(No Model.)

F. MUTSCHLER.

STREET RAILWAY TRANSFER TICKET.

No. 590,485. Patented Sept. 21, 1897.

Fig. 2.

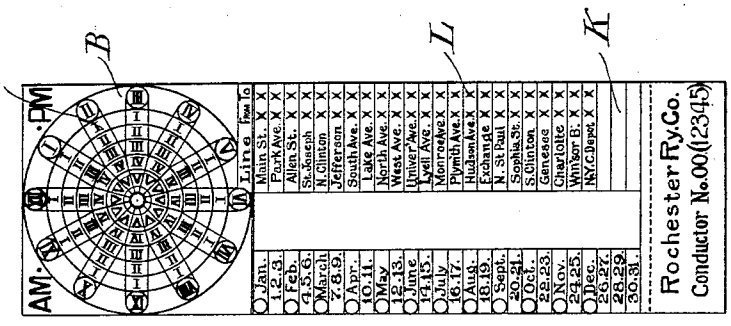


Fig. 3.

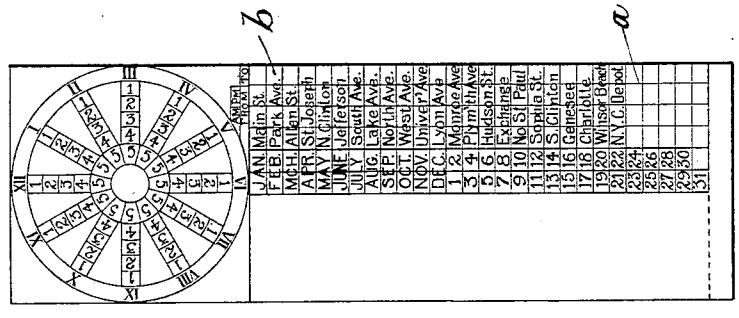
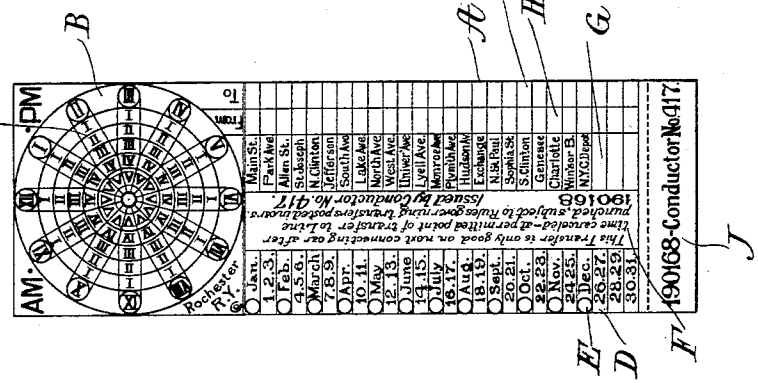


Fig. 1.



Witnesses:
R. Schleicher.
C. C. Williamson

Inventor
Frederick Mutschler
by Geo. H. Hogate
Attorney

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

UNITED STATES PATENT OFFICE.

FREDERICK MUTSCHLER, OF ROCHESTER, NEW YORK.

STREET-RAILWAY TRANSFER-TICKET.

SPECIFICATION forming part of Letters Patent No. 590,485, dated September 21, 1897.

Application filed April 13, 1897. Serial No. 632,030. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK MUTSCHLER, a citizen of the United States, residing at Rochester, in the county of Monroe and State of New York, have invented a certain new and useful Improvement in Street-Railway Transfer-Tickets, of which the following is a specification.

My invention relates to a new and useful improvement in transfer-tickets, and especially for such tickets as are used for transferring a passenger from one street-car to another, and has for its object to provide a ticket of this description which will provide means for designating the time of day when the ticket was issued, the month and day thereof upon which said ticket was issued, as well as the line of cars from which it was issued and to which it is issued; and a further object of my invention is to so arrange the printed matter upon the ticket as to greatly facilitate the punching thereof, thereby saving the conductor both time and annoyance, as well as preventing the fraudulent use of a ticket, and aiding the receiving-conductor in determining the facts that he should necessarily know in receiving a transfer-ticket.

With these ends in view this invention consists in the details of construction and combination of elements hereinafter set forth, and then specifically designated by the claim.

In order that those skilled in the art to which this invention appertains may understand how to make and use the same, the construction and operation will now be described in detail, referring to the accompanying drawings, forming a part of this specification, in which—

Figure 1 represents a ticket embodying my improvements; Fig. 2, a slightly-modified form thereof, and Fig. 3 a still further modification.

In carrying out my invention as here embodied I print upon one face of the ticket A a dial B, composed of a series of concentric circles, so arranged as to divide the dial into spaces, and the outer space of this dial has figures or letters, which are arranged after the manner of the face of a clock—as, for instance, from "1" to "12." Leading from these designating-characters are lines which form bands C, and in which are placed numbers or letters from "1" to "5," one number or letter falling in each subdivision of the bands formed by the concentric circles. The object of this arrangement is to facilitate the checking of the transfer-ticket by the conductor issuing the same as regards the time of day at which it was issued, which is accomplished by punching the dial in the band which is designated by the hour of the day—as, for instance, "11"—and placing this punch-mark in that portion of the band designated by the figure or letter nearest the time in minutes—as, for instance, should the approximate time of day at which the ticket was issued be 11:40 the band designated by "11" would be selected and the punch-mark be placed therein over the number or letter designated "4," and as these last-named numbers or letters are arranged to represent minutes in series of tens it will be obvious that this punch-mark will designate the approximate time within five minutes of the actual time. This arrangement permits the conductor issuing the ticket to see at a glance the place to locate his punch-mark, and therefore requires but little effort or delay on his part.

The letters "A.M." and "P.M.," designating forenoon and afternoon, may be printed upon the corners of the ticket, and a punch-mark may be placed over one or the other of these combinations to avoid confusion as to the section of the day indicated by the punch-mark placed in the dial.

The body of the ticket is divided into five columns by suitable lines, the column D serving as a calendar and having printed therein the names of the months of the year, as well as the number of days in the month, and I prefer to separate the months by a series of these numbers, so that the months and days may alternate in the calendar-column, and it is also preferable that small circles E may be placed opposite the names of the months for the reception of the punch-mark.

The second column F upon the body of the paper may be utilized for the printing of the directions or contract under which the ticket is issued, as well as the number of the conductor issuing the same, and the serial number of the ticket is clearly shown; or this column may be utilized for the printing of the name of the railroad issuing the ticket.

The third, fourth, and fifth columns G, H, and I, respectively, are divided by a series of cross-lines, and in the first-named column is printed the names of the streets or junctions where the ticket may be issued or to which point it is to transfer, and in issuing the ticket the conductor punches in the column H opposite the street or junction at which the ticket is issued and in the column I the point to which it is issued, thus making a complete double check upon the passenger receiving the transfer-ticket.

The lower end of the ticket may have a coupon J attached thereto or formed therewith, upon which is printed the serial number of the ticket and the number of the conductor issuing the same or any other information that is desirable.

In Fig. 2 I have shown a slight variation in the arrangement of the body of the ticket, which consists principally in omitting the columns G, H, and I and using a single column K therefor, which is subdivided by cross-lines having printed therein the names of the streets or junctions and arbitrary signs L, such as an X or star for placing the punch-mark, and when the inner columns of arbitrary signs are used it indicates that this is the point from which the ticket was issued, while when the outer columns of arbitrary signs are punched it indicates the point to which the ticket is issued.

Other slight modifications might be made in the arrangement of the ticket without departing from the spirit of my invention, the principal feature of which is the arrangement of the dial upon the ticket for the indication of the time of day.

In the form of tickets shown in Fig. 3 the names of the streets are printed upon the right hand of the ticket, so as to practically cover the whole column alotted thereto, and this column is subdivided by vertical lines *a*, and over certain of these lines is placed the word "From," while over the outside space *b* formed by said lines is placed the word "To," and also above the word "From" is placed the letters "A. M." and "P. M.," so as to fall thereto on the space beneath the word "From," and by this arrangement it will be seen that a punch-mark placed in either of the spaces beneath the word "From" will designate the point at which the ticket was issued, while the principal spaces beneath this word will designate whether the ticket was issued in the forenoon or afternoon, and another punch-mark placed in the space under "To" will indicate to which point the ticket is intended, and by this it will be seen that the two punch-marks are necessary to impart the desired information, a third punch-mark being used upon the dial to indicate the hour or fraction thereof. This form of ticket has some advantages over the other forms, since in them less care and attention are needed to certify the same.

Having thus described my invention, what I claim as new and useful is—

A transfer-ticket, having printed upon its face, a dial, said dial having figures arranged concentric therein so as to indicate the fractions of the hour, a column formed to the right of the ticket, and subdivided by vertical lines, the names of the street or transfer-point being printed within this column, the word "From" placed above the space formed by these lines, the letters "A. M." and "P. M." placed above said spaces, and the word "To" placed above the extreme right-hand space, substantially as and for the purpose set forth.

In testimony whereof I have hereunto affixed my signature in the presence of two subscribing witnesses.

FREDERICK MUTSCHLER.

Witnesses:

S. S. WILLIAMSON,

ABRAM HALSEY.