Feb. 16, 1960 R. I. N. WEINGART 2,925,288

TICKETS AND METHOD OF PREPARING THE SAME

Filed May 14, 1953

FIG. 1

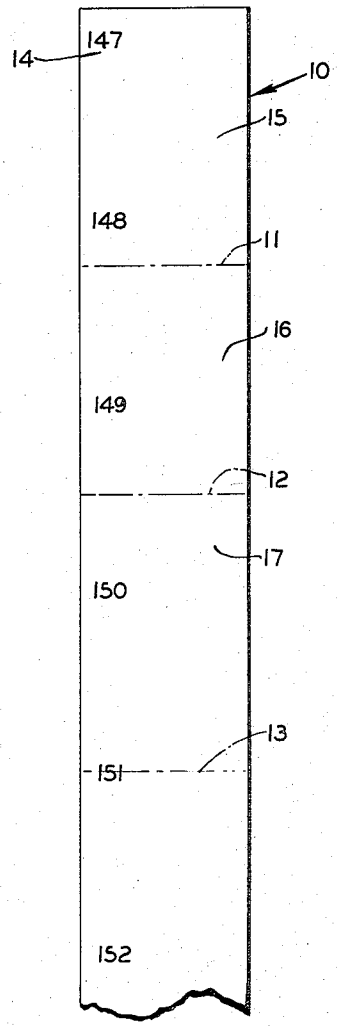
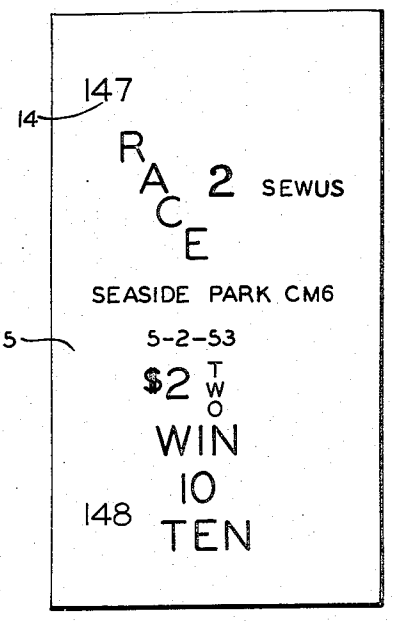


FIG. 2



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2,925,288

Patented Feb. 16, 1960

2,925,288

TICKETS AND METHOD OF PREPARING THE SAME

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Application May 14, 1953, Serial No. 355,123

1 Claim. (Cl. 283—9)

This invention relates to tickets which are issued by ticket printing machines and relates more particularly to a novel method of preparing tickets with sequential numbers which reduces the possibility of fraud on the part of handlers of the ticket machines.

The ticket and method of the present invention have a variety of uses, one of which is in connection with tickets sold to customers at the race tracks.

The tracks are provided with a totalisator and the betting odds continue to change up to the moment the race starts and such changes are visible to the patrons of the track. Each track has a number of ticket issuing machines attended by ticket sellers. As soon as a race starts the many machines become automatically locked from a central station so that no more tickets can be sold and the betting odds determined at the start of the race are unchanged.

The ticket issuing machines are delicate instrumentalities and must be serviced daily to keep them in top working order. The ticket seller cannot print additional tickets on the winning horse after the race since the machine is locked. The mechanic, however, who services the machines after racing hours can do so and the tickets so produced are not in any realistic sense "counterfeits" since they are printed by the machine which prints the lawful tickets, and these spurious tickets must be redeemed if presented for payment because there is no method of differentiating them from properly issued tickets. The spurious tickets are always printed on horses paying the heaviest odds, all to the loss of the track and the State taxing authority.

The ticket and method of the present invention are adapted primarily for use in connection with a ticket printing machine of the type disclosed in Webb Patents Nos. 1,994,030 and 2,020,594 and which are provided with printing rollers and a friction feed. This type of machine is faster and gives a cleaner impression than does a platen printing machine. Because of the friction feed the tickets are almost never of precisely the same length and the variation in length is sometimes rather large and tickets issued by different machines vary one from another. Large or small, this variation in length is a considerable advantage in that it causes the machine printing to bear a different relationship to the pre-printing on the ticket strip and therefore prevents fraud by the act of tearing two tickets on non-winning horses, re-arranging the pieces and thus producing a "winning" ticket for a given race. This pre-printing is in the form of running words or design usually disposed longitudinally of the ticket strip and such words or designs are differently placed on each successive ticket, either if each ticket length varies, or if this pre-printing is out of phase with the ticket length.

An object of the present invention is to provide a ticket strip which will eliminate the printing of tickets after the event without detection at the time of cashing and the invention consists broadly in pre-printing control numbers in sequence on the ticket strip, which numbers are

spaced apart a distance less than the shortest length of the tickets which are eventually cut from the ticket strip by the ticket printing and issuing machine.

If the shortest length of a ticket is three inches the sequential control numbers which are pre-printed on the ticket strip may be printed, for example, two inches apart and accordingly some of the tickets will have two control numbers but each ticket will have at least one control number. In some instances a number will be cut down the middle so that half will appear on one ticket and the remaining half on another. In every ticket, however, there will be at least one whole control number.

It will be apparent from the foregoing that the numbers are not pre-printed for the purpose of determining the number of tickets sold. The ticket printing and issuing machine does this. These numbers exist solely to prevent fraud and to improve accounting practices. As applied to a race track, if a ticket is printed after the event it is possible to detect the fraud when it is presented for payment. Thus if a particular machine issues 620 tickets in a day and the numbers, starting, for example, with 324 have gone up to 1264, the ticket seller will actuate the machine once more and print a "test ticket" which will bear the number 1265. Test tickets are then taken from all the other machines and are assembled at the cashier's window. Accordingly, if on the day following the race three tickets from the aforesaid machine, on a winning horse, and bearing numbers 1266, 1267 and 1268 are presented for payment the cashier will quickly note the highest number for the previous day for that particular machine and will reject the spurious tickets.

It will be apparent from the foregoing that another object of the invention is to provide an easy method of obtaining "chronological control" of ticket selling, i.e., of determining within what time period a given ticket is sold. This type of control could be partially achieved if the printing mechanism in the ticket issuing machine has a numbering head which prints consecutive numbers as the tickets are issued. But in that instance there is nothing to prevent a person having access to the mechanism from, at a later time, printing tickets having numbers identical with numbers printed at an earlier time. This is impossible when the pre-printed control numbers of the present invention are employed.

In the drawing:

Fig. 1 is a ticket strip embodying the present invention;

Fig. 2 is a single ticket which has been issued by the machine.

The ticket strip shown at **10** is a single length of unperforated stock. The three broken lines **11**, **12** and **13** indicate where the several tickets will probably be severed from the roll and, as was earlier pointed out, there is usually a variation in the length. The manufacturer of the strip prints the consecutive numbers shown at **14** and these numbers are spaced apart a distance less than the shortest length that is severed from the roll. It will accordingly be seen that the first length **15** has two numbers printed thereon, lengths **16** and **17** have a single number, and between lengths **17** and **18** a number has been severed through the center. These numbers have no significance to the holder of the ticket.

Fig. 2 shows an enlarged view of a single ticket which has been printed by the machine earlier described and severed from the roll. It has the number of the race, a code word which changes periodically, the name of the track, the number of the machine issuing the ticket, etc. In addition it has the consecutive control numbers 147 and 148. All the data except these two numbers is printed by the friction feed ticket issuing machine.

In addition to preventing fraud in the manner described the pre-printed control numbers have other uses as well. If a person has it in mind to print counterfeit tickets he

would at least prefer to print them on authentic stock and if he succeeds in getting a length of the stock out of the machine at night that fact will be obvious to the ticket seller the next day when he prints his beginning-of-the-day test ticket and compares it with the previous day's closing control number.

It also brackets each period in which a given ticket is issued. For example, when race No. 7 is run the race number for the next race is changed in all machines simultaneously from a central control point. The solenoid controlling this change may stick in a given machine and before the seller detects that his tickets for the 8th race are printed "Race No. 7," he may have sold 10 tickets. The consecutive control numbers on the ticket strip will identify those so sold.

To the contrary, if a customer presents four tickets, two on the seventh race and two on the eighth race and insists that he bought all four at the same time and that the machine made a mistake, the serial numbers will prove the falsity of the assertions.

The term "friction feed" as used herein refers to any method of feeding wherein there is a lack of any means for accurately pre-determining ticket length. Where "control numbers" are referred to herein and in the appended claims, it will be understood to refer to numbers, letters or any other sequential control indicia. The terms "sequential" and "consecutive" as used herein and in the appended claims will be understood to refer to any system of indicia which indicates the order in which tickets are

issued. In other words the sequential indicia need not run 1, 2, 3 but could run 2, 4, 6 or *a*, *b*, *c*.

It will be appreciated that the structure and method disclosed herein may be varied considerably without departing from the spirit of the invention as defined by the appended claim.

What I claim is:

The method of determining the chronology of issuance of a series of racing tickets cut from a continuous strip of paper, which method consists in pre-printing sequential control numbers in substantially equally spaced relation on the paper strip before the strip is placed in a machine for printing and issuing the tickets, then individually printing the racing indicia on individual tickets before the same are cut from the strip, and then cutting the individual tickets from the strip in varying lengths, said lengths being greater than the spacing between the control numbers.

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