(No Model.)

W. D. C. SMITH.

RAILWAY TRANSFER TICKET.

No. 601,308. Patented Mar. 29, 1898.

Fig 1.

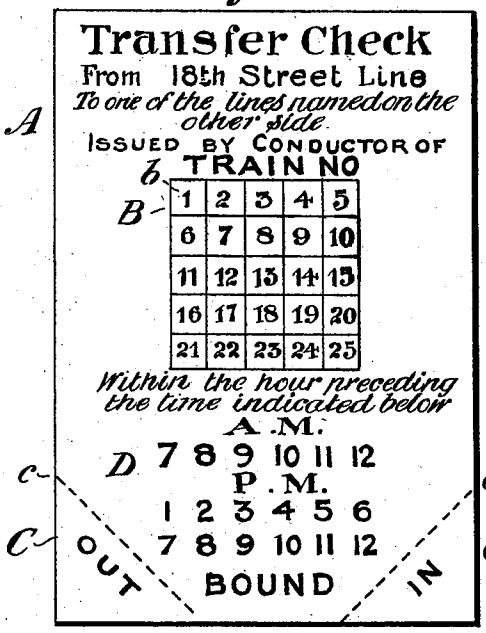


Fig 3.

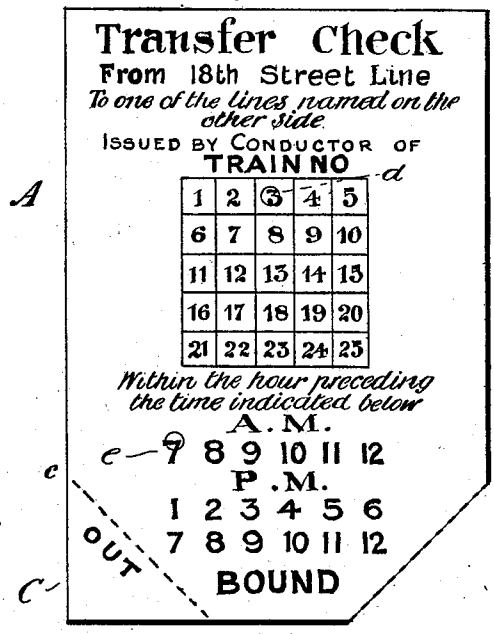
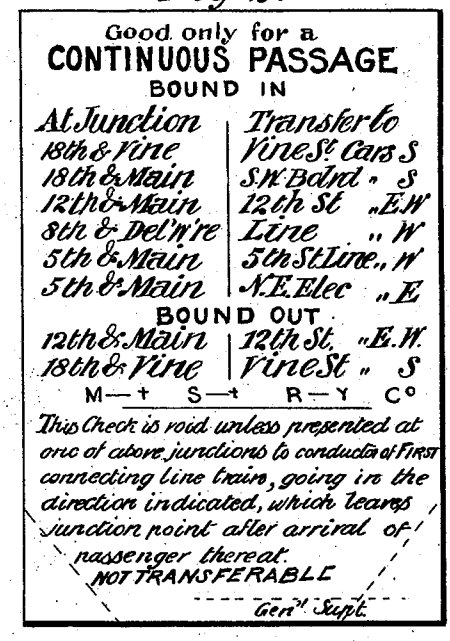


Fig 2.



WITNESSES:

E. C. Fuller

Edward C. Reynolds.

INVENTOR

William D. C. Smith

BY

Richards & Manning

ATTORNEY.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

WILLIAM D. C. SMITH, OF KANSAS CITY, MISSOURI.

RAILWAY TRANSFER-TICKET.

SPECIFICATION forming part of Letters Patent No. 601,308, dated March 29, 1898.

Application filed February 25, 1897. Serial No. 625,064. (No specimens.)

To all whom it may concern:

Be it known that I, WILLIAM D. C. SMITH, a citizen of the United States, residing at Kansas City, in the county of Jackson and State of Missouri, have invented certain new and useful Improvements in Railway Transfer-Tickets; and I do hereby declare that the following is a full, clear, and exact description of the invention, reference being had to the accompanying drawings, forming a part of this specification.

My invention relates to time-limit transfer-tickets, and has for its object to effect, as near as possible, a continuous passage from one railway-line to another and prevent the use of fraudulent transfers, as well as to generally expedite the transfer system.

Hitherto under the systems generally in use it has been impossible to enforce the contract for a continuous passage expressed upon most of the tickets in use and which is the particular object of this invention.

My invention consists in the novel parts in combination hereinafter described, and more specifically pointed out in the claims.

In the drawings, Figure 1 is a face view of the improved railroad transfer-ticket. Fig. 2 is a rear view of the ticket. Fig. 3 is a view of the ticket, showing a portion indicating the direction of travel.

Similar letters of reference indicate corresponding parts in all the figures.

Referring to the drawings, A represents the improved railway transfer-ticket, which consists of a rectangular strip of paper upon the face side of which at the top is printed the words "Transfer check," and below said words, "From 18th street line to one of the lines named on the other side. Issued by conductor of train No." Beneath the words "Train No." are a series of checkered spaces or squares B, which are formed by lines extending at right angles in the usual manner, in each one of which spaces is a numeral, the numerals in series *b* being from "1" to "25," indicating the trains or cars on the particular line of railway. Following the numerals are the words "Within the hour preceding the time indicated below," and the letters "A. M.," and the series of numbers as follows: "7," "8," "9," "10," "11," "12;" also the letters "P. M." and the numerals "1," "2," "3," "4," "5," "6," "7," "8," "9," "10," "11," "12." At the bottom of the ticket at a point equidistant from the sides is the word "Bound." One corner portion C of the ticket near the word "Bound" is detachable from the remainder of the ticket on the line *c*, extending diagonally across the lower end of the ticket. Upon the triangular detachable portion C of the ticket is the word "Out." The corner portion C′ of the ticket upon the other side of the word "Bound" is also detachable upon a line extending diagonally across the lower end of the ticket, as at *c*′, and upon which detachable portion C′ is the word "In." Upon the back of the ticket are the words "Good only for a continuous passage," the words "Bound in," and in one column of the junctions where the transfers are made and in another column the lines to which and directions in which transfers may be made. These points of transfer are followed by the words "Bound out." Beneath the words "Bound out" is in one column a list of the junctions where transfers are made and in another column a list of the lines to which and directions in which transfers may be made. The ticket also bears upon its back conditions governing the use of same.

The improved ticket when issued to the passenger is punched in two places, as follows: one of the series of numerals *b*, corresponding with the number of the train from whence issued, and also one of the series of numerals indicating the hour of the day when issued. At the same time one of the corner portions C C′ of the ticket containing the indicator of direction of travel—viz., the word "In"—is detached, indicating thereby the direction ("out") in which the train was moving when the transfer was issued.

In the ordinary employment of this ticket and for its successful operation I preferably place at the junction of the various lines at which a transfer is effected some device indicative of the number of any train which has previously passed the junction and supposed to have issued transfer-tickets, which transfer-tickets are receivable by the conductor of the train next passing the junction on the intersecting or connecting line, thereby limiting the use of the transfer, as hereinafter described.

Suppose, as instanced, that the car is moving out or from the central portion of the city. The conductor first punches one of the characters or numbers—as, for instance, the numeral-letter "*d*," Fig. 3, under the words "Train No." corresponding to the designating-number borne upon the train from whence issued, and also the number "*e*," Fig. 3, indicating the hour within which the ticket was issued. He then removes the diagonal end of the ticket containing the word "In," (see Fig. 3,) and at either one of the junctions named on the back of the ticket under the words "Bound out" the transfer will entitle the holder to a continuous passage on the line to which he is entitled to be transferred. (See back of ticket under the words "Bound out.")

The conductor of the car upon which the transfer is receivable is given the information by the device before mentioned or otherwise as to the number of the train or trains from which he is to accept transfers, and if the information is given by the device before mentioned such device is kept in view at the junction for so long a period as it is desired to keep the transfer alive. Upon the presentation of the ticket with the train-number and hour of issue and direction of travel designated as just described the conductor to whom it is presented determines upon the information received at the junction-point whether the ticket is entitled to be honored or not, thus preventing a use of fraudulent transfers at any junction. In one direction of travel of the train, however, it is of particular importance that transfer-tickets shall be valid on certain connecting-lines only and only when issued to a passenger traveling in a certain direction and void in traveling in an opposite direction. This is for the purpose of effecting transfers with certain lines in going one way and alternating or avoiding the same lines on the return trip. To accomplish these results, the ticket which has the diagonal portion with the word "In" detached (see Fig. 3) indicates that the ticket was issued on the way "Out" and is therefore valid only on the intersecting lines with which a transfer can be effected, as indicated on the back of the ticket under the words "Bound out." Upon the other hand, the issuing of the transfer-ticket with the portion C detached containing the word "Out" and the portion C′ left attached, containing the word "In," will entitle the holder to transfer only upon the lines named on the back of the ticket under the words "Bound in." Instead of detaching the diagonal marked parts of the ticket either the words "Out" or "In" may be punched out at the time the hour-number is punched as the direction of travel is to be indicated. Other words indicating the direction of travel may be employed in place of the words "In" or "Out."

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

1. In a time-limit transfer-ticket the combination with said ticket of a series of numerals such numerals indicating the hours of the day prior to twelve o'clock meridian, and preceded by the letters "A. M." and also a series of numerals such numerals indicating the hours subsequent to twelve o'clock preceded by the letters "P. M.," and separate detachable end portions of said ticket, each separate portion having an indicator of one of the opposite directions of the course of travel thereon, and the word "Bound" between said detachable portions of said ticket as and for the purpose described.

2. In a time-limit transfer-ticket the combination with said ticket of a series of numerals each numeral indicating one of the respective trains employed in the conveyance of passengers and detachable end portions of said ticket and indicators on each of said detachable portions of one of the opposite directions of the course of travel and the word "Bound," between said detachable portions said ticket having the names of the streets into which the system of street-car courses of travel is divided as described.

3. In a time-limit transfer-ticket, the combination with a strip of suitable material, of a series of numerals, each numeral indicating one of the respective trains employed in the conveyance of passengers, and a separate series of numerals, each numeral indicating one of the respective hours of the day, and detachable end portions of said ticket, and indicators on each of said detachable portions of one of the opposite directions of the course of travel of the train and the word "Bound" between said detachable portions, as and for the purpose described.

WILLIAM D. C. SMITH.

Witnesses:
H. R. TOMLINSON,
A. L. GREER.