No. 836,275. PATENTED NOV. 20, 1906.

J. F. OHMER.

TRANSPORTATION TICKET.

APPLICATION FILED AUG. 19, 1904.

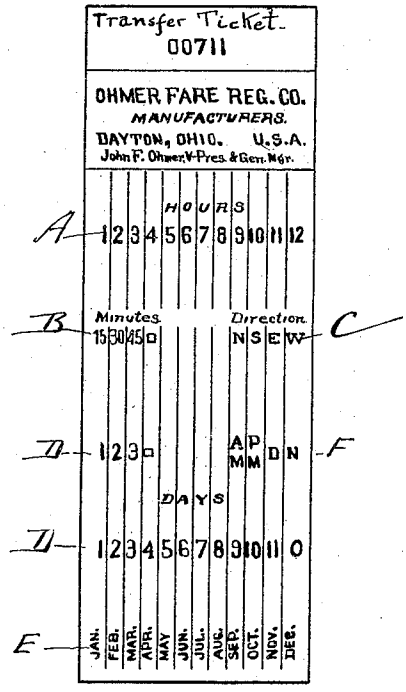

Fig. 1.

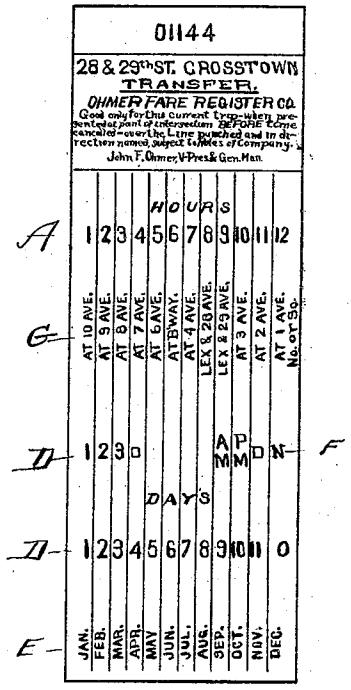

Fig. 2.

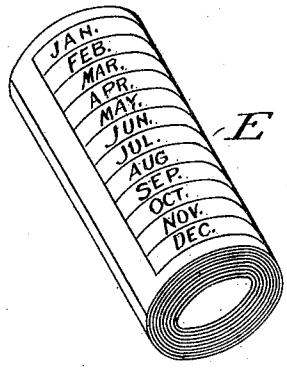

Fig. 3.

Witnesses.
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UNITED STATES PATENT OFFICE.

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TRANSPORTATION-TICKET.

No. 836,275. Specification of Letters Patent. Patented Nov. 20, 1906.

Application filed August 19, 1904. Serial No. 221,440.

To all whom it may concern:

Be it known that I, JOHN F. OHMER, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Transportation-Tickets; and I do 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.

This invention relates to improvements in passenger or transportation tickets designed to be used on electric railways and other transportation lines, and a single ticket may be utilized for transportation to any one of a number of points of destination. The ticket is designed to be issued from a continuous roll placed within a machine and punched at the desired points within the machine before issuance. Such ticket is designed for use in a ticket-issuing machine such as that described in my Letters Patent No. 789,333, granted May 9, 1905; but it will be borne in mind that the ticket is not a product of the machine, but is acted upon by the machine, in that it is perforated within the machine and is fed therefrom. In the machine referred to the various data upon each ticket is simultaneously punched at the selected points of the ticket by means of a series of punches located in the machine and automatically operated in the issuance of each ticket. The tickets are provided upon a continuous roll and are previously printed with the necessary groups of data, the positions of such groups of data and the positions of the punches in the machine being correspondingly or relatively arranged.

The essential features of the ticket consist in grouping each subject-matter by itself across the ticket and one group so separated from the adjacent group or groups that the feeding of each previously-perforated ticket from the machine will bring the subject-matter of the groups on the next succeeding ticket to be issued in proper positions to be perforated by the punches within the machine prior to the next operation of feeding a ticket. Several of the groups so extending across the tickets are identified upon the tickets by their appropriate headings, and other groups are identified by the subject-matter thereof, which is self-indicating. The groups which are self-indicating comprise the abbreviations indicating the months of the year; the letters indicating the ante and post meridian periods of time, and the groups indicating the direction or the travel of the car, such as "N. S. E. W." or the names of the streets. Each group is identified with a common subject-matter, and all of said groups extend transversely to the length of the ticket with the space intervening between the groups, which segregates each group to a definite part of the ticket. The numerals indicating the days of the months are arranged in two groups, one of said groups including the numerals "1, 2, 3," and the other of said groups containing the numerals "1" to "0," inclusive. These two groups extend in lines transversely to the length of the ticket and are indicated upon the ticket by the single heading "Days."

Preceding a detail description of the invention reference is made to the accompanying drawings, of which—

Figure 1 illustrates my improved transportation-ticket. Fig. 2 is a similar illustration of a slight modification in the ticket by the provision of substituted parallel lines of data indicating the streets instead of the minutes and directions, the two forms being in all other respects identical. Fig. 3 illustrates a roll of tickets.

In a detail description of the ticket similar reference characters indicate corresponding parts.

The tickets, as hereinbefore stated, are previously printed and are provided upon a continuous strip of paper and may, if desired, be consecutively numbered and provided with suitable headings indicating the particular traffic line issuing said tickets. The ticket is perforated and fed from a machine; but it will be understood that such ticket is not a product of the machine, it being previously printed, as hereinbefore stated, and fed from the machine. The tickets are provided with a series of parallel lines extending lengthwise thereof, and these lines will be again referred to in connection with the arrangement of the various groups of data on said tickets.

Referring to Fig. 1, it will be observed that the same shows a plurality of groups of sub-

ject-matter, of all which extend parallel to each other or transversely to the length of the ticket and the subject-matter of certain groups being separately designated by a suitable heading. The individual elements of each group are separated by the parallel lines, which extend lengthwise of the tickets. Therefore the perforations or punched portions of the tickets are readily located by the eye and associated with the matter intended to be punched from the ticket. The data in said groups collectively designate the hours and fractional parts thereof, the directions of travels or destinations for which each ticket is issued, the time, and the month and dates thereof. The width of the ticket is occupied by these separate groups of matter, and each group is separated by the space, which, as before stated, is essential in order that in feeding the tickets the groups will be brought each time in a position to be operated upon by the punches within the machine. The numerals in the transverse line indicated by A, as the heading shows, designate the hours. Those indicated by B designate the fractional parts of hours, or the minutes. C designates the directions or destinations. D designates the various days of the months. E designates the various months of the year, and F designates the ante and post meridian periods of time.

Referring to Fig. 2, this illustrates substantially the ticket shown Fig. 1, with the exception of the matter designating the various streets. This column is designated by G and may be substituted for the data comprising the minutes and directions of travels on the ticket shown in Fig. 1.

I claim as my invention—

1. A transportation-ticket having as essential characteristics, a plurality of groups of matter widely separated from each other, the matter in each group being extended across the ticket, and the space intervening between the ends of the groups and the side margins of the ticket being devoid of matter, parallel lines running lengthwise of the ticket, and separating each individual element of each group from the adjacent elements, the subject-matter of certain of said groups being designated by specific headings, and the subject-matter of other groups being self-indicating, the said groups collectively designating the month and the day of the issuance of each ticket, the time of the issuance of each ticket and the direction of travel for which each ticket is issued.

2. A transportation-ticket, having upon its face a plurality of groups of subject-matter extending transversely of the length of the ticket, the said groups of matter being widely separated one from the other by blank spaces, certain of said groups extending entirely across the ticket, and other groups extending partially across the ticket, certain of said groups being designated by specific headings, and other groups being self-indicative of their respective subject-matters, said groups collectively indicating the months, the days, the ante-meridian and post-meridian periods of time, and the direction of travel for which each ticket is issued, and parallel lines extending lengthwise of the ticket, and separating the individual elements of each group from the adjacent elements of each group.

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

JOHN F. OHMER.

Witnesses:

R. J. McCARTY,

JOHN W. McKEOWN.