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B. P. MAYO

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TICKET HOLDER

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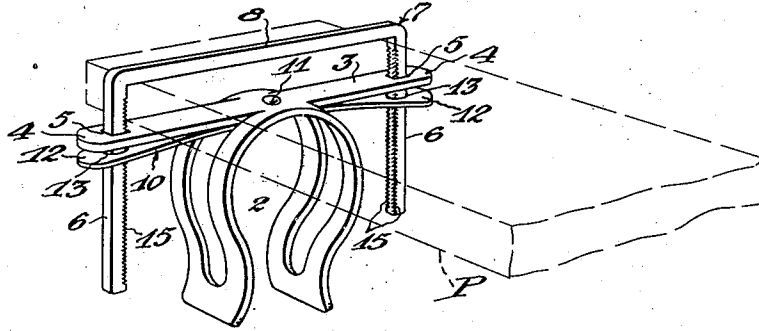


Fig. 1.

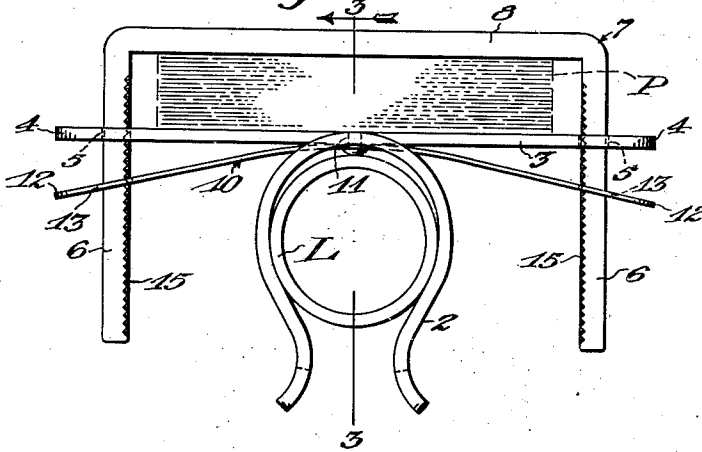


Fig. 2.

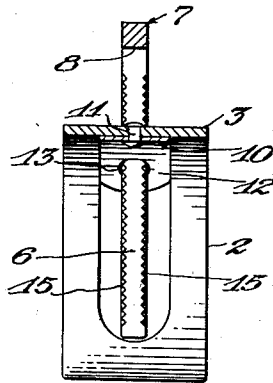


Fig. 3.

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TICKET HOLDER

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4 Claims. (Cl. 211-49)

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This invention relates to an improved clamping device or holder for pads of tickets and the like, particularly for use by conductors and motormen for holding transfer slips in convenient form for issuing to passengers one at a time.

One object of the invention is to provide a device of the type indicated that can be mounted at the vehicle operator's or conductor's station in the bus or car and which will securely hold a pad of transfers at its end to render it convenient for dispensing the tickets therefrom.

Another object is to provide a device of the type specified having means for clamping the pad in position without requiring the manipulation of thumb-screws or other similar mechanical means.

Another object is to provide a device of the type specified to which the pad may be applied by simply laying it across a rest and sliding a clamping element to secure it against the end of the pad.

Another object is to provide a device of the type specified in which the clamping element is automatically locked in place against the top of the pad to hold the latter securely against release until it is required to replace it with a new pad.

Further objects of the improvement are set forth in the following specification which describes a preferred embodiment of the invention as illustrated by the accompanying drawing. In the drawing:

Fig. 1 is a perspective view of the improved clamping device or pad-holder indicating the manner in which the pad of tickets, represented by dash-lines, is clamped therein;

Fig. 2 is an enlarged side view of the device showing the pad clamped therein and also illustrated in dash-lines; and

Fig. 3 is a vertical sectional view of the device on line 3-3 of Fig. 2.

Conductors and motormen on busses and street-cars are usually provided with transfer tickets for issue to passengers and such tickets are generally put up in pads. The car and bus operators have numerous duties to perform such as making change, dispensing car-tokens or checks and attending generally to the operation of the vehicle. They are usually provided with means for conveniencing the handling of currency, such as coin-collectors, and heretofore it has been proposed to provide a clamp or holder for the transfer-pads adapted to be attached to some part of the vehicle. Such previously-used devices required considerable manipulation for clamping the pads in place and it is one object of the present invention to provide a clamping

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device or holder which is practically automatic in its operation; it being only necessary to slip the pad in place under the clamping means and press the latter down to securely fasten the pad against unwarranted removal from the holder.

Referring to the drawing, the present improved pad-holder comprises a horseshoe-shaped spring-clip or connector 2 for mounting the device on the steering wheel or a part of the stanchions at the driver's station in the bus or car. As shown in Fig. 2, the spring-clip or connector 2 may be sprung around a pipe-length L forming a part of the stanchion at the operator's station or it may be similarly attached to any other suitable part of the bus or car.

The connector or spring-clip 2 may have a plate 3 at the top extending horizontally at either side of its center and in accordance with a preferred form of construction the plate 3 is made integral with the spring-clip or connector 2 by slitting the metal on its opposite sides and bending the two lengths 4-4 upwardly therefrom to project horizontally in the form of a continuous rest. The plate or rest 3 may be provided with rectangular apertures 5 at its outer ends for receiving the opposite vertical legs 6, 6 of a substantially U-shaped clamping element 7. The clamping element 7 is preferably constructed of square rod with a horizontal crossbar 8, from which the two legs 6, 6 depend, thereby adapting it to serve as a loop to enclose a pad P of transfer tickets, indicated by dash-lines in Fig. 1 and for clamping the pad against the rest 3. Means are provided for automatically securing the clamping element 7 with its crossbar 8 seated firmly against the top of the pad P, such means being herein shown as comprising a leaf-spring 10 fastened at its center to the under side of the plate or rest 3 by means of a rivet 11. The spring 10 is bowed at the center with its opposite arms 12 diverging downwardly from the bottom of the plate 3 and provided at their ends with circular holes 13 through which the legs 6 of the clamping element 7 project. The legs 6 are formed with serrations or sharp teeth 15 on their parallel inner edges, as shown more particularly in Figs. 1 and 3 of the drawing, and the edges of the holes 13 in the ends of the arms 12 are adapted to engage with the teeth to lock the clamping element 7 in whatever position it may be adjusted for holding the pad P clamped against the plate or rest 3.

In use, the clamping device or pad-holder is operated in the manner as next explained. The clamping element 7 may be drawn upwardly to open the device with its crossbar 8 spaced at a

suitable distance above the rest 3 by simply pressing the ends of the spring-arms 12 downwardly to release the edges of their holes 13 from the teeth 15. After the clamping element 7 has been raised to an extent suitable for inserting the pad P under its crossbar 8 the pad P is simply slipped into place with its rearward portion seated on the rest 3, whereafter the clamping element 7 is pressed downwardly to cause its crossbar 8 to bind the pad against the rest. Considerable pressure may be exerted on the top of the clamping element 7 to grip the pad firmly in place on the rest 3 and during this operation the spring-arms 12 will slide downwardly on the legs 6, 6 to pass over the teeth 15 in the manner of a ratchet. When pressure on the clamping element 7 is released the resiliency of the spring 10 will cause its arms 12 to engage the teeth in the edges of the legs 6 with a firm grip to securely retain the clamping element in adjusted position.

Usually, the pad P is placed across the rest 3 in such position that the crossbar 8 of the clamping element 7 will be located in alinement with the ends of the transfer tickets, that is at a point where they are to be detached from the pad. The tickets are generally printed with stubs located at one end of the pad and retained thereon after the transfers have been detached therefrom. The rectangular or square crossbar 8 of the clamping element 7 acts as a guide and severing means for facilitating tearing the passenger's portion of the ticket away from the stub. That is to say, the conductor or operator of the car or bus may simply lift one or more tickets by their forward ends and draw them back against the crossbar 8 of the clamping element 7; and in this way they can be torn off cleanly from the stubs at the rearward end of the pad with the forward lower edge of the crossbar acting as a guide and cutter for severing them.

It will be observed from the foregoing specification that the present device provides a convenient clamping device or holder for pads of tickets, transfer slips or the like to facilitate their issuance to passengers by merely tearing them off from the stub-end of the pad which is held securely against release. The clamping means of the device is adjustable for pads of varying thickness and is most convenient to operate by merely pressing it down toward the rest on which the pad is placed. The holding means for the clamping element operates automatically to secure it in adjusted position and the device may be opened for removing the stub end of the pad and replacing it with a new pad of tickets by merely pressing down the ends of the spring 10 in the manner as previously explained. It will be seen that the device provides for holding pads of tickets or the like conveniently placed for detachment of the tickets and retention of their stubs, while relieving the operator of the vehicle from carrying the tickets on his person and handling the pads, thus simplifying and expediting the manual operation of issuing the tickets to passengers.

While the device is herein shown and described as embodied in a preferred form of construction, it is to be understood that various modifications may be made in the structure and arrangement of its parts without departing from the spirit or scope of the invention as expressed in the following claims. Therefore, without limiting myself in this respect, I claim:

1. In a clamping device or holder for ticket-pads, a rest for receiving the end of the pad, a U-shaped clamping element adjustable relatively of the rest to enclose the end of the pad and bind it against the rest, and ratchet-means for locking the clamping means in position against the pad.

2. In a device of the type specified, a rest for receiving the end of a pad of tickets, a clamping element having a crossbar with legs depending therefrom through openings in the ends of the rest, said legs formed with teeth, and resilient means for engaging the teeth on the legs of the clamping element to lock it in adjusted position in relation to the rest.

3. In a device of the type indicated, a clamping device or holder for ticket-pads comprising a spring-clip adapted for attachment to a part of a vehicle, a rest extending horizontally above the clip, a U-shaped clamping element having depending legs projecting through openings at the ends of the rest, and a spring on the under side of the rest engageable with serrations in the legs of the clamping element to lock it in adjusted relation to the rest.

4. In a device of the type indicated, a circular spring-clip for attachment to a part of a vehicle, said clip having its sides slitted to provide strips of the metal bent upwardly to extend horizontally in the form of a continuous rest for receiving a pad of tickets, a U-shaped clamping element having a crossbar with legs depending from its ends and projecting through openings in the ends of the rest, said legs formed with teeth on their inner sides, and a bowed spring fastened to the under side of the rest with its end portions extending in divergent relation thereto and formed with apertures for receiving the legs of the clamping element to adapt the edges of the apertures to engage the teeth on the legs.

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