No. 675,144. Patented May 28, 1901.

T. McQ. THATCHER.

TICKET HOLDER FOR CAR SEATS.

(Application filed Nov. 27, 1900.)

(No Model.)

Fig. 1.

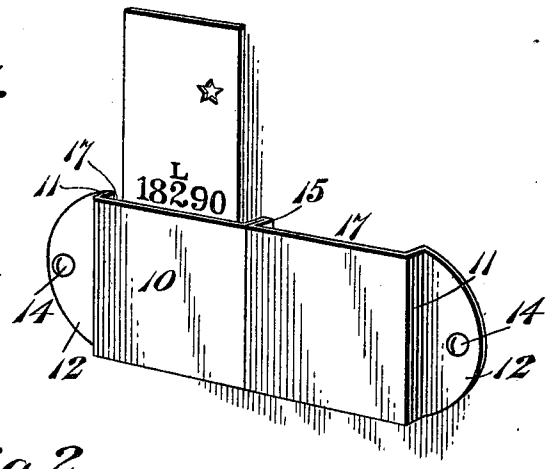


Fig. 2.

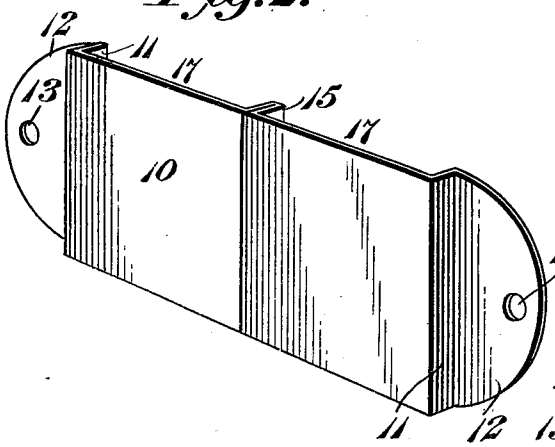


Fig. 3.

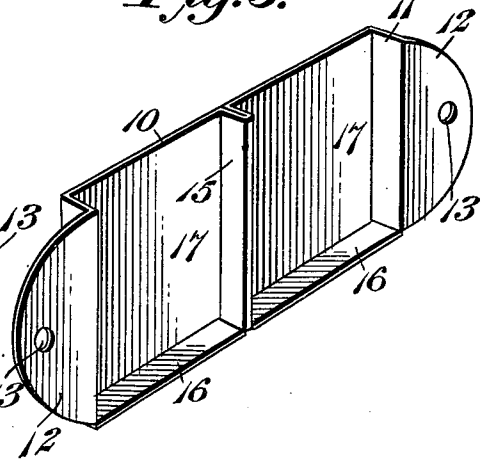
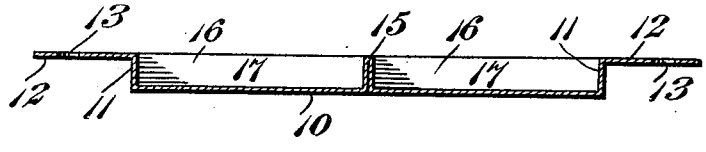


Fig. 4.



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UNITED STATES PATENT OFFICE.

TORRENCE McQUEEN THATCHER, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO C. W. KOUNS, OF TOPEKA, KANSAS.

TICKET-HOLDER FOR CAR-SEATS.

SPECIFICATION forming part of Letters Patent No. 675,144, dated May 28, 1901.

Application filed November 27, 1900. Serial No. 37,907. (No model.)

To all whom it may concern:

Be it known that I, TORRENCE McQUEEN THATCHER, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Ticket-Holder for Car-Seats and the Like, of which the following is a specification.

This invention relates to improvements in ticket-holders for use in railway-cars; and the object thereof is the provision of a holder adapted to be placed upon the back of the car-seat or wall of the car and arranged to receive and retain the tickets of identification issued by the conductor to the occupants of the adjacent seat.

To this end, therefore, the invention provides a simple construction of holder, which is preferably made of a single blank and is provided with a separate compartment for each occupant of the railway-car seat.

In order that the invention may be fully understood, the preferred form thereof is described in the following specification and shown in the drawings which accompany and form a part of the same, and in which—

Figure 1 is a perspective view of a portion of the side wall of a railway-car, showing the ticket-holder applied thereto. Fig. 2 is an enlarged perspective view of the holder detached. Fig. 3 is a perspective view of the holder looking from the opposite side. Fig. 4 is a horizontal longitudinal sectional view.

Similar reference-numerals designate corresponding parts in the several figures of the drawings.

In the preferred form of construction, as shown, the entire holder is constructed from a single blank of sheet metal, comprising an outer wall 10, the opposite terminal portions of which are bent at substantially right angles to form the ends 11 of the holder. These ends 11 are provided with the attaching-ears 12, arranged at right angles thereto and adapted to lie flat upon the surface to which the holder is attached. The ears 12 are perforated, as at 13, through which perforations pass screws or similar fasteners 14, whereby the device is held securely in place. A central flange 15 is arranged upon the inner face of the outer wall 10, said flange being formed by bending the outer wall inwardly and doubling the inbent portion upon itself and clenching the doubled portion tightly together, as shown in Fig. 3 of the drawings. This flange 15 is of the same width as the end walls 11 and forms a central vertical partition, the edge of which is arranged to lie flush upon the surface to which the holder is secured. The lower edge of the outer wall 10 is provided with a pair of flanges 16, which are bent inwardly at right angles to form bottom closures for the compartments of the holder. All of the flanges 11, 15, and 16 are of equal width, and their edges lie in a common plane, so as to rest against the frame of the car-seat, which forms a closure for the open side of the holder.

By this construction it will be observed that when in place two separate ticket-compartments 17 are provided, and as the seating capacity of the ordinary railway-car seat is limited to two persons a separate ticket-compartment is arranged for each, so that there is little liability of the tickets becoming mixed or interchanged. Furthermore, as the entire device may be constructed from a single blank it is very inexpensive and simple.

Having thus described the invention, what is claimed as new, and desired to be secured by Letters Patent, is—

As a new article of manufacture, a ticket-holder adapted for application to car-seats, formed in one piece from sheet metal and pressed into shape to comprise an outer wall, end and bottom flanges of equal width, attaching-ears projecting from opposite ends of the holder and forming angular extensions of the end flanges, and a double intermediate flange or partition formed by bending a portion of the outer wall inward and doubling the inbent portion upon itself, the attaching-ears and the edges of the end and intermediate and bottom flanges lying in a common plane to bear against the frame of the car-seat, whereby the latter is adapted to form a closure for the open side of the holder.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

TORRENCE McQUEEN THATCHER.

Witnesses:
JOSEPH P. CLYENS,
PHILLIPINE CLYENS.