a better hold or to hold a ticket or check that is too short to be firmly held by the cross-rods carried by the springs.

I may sometimes dispense with the spring at one side and employ staples or loops I, as indicated by dotted lines in Fig. 1; but I prefer the spring shown.

The method of using my improved device will be readily understood, and a description thereof is not deemed necessary.

Instead of having the spurs as shown in Fig. 1, I may sometimes arrange them as shown by dotted lines in Fig. 2, so that as the cross-rods descend the spurs will enter holes in the under side of said rods, as shown in said Fig. 2.

What I claim as new is—

1. An improved ticket-holder consisting of a base having near each end a depression extending transversely of the base and at each end of said depressions terminating in a deeper depression or chamber C, a rod seated in each of said depressions, springs having their ends coiled around said rod in the de-

pressions C, with one of each of their ends bearing on the base, and a transverse rod F, carried by the opposite free ends of the spring, substantially as and for the purpose specified.

2. The combination, with the base having depressions G′ and near each end a transverse depression with enlarged chambers at the ends thereof, of spring-wires coiled around a rod seated in the end depressions with the coils seated in the said chambers and the one of each of the free ends of the wire bearing on the top of the base, and a transverse rod carried by the opposite extremities of said wires, substantially as and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

HENRY G. LATHROP.

Witnesses:
M. WALRACK, Jr.,
D. VOSLER.