

Dec. 5, 1950

B. H. FREEDMAN

2,532,664

TICKET

Filed June 1, 1946

*Fig. 1.*

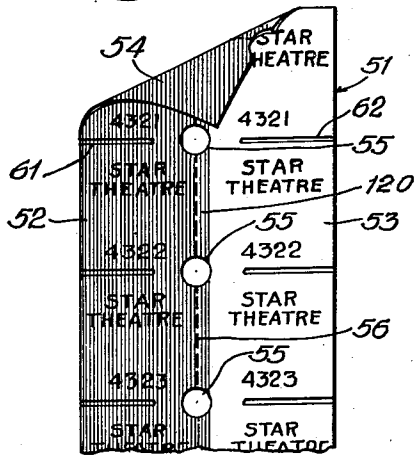


*Fig. 2.*

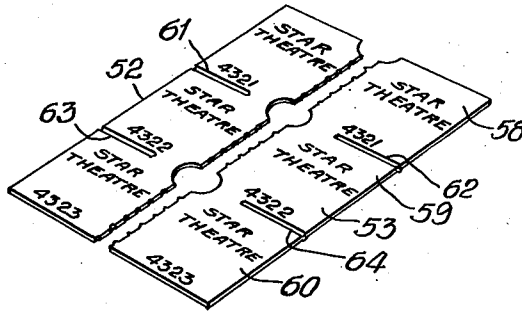


*Fig. 5.*

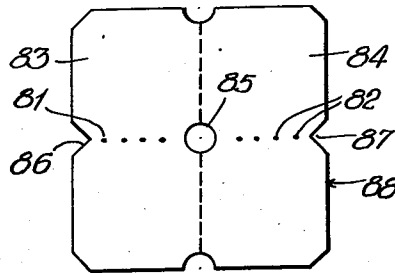


*Fig. 3.*

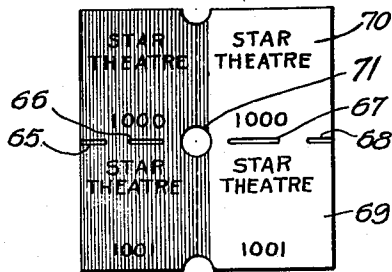


*Fig. 6.*

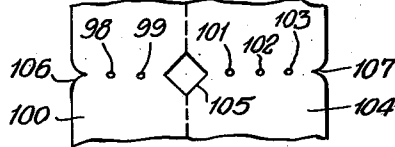


*Fig. 4.*

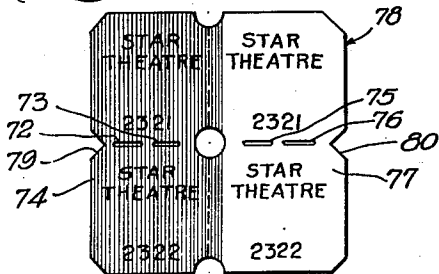
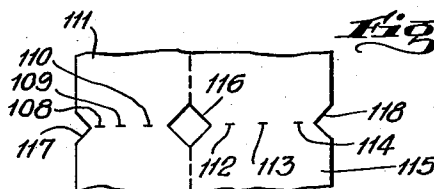


*Fig. 7.*



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## UNITED STATES PATENT OFFICE

2,532,664

## TICKET

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Application June 1, 1946, Serial No. 673,852

3 Claims. (Cl. 281-5)

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This invention relates to an improved ticket and constitutes in part a continuation of my two co-pending applications for patent, Serial Nos. 559,760 and 559,761, both filed October 21, 1944, and now abandoned.

As indicated in my prior Patent No. 2,238,724, issued April 15, 1941, certain decided advantages flow from providing a double stub ticket strip which can be cut into ticket lengths to produce tickets of varying length having a multiple of ticket areas corresponding in number to the number of patrons to be entered on the ticket. This ticket strip is made with a weakening line extending longitudinally thereof to facilitate dividing the ticket into its respective stub areas without danger of mutilating either stub area.

It is an object of this invention to facilitate subdividing a portion of a ticket strip into two or more parts by tearing or otherwise dividing the ticket along predetermined transversely extending weakened lines while still preserving the feasibility of separating two joined longitudinally extending stub areas of the ticket as issued.

It is a further object of the invention to facilitate subdividing the ticket transversely by the use of transversely extending weakened lines which are not so weak as the longitudinally extending weakened line. To accomplish this end transverse weakened lines are provided which extend only partly across the stub area and are arranged so as not to interfere with the proper functioning of the longitudinally extending weakened lines.

These and other objects of the invention will become apparent from the following description when read in conjunction with the accompanying drawings, in which:

Figure 1 is a plan view of one end of a ticket strip made in accordance with one embodiment of the present invention with one corner thereof turned up;

Figure 2 is a perspective view of a three-unit ticket after having been cut or separated from the strip shown in Figure 1 and having the longitudinal stub areas separated from one another;

Figure 3 is a plan view of a two-unit ticket made in accordance with another embodiment of the present invention;

Figure 4 is a plan view of a two-unit ticket made in accordance with still another embodiment of the present invention;

Figure 5 is a plan view of a two-unit ticket made in accordance with a still further embodiment of the present invention; and

Figures 6 and 7 are fragmentary plan views of ticket portions of still further embodiments of the present invention.

According to the embodiment illustrated in Figure 1, there is provided a ticket strip 51 having a longitudinally extending demarcation 56 preferably composed of a plurality of aligned perforations forming a main weakened line longitudinally of the ticket strip and dividing the same into two stub areas 52 and 53, one stub area, for example, stub area 52, to be returned to the patron, and the other stub area 53, to be retained by the doorman as the patron enters the theatre. Preferably, the stub areas are distinguished from one another by definite markings, for example, the stub area 52 may be colored red and the stub area 53 colored white. Preferably each of the stub areas 52 and 53 has the same color or marking on opposite faces thereof as indicated by the turned up corner 54. Preferably, also, the color of the stub areas 52 extends a short distance into the stub area 53, forming the narrow margin 120. The value of the margin 120 is that the accounting department when collecting stub areas 53 can readily separate the tickets of like price.

The ticket strip 51 is generally provided with pin feed holes 55. The alignment of the holes 55 need not be immediately in the middle of the ticket strip. In the embodiment shown in Figure 1 the alignment is slightly to the left of the ticket strip, the stub area 53 being of greater width than the stub area 52. The holes 55 need not necessarily be, but are preferably, in alignment with the perforated line 56.

For the purpose of providing transverse demarcations which define the successive ticket areas from one another and facilitate separating these areas from one another, according to the embodiments illustrated in Figs. 1 and 2, there are provided depressions or score lines 61 and 62 defining the ticket areas 58 and 59 from one another, and the depressions or score lines 63 and 64, defining the ticket areas 59 and 60 from one another. These demarcations 61, 62, 63 and 64 extend from the outer edge of the strip 51 and continue just a little beyond half of a stub width.

In the embodiment shown in Fig. 3, the transversely extending demarcations consist of interrupted scorings or depressions 65, 66, 67 and 68 separating the stub areas 69 and 70. It will here be noted that parts of this scoring, to wit 65 and 68, extend to the outer longitudinal edges of the ticket strip, but that the parts 66 and 67 are spaced from the pin hole opening 71.

In the embodiment shown in Fig. 4, there are provided depression or scoring marks 72, 73, 75 and 76. While these scoring marks do not extend to the outer longitudinal edges 74 and 77 of the ticket strip 78, the outer edges of the strip are provided with triangular notches 79 and 80 adjacent to the score marks.

In the embodiment shown in Fig. 5, a plurality of spaced apart perforations 81 in alignment with the like spaced apart perforations 82 extend transversely of the stub areas 83 and 84, respectively. These perforations likewise are spaced from the feed pin receiving opening 85

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and align with triangular notches 86 and 87 in the outer longitudinal edges of the ticket 88.

In the embodiment shown in Fig. 6, there are provided two perforations 93 and 99 in alignment with one another and extending transversely of the stub area 100 and three perforations 101, 102 and 103 in alignment with one another and extending transversely of the stub area, 104. In this embodiment instead of a round pin receiving opening there is a square or polygonal shaped opening 105. The perforations in this instance are spaced from the pin 105 and are in alignment with the apices of the curved notches 106 and 107.

In the embodiment illustrated in Fig. 7, the transverse demarcation is defined by the slits 108, 109, 110, 112, 113 and 114 in alignment with one another and extending transversely of the ticket strip. Here again the slits 110 and 112 are spaced from the pin receiving opening 116. It will be evident that the outer slits 108 and 114 may, if desired, be located to terminate in the apices of the triangular notches 117 and 118, respectively.

For the purpose of this invention, excellent results have been achieved when the material selected for the ticket stock is of the character universally known as light weight Bristol-board of approximately a one hundred and ten pound basis.

It is obvious that various changes and modifications may be made to the details of construction without departing from the general spirit of the invention as set forth in the appended claims.

#### I claim:

1. A ticket composed of a shape retaining material having a main weakened line extending only longitudinally of the ticket and intermediate its longitudinally extending edges dividing the ticket into two columns of stub areas, each ticket as initially issued corresponding in size to a multiple of transversely extending unit areas corresponding in number to the number of patrons for which the ticket is issued, the main weakened line defining the division along which the ticket is to be separated into its respective stub areas, transversely extending demarcations consisting of weakened lines defining the ticket into successive ticket areas, said transversely extending demarcations forming a guide to predetermine where to divide and to facilitate dividing the successive ticket areas from one another in case of an emergency along such transversely extending demarcations, said transverse demarcations being less weak in degree than said main weakened line so that there is little danger of separating said ticket transversely along said transverse weakened lines when separating said ticket into its respective stub areas along said main weakened line, said transverse demarcations extending inwardly from the outer edges of the ticket part way across the respective stub areas to facilitate starting the transverse divisions along the transverse demarcations when desired, and pin hole receiving openings intercepting said main weakened line at points in alignment with said transverse demarcations.

2. A ticket composed of a shape retaining material having a main weakened line extending only longitudinally of the ticket and intermediate its longitudinally extending edges dividing the ticket into two columns of stub areas, each ticket as initially issued corresponding in size to a mul-

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multiple of transversely extending unit areas corresponding in number to the number of patrons for which the ticket is issued, the main weakened line defining the division along which the ticket is to be separated into its respective stub areas, and transversely extending demarcations consisting of interrupted scorings defining the ticket into successive ticket areas, said transversely extending demarcations forming a guide to predetermine where to divide and to facilitate dividing the successive ticket areas from one another in case of an emergency along such transversely extending demarcations, said transverse demarcations being less weak in degree than said main weakened line so that there is little danger of separating said ticket transversely along said transverse weakened lines when separating said ticket into its respective stub areas along said main weakened line, and arcuate pin hole receiving openings formed at the intersections of said weakened line and said transverse demarcations, said scorings terminating in the outer edges of said ticket to facilitate starting the transverse divisions along the transverse scorings but extending only part way across the respective stub areas and being spaced from said pin hole receiving openings to protect the ticket from being accidentally divided transversely when dividing the ticket into its respective stub areas.

3. A ticket composed of a shape retaining material having a main weakened line extending only longitudinally of the ticket and intermediate its longitudinally extending edges dividing the ticket into two columns of stub areas, each ticket as initially issued corresponding in size to a multiple of transversely extending unit areas corresponding in number to the number of patrons for which the ticket is issued, the main weakened line defining the division along which the ticket is to be separated into its respective stub areas, and transversely extending demarcations defining the ticket into successive ticket areas without inducing the ticket to buckle along such transversely extending demarcations, said transversely extending demarcations forming a guide to predetermine where to divide and to facilitate dividing the successive ticket areas from one another in case of an emergency along such transversely extending demarcations, said transverse demarcations being less weak in degree than said main weakened line so that there is little danger of separating said ticket transversely along said transverse weakened lines when separating said ticket into its respective stub areas along said main weakened line, said transversely extending demarcations extending inwardly from the outer edges of the strip part way across the respective stub areas to facilitate starting the transverse divisions along the transversely extending demarcations when desired.

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