

No. 834,860.

PATENTED OCT. 30, 1906.

J. S. YOUNG.

TRANSPORTATION TICKET.

APPLICATION FILED JAN. 17, 1906.

Fig. 3.

FROM TO			
TOLEDO	MAUMEE		
LEYDORF	THE BEND		
CRAWFS	BOWLING GREEN		
PORTAGE	MER MILL		
MUNGEN	TROMBLEY		
CYGNET	LAWRENCE MILLS		
N. BALTIMORE	GALATEA		
VAN BUREN	MORTIMER		
FINDLAY			
AUDITOR'S CHECK. This half is of no value except in the Conductor's report. Must send it in with his trip report.			
THE T. B. & S. TRACTION CO.			
5	10		
15	20		
25	30		
35	40		
45	50		
55	60		
65	70		
75	80		
85	90		
95	100		

Fig. 2. c

FROM TO			
TOLEDO	MAUMEE		
LEYDORF	THE BEND		
CRAWFS	BOWLING GREEN		
PORTAGE	MER MILL		
MUNGEN	TROMBLEY		
CYGNET	LAWRENCE MILLS		
N. BALTIMORE	GALATEA		
VAN BUREN	MORTIMER		
FINDLAY			
AUDITOR'S CHECK. This half is of no value except in the Conductor's report. Must send it in with his trip report.			
THE T. B. & S. TRACTION CO.			
5	10		
15	20		
25	30		
35	40		
45	50		
55	60		
65	70		
75	80		
85	90		
95	100		

Fig. 1. c

FROM TO			
TOLEDO	MAUMEE		
LEYDORF	THE BEND		
CRAWFS	BOWLING GREEN		
PORTAGE	MER MILL		
MUNGEN	TROMBLEY		
CYGNET	LAWRENCE MILLS		
N. BALTIMORE	GALATEA		
VAN BUREN	MORTIMER		
FINDLAY			
PASSENGER'S RECEIPT. Lower figure shows amount of fare paid. Purchaser must send it in with his trip report.			
THE T. B. & S. TRACTION CO.			
5	10		
15	20		
25	30		
35	40		
45	50		
55	60		
65	70		
75	80		
85	90		
95	100		

WITNESSES

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# UNITED STATES PATENT OFFICE.

JOSEPH S. YOUNG, OF TOLEDO, OHIO.

## TRANSPORTATION-TICKET.

No. 834,860.

Specification of Letters Patent.

Patented Oct. 30, 1906.

Application filed January 17, 1906. Serial No. 296,575.

*To all whom it may concern:*

Be it known that I, JOSEPH S. YOUNG, a citizen of the United States, and a resident of Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Transportation - Tickets; 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to tickets of the class which are used to indicate cash fares collected on steam or electric railway trains, boats, &c., and combine both a passenger's receipt or voucher for the fare paid and a stub which acts as a check upon the conductor or other officer whereby to compel him to account for the money collected. Many forms of ticket have been devised and more or less extensively used for this purpose.

It has been found in practice that with many of the forms of tickets heretofore used a dishonest conductor can, without being detected by the passenger, so punch the ticket as to indicate on his check, or the portion to be turned in to the auditor, a different amount from that collected and indicated on the passenger's receipt or voucher, thus enabling him to perpetrate a fraud upon the company by accounting for a less amount than that actually collected.

It is the object of my invention to overcome this difficulty by the provision of a simple form of ticket which has the list of stations between which the car travels and the numerals designating the fare amounts each arranged in duplicate and so positioned relative to the other that a double check upon the conductor is provided without necessitating a perforating or punching of the ticket further than to designate the stations between which the passenger has paid his fare.

Further objects of the invention will be apparent by reference to the following specification and to the accompanying drawings, forming a part hereof, in which—

Figure 1 is a top view of the upper half of the ticket comprising my invention. Fig. 2 is a similar view thereof with a portion of the upper half or passenger's receipt torn away and showing a portion of the auditor's check,

and Fig. 3 is a view showing the ticket opened up to disclose the face of the auditor's check and the back of the passenger's receipt.

Referring to the drawings, A represents the upper half or portion of the ticket comprising the passenger's voucher, and B the lower half or portion comprising the auditor's check, said sections being separated by a longitudinal perforation or weakened line C, along which they are folded. Each of these sections is in turn divided into the parts *a* and *b*, respectively, the parts *a* and *b* each being provided with a list of the stations along the line on which the ticket is to be used, while the parts *a'* and *b'* are each provided with a row of numerals which extend longitudinally thereof and designate fare amounts. The parts *a* *b* in addition to the list of stations also contain data designating which is the auditor's check and which the passenger's receipt, the name of the road issuing the ticket, the number of the ticket, and other usual data, substantially as shown in the drawings. The list of stations is longitudinally divided by a line *c*, one side of which is marked "from" and the other side "to" to enable the ticket to be punched to designate the direction in which the passenger is riding. The part *a'* of the passenger's receipt is provided with a plurality of transversely-disposed perforated lines *d*, which entirely cross the same, merging at their inner ends in the perforated line C and separate each of the fare-numerals on that part, as shown, thus enabling the passenger's receipt to be torn from the ticket along the perforated line C and the perforated line *d*, disposed immediately below the numeral corresponding to the amount of fare paid, the said receipt containing the part *a* and the portion of the part *a'* which includes as its last numeral the one equal to the amount of the fare paid. The names of the stations contained in the parts *a* and *b* of the ticket are correspondingly positioned, so that a name on the part *b* is disposed directly under the like name on the part *a*, thus enabling a single operation of a punch to correspondingly perforate the like names on the two parts. The fare-numerals provided on the parts *a'* and *b'* are also correspondingly positioned longitudinally of the parts bearing them, but are slightly offset from each other transversely of the ticket, so that when a part of the section A is torn off the remaining portion of the numerals on the part *a'* will

not appear in direct alinement with the column of numerals on the section B, as shown in Fig. 2.

It will thus be apparent that a double check is provided on the auditor's stub or check against the conductor after he has punched the stations between which the passenger has paid his fare and torn from the section A of the ticket the part *a* and the portion of the part *a'*, including as its last numeral the one designating the amount of fare paid, inasmuch as the punch-marks designate the distance the passenger traveled, and the fare-numeral occurring immediately above the end of the part *a'*, from which the passenger's receipt was severed, designates the amount of fare paid—as, for instance, in Fig. 2 the punch-perforations show that the passenger went from Toledo to Portage—and the point of transverse separation of the passenger's receipt from the stub discloses on the section B that a fare of fifty cents was paid.

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

1. A transportation-ticket comprising two sections folded upon each other along a perforated or weakened line, and each having registering station-names and a column of fare-numerals, the numerals on one section being separated by transversely-perforated lines and positioned to aline transversely with the like numerals on the other section.

2. A transportation-ticket comprising two sections folded upon each other along a perforated line, one section forming a passenger's receipt and the other a check-stub for the receipt and each bearing a set of like station-names in registering positions and a column of like fare-numerals arranged in

registering positions longitudinally of the sections, the numerals on the passenger's receipt-section being separated by perforated lines which extend transversely of such section and merge at their inner ends in the perforated line along which the sections are folded.

3. A transportation-ticket having a check-section and a receipt-section folded upon each other along a weakened line and each bearing the same station-names in registering positions, whereby the like name on both sections may be punched at one operation, and a like column of fare-numerals in registering positions longitudinally of the sections, the numerals on the receipt-section being separated by perforated lines which extend from the weakened line completely across the section.

4. A transportation-ticket comprising a check-section and a receipt-section folded upon each other along a perforated line, each section being divided longitudinally of the ticket into two substantially like parts, the like parts at one end of the ticket bearing like station-names in registering positions and the like parts at the other end bearing like columns of fare-numerals in registering positions arranged longitudinally of the ticket, the numerals on the receipt-section being spaced by transverse perforated lines which extend completely across the section and connect with the perforated line along which the sections are folded.

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

JOSEPH S. YOUNG.

Witnesses:

CORNELL SCHREIBER,  
C. W. OWEN.