

No. 794,744.

PATENTED JULY 18, 1905.

T. F. REARDON.
ACCIDENT IDENTIFICATION RECEIPT.
APPLICATION FILED JULY 5, 1904.

Fig. 1.

F

HARTFORD ST. RY. CO.		132	
TRANSFER POINT: ASHLEY ST. LINE.		STARTING TIME	
CITY	6-23-04.	CONDUCTOR	258.
HALL			
BROAD	THIS TICKET WHEN PUNCHED FOR TRANSFER TO BE SURRENDERED TO RECEIVING CONDUCTOR WHO WILL ISSUE A NEW RECEIPT TICKET THEREFOR.		
ST.	PASSENGERS MUST RETAIN THIS TICKET UNTIL CLEAR OF THIS CAR.		
FARM	THIS CAR LEAVES STARTING POINT AT TIME PUNCHED.		
AVE.	PASSENGERS MUST SHOW THIS TICKET TO CONDUCTOR WHEN REQUESTED, TO AVOID DISPUTES.		
NORTH.		SOUTH.	EAST.
			WEST.

B *D* *E* *A* *C*

Fig. 2.



Witnesses:

E. G. Campbell.

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Inventor:

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By H. E. V. Hart
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UNITED STATES PATENT OFFICE.

TIMOTHY F. REARDON, OF HARTFORD, CONNECTICUT, ASSIGNOR OF ONE-THIRD TO ALEXANDER H. CUNNINGHAM AND ONE-THIRD TO JAMES WALDRON, OF HARTFORD, CONNECTICUT.

ACCIDENT IDENTIFICATION-RECEIPT.

SPECIFICATION forming part of Letters Patent No. 794,744, dated July 18, 1905.

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To all whom it may concern:

Be it known that I, TIMOTHY F. REARDON, a citizen of the United States of America, residing at Hartford, in the county of Hartford and State of Connecticut, have invented certain new and useful Improvements in Accident Identification-Receipts, of which the following is a specification.

The object of this invention is to provide a form of ticket for use by public carriers, such as trolley-roads, which shall be given to and become the property of each and every passenger who pays fare to the conductor, which ticket shall identify the person holding the ticket as having been a passenger on a certain trip on a certain day designated by the ticket and shall also act as a checking system on the conductor issuing the ticket in consideration of the fare which the passenger pays him. In addition it is designed to provide on the ticket the names of transfer-points, so that it can be used as a transfer when desired. In putting this invention into use each conductor is provided with a stub-book of these tickets, which are serially numbered, each ticket also bearing the number of the conductor issuing it. It also bears the date on which it is issued, the starting time of the trip on which it is issued, the direction of the trip, and instructions to the passenger to retain the ticket as a receipt and for exchange for a similar ticket in case of transfer and also the transfer-points.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 illustrates the ticket. Fig. 2 shows the stub-book in edge view with part of the tickets removed.

Let it be supposed that the number of the conductor is "258." It will be found at A in the accompanying drawing illustrating the ticket. The date may be printed on the ticket, as seen by numerals "6, 23, 04" at B, or each day and month and the year can be printed in to be punched. Assuming that the ticket is issued on a 10.10 east-bound morning trip, the direction and the starting time are punched, as indicated at C D in the draw-

ings. Preferably on the face of the ticket there should be instructions to the passenger to retain the ticket as his property until he leaves the car and in case he transfers to deliver the ticket up and to demand a new one from the conductor receiving his ticket as a transfer. The numeral "132" at E is the serial number of the ticket shown. The passenger paying his fare and receiving his ticket is identified as having been a passenger on the car which was under the charge of conductor No. 258 on the east-bound trip leaving the starting-point at 10.10 on the 23d day of June, 1904. In case of a dispute about the payment of a fare the passenger has this receipt to remove any doubt. In case of accident he has the ticket, which identifies him as having been a passenger on that particular trip on that particular day.

It is customary for a conductor at the end of each trip to make a record in a book provided for the purpose of the number of fares which he has rung up on his register during that trip. The register is then turned back to zero. Thus a total of the entries in his record-book shows the total number of fares which have been rung up on the register by the conductor during his tour of duty. It is also customary to provide the register with a totaling-register in connection with the trip-register, this totaling-register not being affected when the trip-register is turned back to zero at the end of every trip. Assuming that the conductor in beginning work took out tickets numbered from "100" to "200," he is charged at the office and held responsible for these one hundred tickets numbered serially, beginning with "100" and ending with "200." For each fare collected by him he must issue one of these tickets and also ring the fare up on the register. If ticket No. 132 is the ticket he issued for the last fare received by him, then he has in his possession a balance of sixty-eight tickets, which he turns into the office and is credited with, and the total of the fares received by him during his tour of duty, as indicated by his record-book, must correspond to the number of

tickets which he has issued—that is to say, he having turned in at the end of the day sixty-eight tickets and having taken out one hundred tickets must account for thirty-two fares, and the totals in his record-book and also the totaling-register should show thirty-two fares collected. It will thus be seen that in addition to the accident and identification feature of the ticket an absolute check is kept on the conductor, preventing him from receiving fares without accounting for them.

In case a passenger wishes a transfer the conductor punches the ticket at the proper place, and when the passenger boards the car on the other line he delivers up the ticket, the new conductor issuing to him a new ticket as a receipt for the transfer and identifying him as a passenger on the second line for a certain trip in a certain direction on a certain day. The new ticket so issued by the con-

ductor is punched to indicate that it was issued in receipt for a transfer, as by punching out the square at F, thus making it impossible for a passenger to receive a transfer on a transfer.

I claim as my invention—

An accident identification-receipt containing instructions that it is to be retained by a passenger or else delivered in return for a receipt, and also containing means whereby may be indicated the fact that the passenger was a passenger on a certain trip in a certain direction.

In testimony whereof I affix my signature in presence of two witnesses.

TIMOTHY F. REARDON.

Witnesses:

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