J. S. SZARAT.

STREET CAR TRANSFER.

APPLICATION FILED APR. 11, 1919.

1,355,626.

Patented Oct. 12, 1920.

Fig. 1.

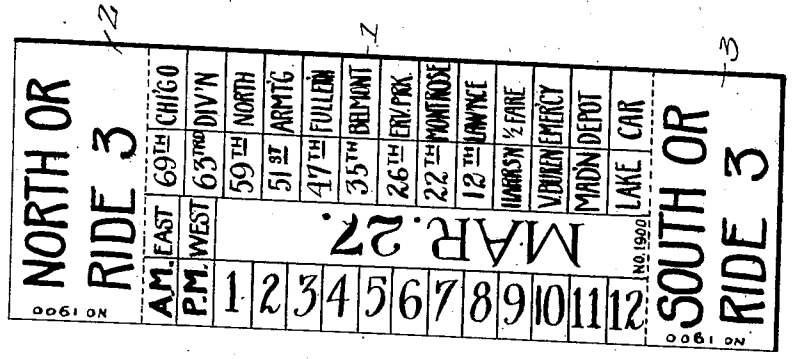


Fig. 2.

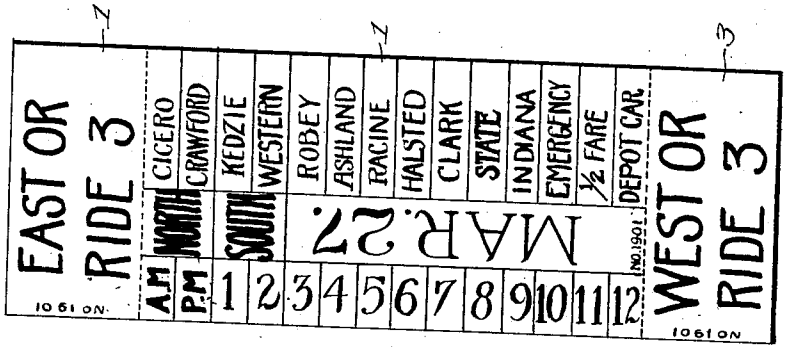
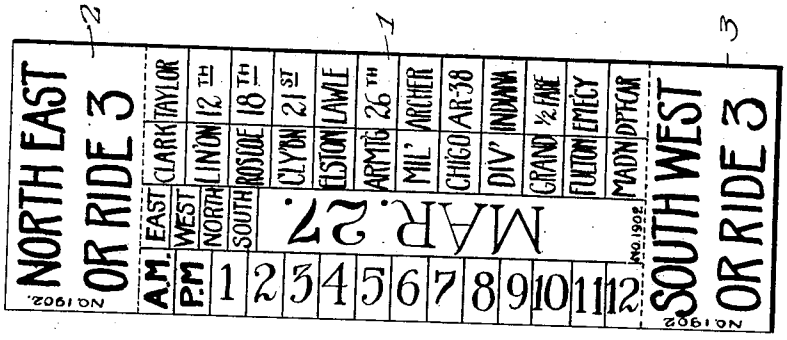


Fig. 3.



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UNITED STATES PATENT OFFICE.

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STREET-CAR TRANSFER.

1,355,626. Specification of Letters Patent. Patented Oct. 12, 1920.

Application filed April 11, 1919. Serial No. 289,302.

To all whom it may concern:

Be it known that I, JOSEPH S. SZARAT, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented new and useful Improvements in Street-Car Transfers, of which the following is a full, clear, concise, and exact description, reference being had to the accompanying drawing, forming a part of this specification.

My invention relates to improvements in transfer tickets, particularly designed for street railway lines, and has, among other objects, that of providing a transfer ticket which will require the minimum amount of labor on the part of the conductor issuing the same in punching, etc., and which may be used for a plurality of rides.

In some of the larger cities the transfer system at present is such that a passenger can transfer from car to car so long as he travels in the same general direction. That is, assuming that the passenger boards a car going north, he can transfer east or west and then transfer north from the east or west car, continuing this method of transferring on a transfer as long as he pleases. This imposes a hardship on the railway companies, as it gives too long a ride for a single fare. Furthermore, under the present arrangement, each time that a person boards a car and demands a transfer, the conductor has to issue a new transfer.

According to my invention, the passenger is limited to the number of transfers he may obtain on one fare, and, furthermore, the conductor, each time a transfer is demanded on a transfer, is not required to issue a new transfer, but merely tears off a designated portion of the transfer already in the possession of the passenger.

For the purpose of disclosing my invention, I have illustrated in the accompanying drawings certain forms which my transfer may take.

In Figure 1, I have illustrated a transfer for use in a city having a number of street-car lines running east and west.

In Fig. 2 I have illustrated a similar transfer, except that the same is adapted for lines running north and south; and

In Fig. 3 I have illustrated a similar form of transfer, except that it is designated for lines running diagonally or for lines which run partially in one direction and partially in another.

In each of the transfers illustrated I provide a body portion 1. This body portion has printed thereon the names of all the lines running in the same direction. For instance, in the transfer illustrated in Fig. 1 the body portion 1 has printed thereon all of the lines running east and west, so that the same form of transfer may be issued on all east and west lines. At each end of the body portion 1 are provided tear-off coupons 2 and 3, having printed thereon indicating marks for showing the direction of travel transversely to the line indicated on the body portion; for instance, in Fig. 1 the body portion being adapted for lines east and west, the tear-off coupon 2 would indicate north or ride 3 and the tear-off coupon 3 would indicate south or ride 3. In the transfer illustrated in Fig. 2, the body portion being adapted for north and south lines, the tear-off portion 2 would indicate east or ride 3 and the tear-off portion 3 would indicate west or ride 3. Similarly in the diagonally extending lines, the tear-off portion 2 would indicate north or east and the tear-off portion 3 would indicate south or west, etc.

In addition to the indicia of the different lines on which the transfer is used, the direction of travel is also indicated on the body portion; as, for instance, on the body portion 1 of the transfer of Fig. 1 the direction of travel east or west is shown; on that illustrated in Fig. 2 the direction of travel north and south is indicated; and on that illustrated in Fig. 3 the direction of travel east, west, north, and south is shown, as this transfer is not only adapted for use on lines running diagonally but also on lines which run in two directions.

In addition to the indicia above mentioned, the transfers are dated, given a serial number, and also provided with additional indicia for emergency, half-fare, and the like, and numerals indicated the hour and "a. m." and "p. m.," so that the conductor may punch the time of issuing the transfer or the time of leaving the junction, if desired.

In addition to the indicia printed on the transfers, the transfers may be printed on different-colored slips, so as to be more readily distinguishable; as, for instance, the transfers illustrated in Fig. 1 may be printed of one color to indicate travel east and another color to indicate travel west. The

transfer of Fig. 2 would be printed in different colors, indicating travel north and south, these colors, however being different from the colors used on the transfer of Fig. 1. Likewise, a different-colored paper may be used for the transfers like that illustrated in Fig. 3.

In operation, we will assume that a passenger boards a car on the Twenty-second street line traveling east and requests a transfer. The conductor will issue a transfer like that illustrated in Fig. 1, punching the direction in which his car is traveling, namely, east, and the line, namely, Twenty-second street, and the time he left the terminal of his route. The passenger can then transfer to any intersecting street car line, and we will assume that he transferred at the next intersecting street car line on Western avenue and boarded a north-bound car. He desires to transfer again and so informs the conductor, who will detach the tear-off coupon 2, indicating that the passenger traveled on two cars, the body indicating that the passenger had traveled on an east-bound Twenty-second street car and on a north-bound car. If he boarded the south-bound car, the conductor would, of course, tear off the opposite coupon, or coupon 3. We will assume that the passenger then transfers from the north-bound car to a Twelfth street car traveling east. He then presents his transfer and indicates that he wishes to transfer again. The conductor will then tear off the coupon 3, showing that the passenger has ridden on three car lines and is entitled to only one more ride. At another intersection or transfer point the passenger can present the remaining portion of the transfer 1 and travel on this section; the conductor, however, taking up this section and refusing to issue another transfer. In event he traveled in a reverse direction, he could only travel to the next cross line.

The same procedure, of course, will be gone through with the transfer of Fig. 2 or the transfer of Fig. 3, except that in connection with the transfer of Fig. 3, if the car line happened to be one running in two directions, the conductor would punch on the transfer the direction in which the car was running at the time the transfer was issued.

It is obvious that the number of rides could be increased by increasing the number of tear-off coupons, if desired.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent, is:—

1. An improved street railway transfer ticket comprising a main section having indicated thereon various railway lines running parallel with one another and indicating various lines on which the transfer may be issued, whereby the conductor may indicate which is the issuing line, and tear-off sections on opposite ends of the main section having indicated thereon the direction of travel transversely to the lines.

2. A street railway transfer ticket comprising a main section having punched-out indications thereon of street railway lines running parallel with one another and indicating various lines on which the transfer may be issued, whereby the conductor may indicate which is the issuing lines, and punchable indications of the direction of travel of the car on said lines and having at opposite ends thereof tear-off coupons, said coupons having indicated thereon opposite directions of travel transverse to the lines indicated on the body.

3. A transfer having a body portion, having means for indicating a line of travel, a first detachable portion having on it means for indicating that this portion is good either for a ride in a direction transverse to the general direction of the line indicated on the body portion, or for a third ride, and a second detachable portion having on it means for indicating that it is good either for a ride in a direction transverse to the general direction of the line indicated on the body portion but opposite to the direction indicated on the first detachable portion, or for a third ride, each of the said detachable portions being detachable from the body portion independently of each other.

4. A transfer having a body portion, having means for indicating a line of travel, a first detachable portion having on it means for indicating that this portion is good either for a ride in a direction transverse to the general direction of the line indicated on the body portion, or for a third ride, and a second detachable portion having on it means for indicating that it is good either for a ride in a direction transverse to the general direction of the line indicated on the body portion but opposite to the direction indicated on the first detachable portion, or for a third ride, each of the said detachable portions being detachable from the body portion independently of each other, and located at opposite ends of said body portion.

5. A transfer having a body portion, having means for indicating a plurality of lines extending in the same general direction, a first detachable portion having on it means for indicating that this portion is good either for a ride in a direction transverse to the general direction of the lines indicated on the body portion or for a third ride, and a second detachable portion having on it means for indicating that it is good either for a ride in a direction transverse to the general direction of the lines indicated on the body portion, but opposite to the direction indicated on the first detachable portion or for a third ride, each of said

detachable portions being detachable from the body portion independently of each other.

6. A transfer having a body portion, having means for indicating a line of travel, means whereby the conductor can indicate the direction in which the car is traveling when the transfer is issued, a first detachable portion having on it means for indicating that this portion is good either for a ride in a direction transverse to the general direction of the line indicated on the body portion or for a third ride, and a second detachable portion having on it means for indicating that it is good either for a ride in a direction transverse to the general direction of the line indicated on the body portion, but opposite to the direction indicated on the first detachable portion or for a third ride, each of said detachable portions being detachable from the body portion independently of the other.

7. A transfer having a body portion, having means for indicating a line of travel, a first detachable portion having on it means indicating that this portion is good for a ride in a direction transverse to the general direction of the line indicated on the body portion, and a second detachable portion having on it means for indicating that it is good for a ride in a direction transverse to the general direction of the line indicated on the body portion, but opposite to the direction indicated on the first detachable portion, each of said detachable portions being detachable from the body portion independently of each other.

8. A transfer having a body portion, having means for indicating a line of travel, a second portion having on it means for indicating that this second portion is good either for a ride in a direction transverse to the general direction of the line indicated on the body portion or for a third ride, and a third portion having on it means for indicating that this third portion is good either for a ride in a direction transverse to the general direction of the line indicated on the body portion but opposite to the direction indicated on said second portion, or for a third ride, the said second and third portions of said transfer being of such a nature so that they may be cancelled independently of each other.

9. A transfer having a body portion, having means for indicating a line of travel, a second portion having on it means for indicating that this second portion is good for a ride in a direction transverse to the general direction of the line indicated on the body portion, and a third portion having on it means for indicating that this third portion is good for a ride in a direction transverse to the general direction of the line indicated on the body portion, but opposite to the direction indicated on said second portion, the said second and third portions of said transfer being of such a nature that they may be cancelled independently of each other.

In witness whereof, I have hereunto subscribed my name.

JOSEPH S. SZARAT.