

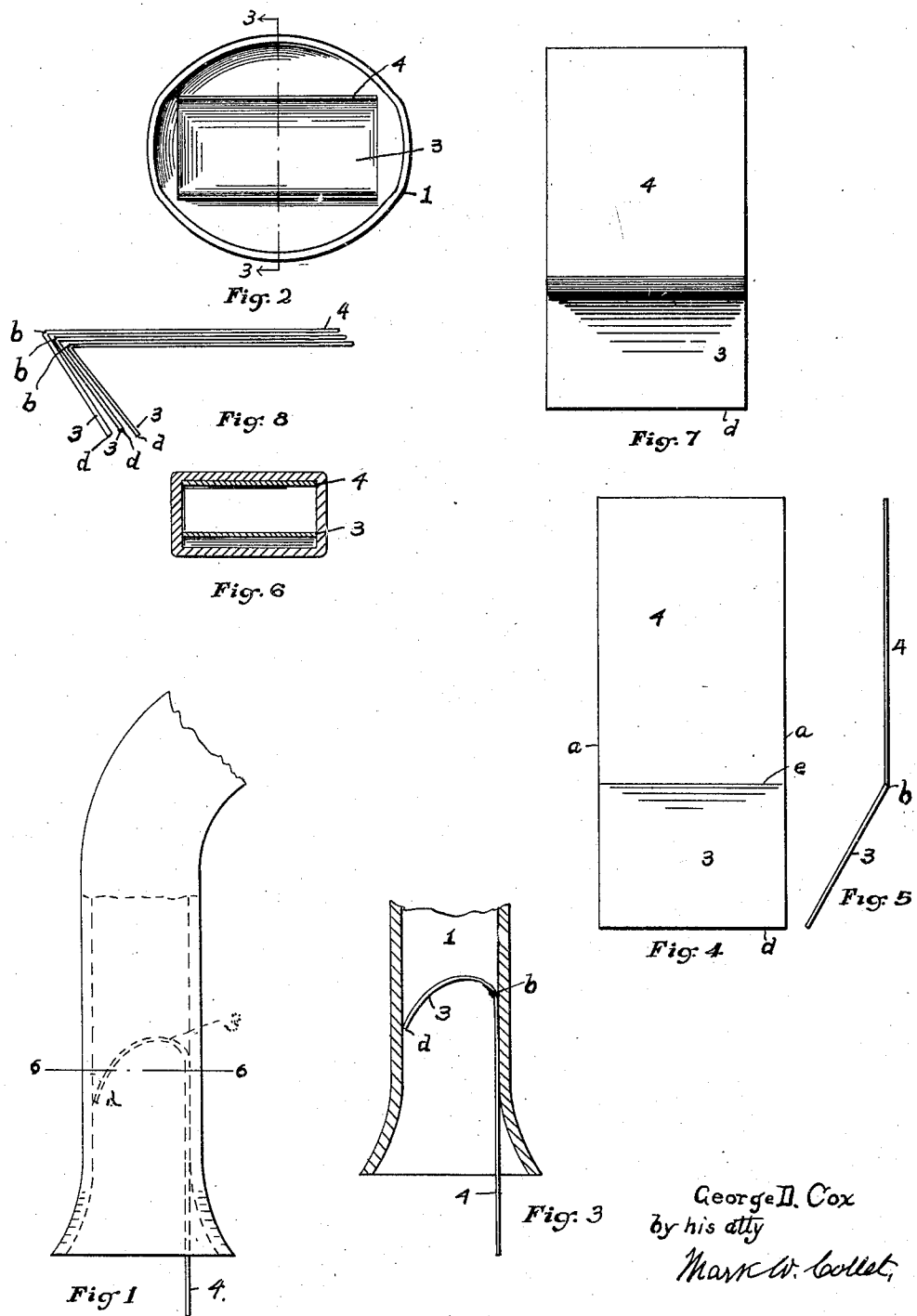
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MEMORANDUM TICKET FOR TELEPHONE SERVICE

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MEMORANDUM TICKET FOR TELEPHONE SERVICE

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My device has reference to the tickets or checking slips that are used in telephone exchanges to carry the necessary information from the operator at the board to the place where these checks or tickets are to be collected and used. These tickets have spaces for information of varying kinds. Some of these blanks are filled by the operator at the board. Others are filled elsewhere. It often happens that the ticket must pass through several hands before its spaces are filled. Many of the operations have to be performed very quickly and under pressure for time.

The trouble has been that an expeditious way of performing the necessary operations was difficult to devise. An ordinary memorandum slip enclosed in a container and placed in a pneumatic tube required far too much time to prepare and use. Many attempts to use the ticket by itself in the tubes were failures owing to the paper or card bending or the tube not being fitted to receive the ticket or the ticket suitably shaped to the tube. Frequently the tickets stuck and clogged the tube, and had to be forced out by a "chaser" or even the tube opened, often in very inconvenient locations.

I have used a tube rectangular in cross-section, and used with it a ticket of a very particular form and construction, which fills completely the whole of the tube and made it of a material having peculiarities and treated in a particular way, and having a particular shape. It fills also the other requisites for use at a telephone switchboard, such as accessibility to the operator and compactness in packing. These peculiarities will be set forth in detail below.

Fig. 1 is a side elevation of the lower portion of a tube showing in dotted outlines the position of an entering ticket. Fig. 2 is a bottom plan of the same. Fig. 3 is a section on line 3—3 of Fig. 2. Fig. 4 shows the face of a ticket in position for writing upon. Fig. 5 is a side elevation of the same. Fig. 6 is a section on line 6—6 of Fig. 1. Fig. 7 is a front view of a ticket pack, and Fig. 8 is a side view of same.

The pneumatic tube 1 having an oblong cross section in practically rectangular shape

enables a ticket that has a width to fit snugly into the interior width of the tube along its longer side, and a flap of the same width, long enough to extend across the tube and have the end *a* lie against the side opposite that on which the body 2 of the ticket rests. This flap 3 so placed closes the tube and forms a piston that under the air pressure drives the ticket through the tube 1.

The special material and construction of the ticket to enable it to perform its functions are these. It is made of uncalendered paper, with long fibres substantially all running the length of the ticket. This gives it the necessary elasticity and resiliency so that the flap will bow when inserted in the tube 1 and spring open flat when it has emerged from it. The line of the bend *c*, extending across the face of the ticket runs across the fibre of the paper and is directly at right angles with the side edges *a*, *a*, of the ticket. Bearing in mind the necessity of the ticket performing the function of a piston, the importance that this fold should be so made as to stop any leakage is important. The use of an uncalendered long fibred paper with the fibre running lengthwise is important, because a calendered paper would tend to cause cracking at the folds or hinges and a bend or hinge longitudinally of the fibre would lose resiliency at the fold. The flap must also be of a substantially less breadth than the length of the main portion 4 of the ticket and must exceed the breadth of the tube to an extent sufficient to close completely the tube and cause the flap's edge *d* to be turned down and lie snugly against the inside wall of the tube. But the material of the flap must be resilient enough to keep the friction of the ticket in the tube from holding back the ticket sufficiently to invert the flap, for in this case the next ticket would probably stick and the tube soon become clogged. The fold or hinge between the main body of the ticket and this flap is preferably formed by cutting the ticket from the back side partly through the fabric of the paper leaving the front face intact. This does not crush the fabric as a folding over would, leaves the front side smooth and flat and does not weaken or crush the fibres

of the paper. A hinge *b* of this character crossing strongly fibred paper is stronger and less liable to tear than where the fold is bent and the turned over parts crushed down on each other. The construction of the ticket also lends itself to the standard stacking and packing. The tickets are stacked and packed as shown in Fig. 8 and are then placed on the operator's table in the form shown in Fig. 7. She takes a ticket from the pack shown in Fig. 7, and can flip it open by her little finger and place it at hand partly unfolded, as shown in Figs. 4 and 5. She can then insert it in the tube as shown in Figs. 1, 2, 3, and 6, and it will instantly be carried to its destination.

These tickets can have any configuration desired and blanks for the various entries needed in telephone management. The figures on these vary with their particular use. Frequently two or three only of the blanks are filled in at the switchboard, others are filled in at the first destination, and the tickets sent through another tube to a second destination, or even a third, before all blanks are filled.

My device is a small one and the requirements are very particular to meet a particular use, and while I do not claim tickets that vary in construction from that defined above, particularly when intended for a somewhat different use, I believe I am entitled to consider purely formal changes as within my patent.

I claim:—

1. In a telephone memorandum distribution system wherein tickets containing memoranda are transmitted through pneumatic tubes rectangular in cross section, a ticket made of uncalendered fibred paper having the fibre running lengthwise of the tickets, of a width corresponding to the longest width of the inside section of the tube, and consisting of a main body portion, and a flap, the width of which exceeds slightly the breadth of the rectangular cross section of the said tube, and having the hinge between the main body of the ticket and the flap running at right angles with the side edges of the flap and across the fibre of the paper.

2. The device as defined in claim 1, wherein the hinge for connecting the main body and the flap of the ticket is formed by a cut passing part way through the material of the ticket from the rear face of the ticket.

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