

No. 838,004.

PATENTED DEC. 11, 1906.

A. L. BRYANT.
TICKET HOLDER.
APPLICATION FILED FEB. 17, 1906.

Fig. 1.

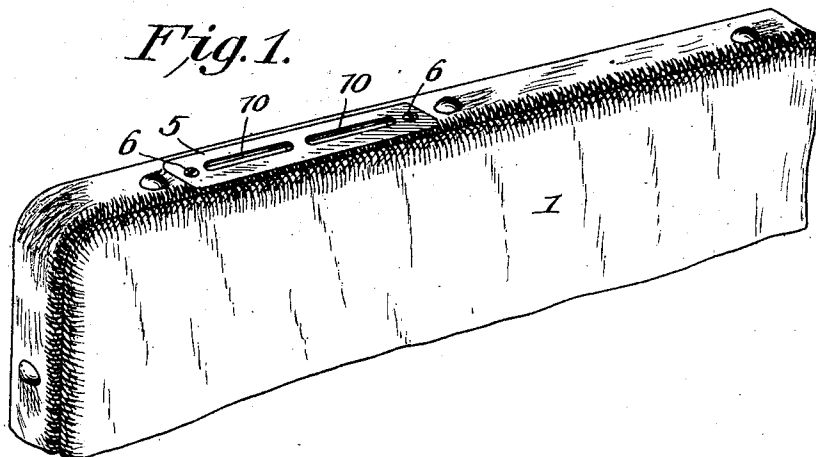


Fig. 2.

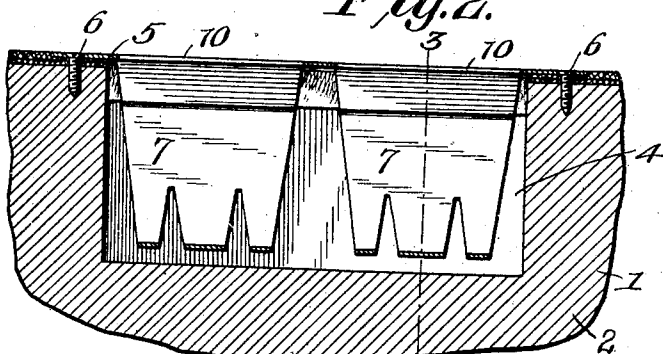


Fig. 3.

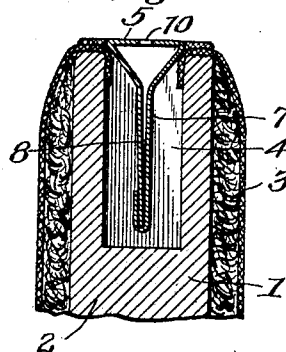


Fig. 4.

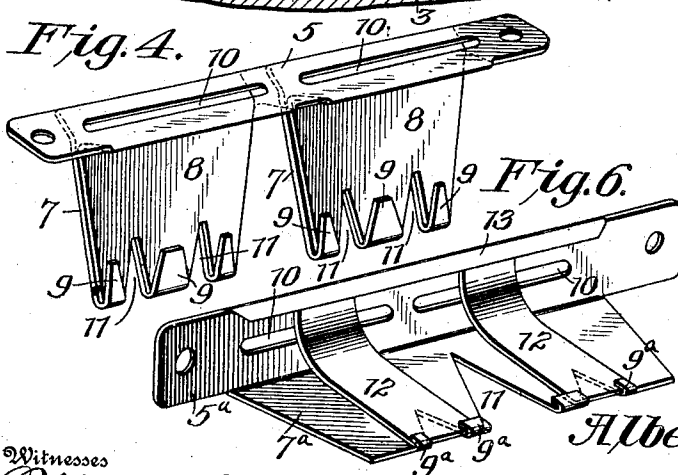


Fig. 5.

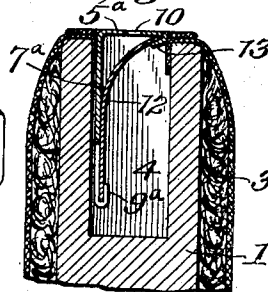
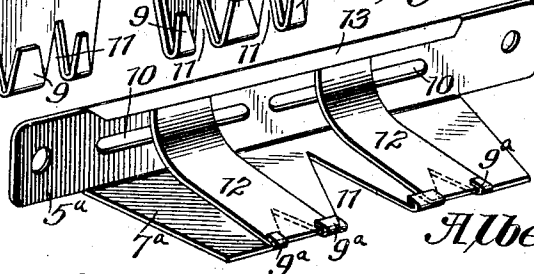


Fig. 6.



Witnesses

Mc C. Lyddane
E. F. Hill

Albert L. Bryant Inventor

W. J. Fitzgerald & Co. Attorneys

UNITED STATES PATENT OFFICE.

ALBERT L. BRYANT, OF BOSTON, MASSACHUSETTS.

TICKET-HOLDER.

No. 838,004.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, ALBERT L. BRYANT, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in 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 new and useful improvements in ticket-holders, and more particularly to that class of holders adapted to be used in connection with the backs of seats in railway-trains; and the object of my device is to provide means to retain the identification-check of the conductor and display the same in such a position that it will be presented to view at all times.

Another object of my invention is to provide a suitable locking means for retaining the identification-check within the ticket-holder.

Other objects and advantages will be hereinafter made clearly apparent in the specification and pointed out in the claims.

In the accompanying drawings, which are made a part of this application, I have shown the preferred forms of my invention.

In said drawings, Figure 1 is a perspective view of a portion of the back of a seat, showing my ticket-holder placed therein. Fig. 2 is a longitudinal vertical section through the ticket-holder and a portion of the seat-back. Fig. 3 is a sectional view through the seat-back and ticket-holder as seen from line 3 3, Fig. 2. Fig. 4 is a perspective view of the ticket-holder removed from the seat-back. Fig. 5 is a sectional view through the seat-back, showing a slightly-modified form of ticket-holder in section applied thereto; and Fig. 6 is a perspective view of this form of ticket-holder removed from the seat-back.

Referring to the figures by numerals of reference, 1 is the back of a seat, and 2 the frame portion of the back, and 3 the usual form of upholstering covering said frame. The form of ticket-holder herein shown is adapted more particularly to be embedded in the seat-back 2, and to accomplish this result a slot 4 is formed in one edge of said frame in which the ticket-holder is placed. The horizontal plate or section 5 of the ticket-holder is adapted to overlap and rest upon the adjacent walls of the slot 4 and is secured to the frame of the

seat by means of screws 6 or other preferred means, and when said screws are driven home the plate 5 is embedded in the upholstering of the seat, thereby leaving the upper edge of the plate 5 flush with the surface of the surrounding upholstering. Formed integral with the edges of the plate 5 are depending arms 7 and 8, said arms being provided with V-shaped notches in their lower ends for a purpose to be hereinafter described. The arm 7 is made longer than the arm 8, and the extreme lower edge thereof is bent over the arm 8 to form retaining members 9, thereby securing said arms 7 and 8 together at their lower ends. The depending arms 7 and 8 are directed inwardly near their union with the plate 5, thereby providing locking means for the ticket when the same is inserted between said arms 7 and 8.

In order to enter the ticket between the arms 7 and 8, the plate 5 is provided with a pair of elongated slots 10, through which the ticket is adapted to pass, and thence between the arms 7 and 8. By directing the depending arms inwardly, so that the major portions thereof are in close proximity to each other, a tension is provided when a ticket or the like is inserted therebetween. The object of the V-shaped notches 11 in the lower ends of said arms 7 and 8 is to allow any dirt, pieces of tickets, or the like to pass downwardly from between said arms into the bottom of the slot 4, so that there will be no accumulation of material between said arms to direct them apart and prevent them from holding the ticket therebetween.

In Figs. 5 and 6 the depending arms 8 are dispensed with and a curved spring member 12 substituted therefor, said member 12 being retained in position between the turned-over edge 13 of the plate 5^a and the retaining members 9^a of the member 7^a. In this construction the arm 7^a is directed straight downward from the plate 5^a and at right angles thereto. It will be understood that there is to be one of the ticket-holders upon each edge of the seat-back when said backs are revoluble from edge to edge of the seat proper; but in cases where said back merely slides from one edge to the other of the seat it will only be necessary to employ one of the ticket-holders, the same being placed in the upper edge of the seat-back.

In use the conductor ascertains the destination of the passenger, whereupon he so makes an identification-slip that he can tell

at a glance the destination of the passenger, whereupon he places the ticket in the holder by inserting one end of the same through the slot 10 and between the depending arms 7 and 8, and, as there is more or less tension on the arms, the lower end of the ticket is securely held therebetween.

If there are two passengers in the seat having different destinations, the identification-slip is deposited in that slot corresponding with the position of the passenger in the seat. By this construction the annoyance of lost identification-checks is obviated and said checks are at all times in plain view of the conductor passing through the aisle of the train, so that it will not be necessary to disturb the passengers in order to ascertain their destination.

In Figs. 5 and 6 of the drawings the curved member 12 is so arranged that the major portion thereof parallels the depending arm 7^a, and said arm 12 is so constructed that a tension is exerted against the arm 7^a, so that when a ticket is inserted through the slot 10 the lower end thereof is engaged between the arm 7^a and member 12 and securely held in place.

What I claim is—

1. The combination with a seat-back having an opening therein; of a ticket-holder comprising a slotted horizontal plate, depending arms formed at the longitudinal

edges of and integral with said plate, means to secure the lower ends of said arms together, and additional means to secure said ticket-holder to the seat-back.

2. A ticket-holder of the class described comprising a horizontally-disposed slotted plate, arms integral with said plate and depending therefrom, and retaining members at the lower end of one of said arms adapted to engage the opposite arm and secure said arms together at their lower ends.

3. A ticket-holder comprising the combination with a horizontal slotted plate; of depending arms, said arms having V-shaped notches at their lower ends to form passages for dirt, &c., and means to secure the lower ends of said arms together.

4. A ticket-holder comprising a horizontally-disposed slotted plate having inwardly and downwardly projecting arms, means to secure said arms together at their lower ends, said arms being provided with V-shaped notches for the passage of dirt, &c., there-through.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

ALBERT L. BRYANT.

Witnesses:

E. F. GILL,
BENNETT S. JONES.