

(No Model.)

C. S. SMITH.
TICKET.

No. 509,961.

Patented Dec. 5, 1893.

	A.M.
1	
2	0
3	15
4	30
5	45
6	
7	P.M.
8	0
9	15
10	30
11	45
12	

Fig. 1

	A.M.
1	
2	0
3	15
4	30
	45
	P.M.
	0
	15

Fig. 2.

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UNITED STATES PATENT OFFICE.

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TICKET.

SPECIFICATION forming part of Letters Patent No. 509,961, dated December 5, 1893.

Application filed February 3, 1893. Serial No. 460,883. (No model.)

To all whom it may concern:

Be it known that I, CHARLES SIDNEY SMITH, a citizen of the United States, residing at Spokane, in the county of Spokane and State of Washington, have invented a certain new and useful Improvement in Tickets, of which the following is a full, clear, concise, and exact description, reference being had to the accompanying drawings, forming a part of this specification.

My invention relates to tickets adapted to give a particular indication by the manner and extent to which portions of the ticket are torn away.

The object of my invention is to produce a railway ticket, street railway transfer ticket, money order, or other device of similar nature, in which the proper indication may be secured by tearing along one or more straight lines, thus obviating the necessity of the use of punches.

My invention consists, first, in a ticket provided at one end with radially extending intersecting lines, each line carrying upon both ends its particular designation. Tearing away a portion of the ticket along either of the radiating lines will indicate that the designation indicated upon both ends of said line is the particular one selected. The altering of the indication is prevented due to the fact that by tearing along any one of the radiating lines one end of all lines, except that along which the tear is made, is removed.

My invention further consists in an improvement in the manner of indicating time in hours and fractions thereof by the act of tearing off a portion of one end of a ticket along a straight line, the position along which the tear is made determining the time indicated. Heretofore time has been indicated by arranging in one marginal column upon one end of the ticket, generally the left hand margin, figures and letters to designate the hours in the working day; if these be the whole twenty-four hours there will be twenty-four characters arranged in a vertical column in the margin. In a similar vertical marginal column upon the right of the ticket are arranged the figures 0, 15, 30 and 45, one being opposite each of the characters in the left hand column. These figures are therefore repeated as often as there are groups of four

in the left hand column. The groups of four are usually separated by a horizontal line, and when it is desired to indicate any particular time the end of the ticket is torn off along any oblique or horizontal line in such a manner that the characters remaining upon the sheet at the bottom of the marginal columns will indicate the time. Thus if the end of the ticket be torn away so that the character 9 P. M. is at the bottom of the left hand marginal column and the figure 15 at the bottom of the right hand marginal column, the time indicated is fifteen minutes after nine o'clock p. m.

In the above system in order to enable the ticket to indicate the quarters in any of the twenty-four hours, it is necessary that each column contain twenty-four characters, thus taking up considerable space on the end of the ticket. My improvement consists in substituting for the characters of the left hand column the figures 1 to 12 inclusive, and for the repeated groups of the right hand column the symbol for forenoon—A. M.—followed by the figures 0, 15, 30, 45, and beneath these the symbol for afternoon—P. M.—followed by the figures 0, 15, 30, 45. By this arrangement the same results are obtained as in the tickets heretofore in use with the use of less than half the characters and with the consequent saving of space upon the ticket, thus reducing the size of the ticket for the same style of type or enabling an increase of the size of the type for the same size of ticket.

My invention will be more readily understood by reference to the accompanying drawings, in which—

Figure 1 is a view of a street railway transfer ticket embodying my invention. Fig. 2 is a view of the same after having been torn away upon its ends to indicate the particular line upon which the ticket may be used and the particular time after which the ticket is invalid.

I will first describe that part of my invention which relates to the manner of making particular indications by tearing along one of various radiating lines.

At one end of the ticket—the upper end as shown in the drawings—and passing through a common center extend the radial lines *a a*, *b b*, *c c*, &c. There are as many of these ra-

dial lines as there are divisions of the street railway system, and under each line and upon both ends of each is printed the name of the particular division to which that line relates.

5 I have illustrated my invention with a street railway system in which there are six divisions, the name of each division being printed upon each end of the lines. When it is desired to indicate any particular division the
10 end of the ticket is torn away along the line at the ends of which is printed the name of the particular division. Thus, if the ticket be given to transfer a passenger to the Broadway division, the end of the ticket would be
15 torn away along a line $c' c'$, and the result would be as shown in Fig. 2. It will be observed that when the end of the ticket is thus torn away along one of the radial lines, one end of all other lines is removed, and while
20 the name of the division to be designated appears twice upon the ticket, the names of the other divisions appear but once. This circumstance renders it impossible to alter the ticket after being once torn to give a particular indication.
25

Other arrangements might be devised in which the name of each division would appear upon the ticket twice and means for tearing off a portion of the ticket provided so
30 that when a particular indication is made the names of all divisions, except that to be indicated, will appear upon the ticket but once, and I do not wish therefore to limit myself to the particular construction shown, but
35 wish to claim this feature broadly.

I will now describe the time indicating part of my invention. Upon one end of the ticket—the lower as shown in the drawings—and near one margin of the ticket, preferably the
40 one to the left—are printed in a vertical column the figures 1 to 12 inclusive. Near the left hand margin a second column is printed consisting of two divisions, the upper comprising the symbol or abbreviation for forenoon—A. M.—followed by the figures 0, 15, 30, 45, and beneath these the second division comprising the symbol or abbreviation for afternoon—P. M.—followed by the figures 0, 15, 30, 45. I preferably make the last division
50 of bolder faced type to more readily distinguish the two divisions. When it is desired to indicate a particular time in quarters of hours, the end of the ticket is torn away along a straight line in such a manner that
55 the time desired can be read from the figures occupying the lowest positions in the columns on the ticket after the end has been torn away. Thus, if it be desired to indicate fifteen minutes after four o'clock in the afternoon, the end of the ticket is torn away along
60 a line $d d$, Fig. 1, the result being as shown in Fig. 2. If it were desired to indicate fifteen minutes after four o'clock in the forenoon, the ticket would be torn away along a
65 line $e e$. In this manner any quarter hour of the day may be indicated.

In the intermediate space between the ends

of the tickets may be printed the date upon which the ticket is valid, as indicated by the numeral "26," as also the name of the street
70 railway system and any instructions as to the proper use of the tickets. These tickets may be bound in books and the torn portions permitted to remain as stubs, and the tickets may be given different colors to indicate different days or months, but I do not consider
75 these details as part of my invention.

Although I have described my invention as applied to a street railway transfer ticket, it is equally applicable to railway tickets, 80 money orders, and the like, in which the particular indication of the ticket is to be determined by its condition; the application of my invention to these purposes requiring changes only in matters of detail. 85

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

1. The method of indicating a particular designation upon a ticket or similar device, 90 which consists in printing upon said ticket in two different places the name or sign of each designation and tearing away a portion of said ticket in such a manner that the name or sign of the designation chosen may appear 95 twice upon the remnant of the ticket, while the names or signs of all other designations will appear but once, substantially as described.

2. In a ticket, or similar device, radially extending intersecting lines at one end of the ticket, signs or names indicating the character of said lines, the end of said ticket being adapted to be torn away along any one of said radiating lines to indicate that the sign 105 or name connected with said line is the particular one chosen, substantially as described.

3. In a ticket, or similar device, radially extending intersecting lines at one end of the ticket, signs or names indicating the character 110 of said lines printed at the ends thereof, the end of said ticket being adapted to be torn away along any one of said radiating lines; whereby one end of all other lines and the signs or names carried thereon will be removed to indicate the particular sign or name 115 chosen, substantially as described.

4. In a ticket for indicating time in hours and fractions thereof by tearing away a portion of the end of the ticket, the combination 120 with a column upon one edge of the ticket containing the numerals from 1 to 12 inclusive, of a column parallel thereto upon the opposite edge containing an indication of forenoon and the numerals representing the fractions of the hour, and beneath an indication of afternoon and numerals indicating the fractions of the hour; whereby the particular indication desired may be effected by tearing away the end of said ticket along a 125 line passing beneath the proper characters in said parallel columns, substantially as described. 130

5. In a ticket for indicating time in hours

and fractions thereof by tearing away a portion of the end of the ticket, the combination with a column upon one edge of the ticket containing the numerals 1 to 12 inclusive, of
5 a column parallel thereto upon the opposite edge containing in successive order the following characters:—A. M. 0, 15, 30, 45. P. M. 0, 15, 30, 45; whereby the particular indication desired may be effected by tearing away the
10 end of said ticket along a line passing beneath the proper characters in said parallel columns, substantially as described.

6. In a street railway transfer ticket, the combination with the radially extending intersecting lines upon one end of the ticket,
15 each of said lines carrying at its ends the

name of one of the divisions of the street railway system, of the time indicating device upon the other end comprising the column containing the numerals 1 to 12 inclusive in
20 connection with the column containing the indication of forenoon and the numerals 0, 15, 30, 45, followed by the indication for afternoon and the numerals 0, 15, 30, 45, substantially as described. 25

In witness whereof I hereunto subscribe my name this 26th day of January, A. D. 1892.

CHARLES SIDNEY SMITH.

Witnesses:

F. O'CONNER,

WM. O. APPELQVIST.