

C. M. B. SCHWARTZ.
TRANSFER TICKET.
APPLICATION FILED MAR. 8, 1907.

1,040,243.

Patented Oct. 1, 1912.

NORTH
CONDUCTOR 243
COND. 243
1 2 3 4
5 6 7 8
9 10 11 12
P.M. 0561

BROADWAY-LINE.
FEB 22 1907
CITY R.R. CO.
TRANSFER TO
GOOD ONLY
RULES OF CO.

SOUTH
COND. 243
1 2 3 4
5 6 7 8
9 10 11 12
P.M. 0561

WITNESSES
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UNITED STATES PATENT OFFICE.

CHARLES M. B. SCHWARTZ, OF NEW YORK, N. Y.

TRANSFER-TICKET.

1,040,243.

Specification of Letters Patent.

Patented Oct. 1, 1912.

Application filed March 8, 1907. Serial No. 361,208.

To all whom it may concern:

Be it known that I, CHARLES M. B. SCHWARTZ, a citizen of the United States, and a resident of the city of New York, borough of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Transfer-Ticket, of which the following is a full, clear, and exact description.

10 The invention relates to transfer tickets for use on street railways and other public carriers, and its object is to provide a new and improved transfer ticket, arranged to prevent fraudulent use by the conductor or
15 a passenger, to enable the operating railway company to adapt the transfer ticket to the various intersecting or transferring lines, to grant to the passengers all the privileges to which the same are entitled, and to facilitate
20 the handling of the transfer ticket by the conductors with accuracy and despatch and without danger of raising disputes with the passengers at either the main or intersecting lines.

25 The invention consists of novel features and parts and combinations of the same, which will be more fully described hereinafter and then pointed out in the claims.

30 A practical embodiment of the invention is represented in the accompanying drawing forming a part of this specification, in which the figure is a face view of the transfer ticket, arranged for transferring three times on a single fare.

35 The transfer ticket illustrated in the drawing consists essentially of a main ticket A, detachably connected with a stub B by a line of perforations, and on the sides of the main ticket A are detachably arranged the transfer coupons C and D by rows of perforations, as plainly indicated in the drawing.

40 The main ticket A as well as the coupons C and D are provided with the same serial number E, E', E², and with the same conductor's number F, F', F².

45 The main ticket A is provided with the date G, by giving the year, the month, the day of the month, for instance, as shown in the drawing, February 22, 1907, that is, the
50 issuing date of the transfer ticket.

55 The main ticket A as well as the coupons C and D are provided with the time numerals H, H', H² from 1 to 12, and adjacent to the said time numerals are arranged the letters A. M. and P. M., as indicated at I, I' for the numerals H, at I², I³ for the time

numerals H', and at I⁴, I⁵ for the time numerals H².

On the main ticket A are arranged the four cardinal points of the compass N S E W, preferably arranged in symmetrical figures J, J', J², J³ of different colors, the colors corresponding to the signal colors of the lines on which the transfer ticket is to be used. Each of the coupons C and D is provided with one of the cardinal points of the compass, that is, the two coupons C and D are provided with two opposite points of the compass; for instance, as indicated at J⁵ and J⁶, the coupon C is marked "North" while the coupon D is marked "South"; but the said coupons may be marked "East" and "West" according to the nature of the intersecting lines on which the transfer ticket is to be used.

75 The main ticket A is provided with the word "Final", indicating that the main ticket A is to be used on the last transfer, and on the said main ticket is printed the word "Emergency", which when punched by a conductor signifies that the line has been blocked and the ticket can be used by another line going in the same direction.

80 The main ticket A is further provided with the name of the railroad issuing the transfer ticket and also with other matter usually found on transfer tickets such as "Rules of the company", "Good only for one hour" and the like.

Now presuming that the ticket is to be used on a line going north to a certain point, to be then used by the passenger on an intersecting line going east to another intersecting line going north, in this case the conductor issuing the ticket first punches the cardinal point N in the triangular figure J, and as the hour is 8 a. m., he punches 8 at H and H' as well as A. M. on I and I². As the passenger signifies to the conductor that he intends to transfer east at a certain intersecting line, the conductor hands the entire transfer ticket to the passenger, and when the latter has transferred to the car going east, the conductor of this car punches the cardinal point E on the main ticket A at the figure J² and then detaches the coupon D and retains the same, thus preventing the passenger transferring to a car going south, as only the coupon C for north remains with the main ticket A. The passenger after transferring to a car going north hands the ticket to the conductor of this car, and this

conductor detaches the coupon C and hands the main ticket A back to the passenger, and at the end of this line the passenger transfers to another line and hands the conductor of the car on this line the main ticket A. Thus from the foregoing it will be seen that the coupon D is first detached, to prevent the passenger from making use of the ticket going south, and then the coupon C is detached from the main ticket A which bears the punches at the cardinal points north and east, indicating that the passenger has made use of three transfers when giving up main ticket A.

In case the ticket is to be used on a car going south and the transfer is to be made west and south, the above described operation is repeated, with the only difference that the conductors make use of the coupons in the reverse direction and the cardinal points of the compass are punched correspondingly.

By the arrangement of the coupons on opposite sides of the main ticket, with the cardinal points of the compass and other features arranged on the main transfer ticket and coupons, as above described, three transfers are provided for and the passenger is prevented from returning in the reverse direction without paying an extra fare. When the first transfer is made the direction in which the car is going indicates to the conductor that he must tear off the coupon for the opposite direction to prevent the passenger from going back, the coupon marked "South", for example, being torn off first if the passenger goes "north", and vice versa.

From the foregoing it is evident that the transfer ticket may be used with one coupon only on the main ticket, so that only two transfers can be had by the use of the transfer ticket, and if it is desired to allow but one transfer, use can be made of a ticket having the main ticket A only, without the coupons C and D.

From the foregoing it will be seen that the main ticket A as well as the coupons C and D represent each nearly a complete ticket in itself, and each coupon covers a whole day of twenty-four hours.

It is well known that a conductor of a crowded car cannot minutely examine each transfer ticket handed to him as to direction and time limit, and by providing the ticket with the colored cardinal points of the compass and the large time numerals and letters A. M. and P. M., it requires only a glance at the ticket for the conductor to see whether the transfer ticket is a proper one or not.

Now by providing the main ticket with a serial number as well as the conductor's number and requiring punching of the direction in which the passenger is traveling, it is evident that the railroad company issuing the transfer ticket is protected against fraud by the conductor or passenger making use of the transfer ticket. When the main ticket and the coupons are returned to the examining office of the railroad, it can be quickly determined by the serial and conductor's numbers and the punched directions whether any fraud has been committed or not, that is, the railroad company can determine whether a conductor has or has not obeyed the rules relative to the transfer tickets. As the returned main ticket as well as the coupons bear the conductor's number, the conductor who issued a ticket can be located, and also on what lines the coupons and the main ticket were used.

Although I have described one general form of the transfer ticket, it is evident that I do not limit myself to the particular construction shown and described, as the same may be varied to conform to existing local conditions.

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

1. A transfer ticket comprising a body portion having a single coupon only separably attached to each end thereof, each coupon having a single means only thereon indicating a single cardinal point only, the cardinal point indicating means on one coupon differing from that on the remaining coupon.

2. A transfer ticket comprising a body portion having a coupon separably attached to each end thereof, each coupon having cardinal point indicating means thereon, the cardinal point indicating means on one coupon differing from that on the remaining coupon, and the cardinal point indicating means on the body portion corresponding to the two differing cardinal point indicating means on the coupons and also provided with additional cardinal point indicating means differing from the cardinal point indicating means on the coupon.

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

CHARLES M. B. SCHWARTZ.

Witnesses:

THEO. G. HOSTER,
EVERARD B. MARSHALL.