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C. W. HEATH

RAILWAY FARE TICKET

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Fig 1

2	3	4	5	6
PAY LEAVING DROP LEAST AMOUNT SHOWN IN BOX. HAND CHECK TO CONDUCTOR				
TO ZONE B A 5¢	TO C A 10¢ B 5	TO D A 15¢ B 10 C 5	TO E A 20¢ B 15 C 10 D 5	TO F A 25¢ B 20 C 15 D 10 E 5	TO G A 30¢ B 25 C 20 D 15 E 10 F 5

Fig. 2

7	8	9	10	11	12
PAY LEAVING DROP LEAST AMOUNT SHOWN IN BOX. HAND CHECK TO CONDUCTOR					
TO ZONE F G 5¢	TO E G 10¢ F 5	TO D G 15¢ F 10 E 5	TO C G 20¢ F 15 E 10 D 5	TO B G 25¢ F 20 E 15 D 10 C 5	TO A G 30¢ F 25 E 20 D 15 C 10 B 5

5

PAY LEAVING DROP LEAST AMOUNT SHOWN IN BOX. HAND CHECK TO CONDUCTOR	
TO	F
A	25¢
B	20

Fig. 3

WITNESS

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UNITED STATES PATENT OFFICE.

CLARENCE W. HEATH, OF SAND SPRINGS, OKLAHOMA.

RAILWAY FARE TICKET.

Application filed June 15, 1922. Serial No. 568,641.

To all whom it may concern:

Be it known that I, CLARENCE W. HEATH, a citizen of the United States, and residing in the city of Sand Springs, in the county of Tulsa and State of Oklahoma, have invented or discovered the new, useful, and Improved Railway Fare Tickets, of which the following is a specification.

My invention consists in a new and improved fare-ticket system for passenger railway service.

While my invention is particularly intended to be applied to railways operated on the zone plan, it is also advantageously applicable to railways operated on the conventional station plan.

Generally speaking my invention consists of a series of packs or sets of tickets, one series of packs being preferably provided for traffic in one direction and a second series for traffic in the other direction. Each series consists of a number of packs of tickets, preferably one less than the number of the zones into which the railway is divided, one set being provided for each zone except, preferably, for the first zone in the direction of travel for which the series is to be used.

The tickets for each individual zone have printed across their upper portion data showing that the destination of the passage for which the tickets are issued is in that particular zone, and underneath the same are printed in a vertical column the designations of the other zones preceding the said destination zone in the direction of travel, the zones being arranged in sequence of order of occurrence in the direction of travel, and horizontally alined with the designation of each zone in said column is printed the amount of fare between the stations in said zones and the destination zone indicated at the top of the ticket. The passenger when he embarks is asked by the conductor or other trainman in what zone he will disembark, and is then handed a ticket showing his destination zone at the top and with the lower portion of the ticket cut or torn off just below the designation of the zone in which he embarked, so that the ticket which the passenger receives will show the zone in which he will disembark at the top of the ticket and the zone in which he embarked and the fare he is to pay at the bottom of the ticket. When the passenger disembarks he hands the ticket to the conductor and drops the fare indicated at the bottom of the ticket into the fare box. The conductor is thus able to check the fare by the ticket which latter he may turn in at the end of the trip.

In the drawings, Fig. 1 illustrates a series of six packs or sets of tickets for use for traffic in one direction, say northbound, on a railway divided into seven zones; Fig. 2 is a similar view showing the series of tickets provided for traffic in the reverse direction, southbound, and Fig. 3 illustrates a ticket as issued to a northbound passenger embarking in the second zone and to disembark in the sixth zone.

The following is a detailed description of the drawings, reference being first had to Figs. 1 and 3.

A series of packs or sets of tickets are provided, there being one pack for each zone except, preferably, for the first zone in the direction of travel.

Thus in Fig. 1 the zones are seven in number and are indicated as "A", "B", "C", "D", "E", "F" and "G". A pack or set of tickets 1 is provided for zone B; a pack of tickets 2 for zone C; a pack of tickets 3 for zone D; a pack of tickets 4 for zone E; a pack of tickets 5 for zone F, and a pack of tickets 6 for zone G. Each pack consists of a supply of tickets which are exact duplicates of each other and have printed across their upper portion data indicating that they are issued for a passage ending within their particular zone. Thus the tickets 1 have printed across their upper portion "To Zone B" indicating that the ticket is for issue to a passenger intending to disembark in zone B. Thus zone B is the destination zone for the tickets 1.

Beneath the line indicating the destination zone, the designation of the other zones preceding the destination zone are printed in a vertical column, their descending sequence being in the order of their occurrence in the direction of travel. Thus in the case of the tickets 1, the designation of zone A, which precedes zone "B" is printed below the destination zone. In the case of tickets 6 issued for disembarkation within zone G supposed to be the last zone in the direction of travel, the designations of all the other zones are printed in order in a vertical column below the destination zone, beginning with the first zone A.

This column I may term the "Embarka-

tion column." Directly opposite, or horizontally alined with the designation of each zone in the embarkation column is printed the fare from stations in said zone to stations in the disembarkation zone indicated at the top of the ticket. Thus these fare amounts diminish downwardly.

When a passenger embarks, the conductor or other trainman after learning in what zone the passenger intends to disembark, takes from a suitable box or container, not shown, and in which the ticket may be stored for convenient handling, a ticket designating at the top the zone within which the passenger is to disembark and tears or cuts the ticket across directly under the designation and fare amount of the zone in which the passenger embarks. Thus, referring to Fig. 3, a passenger is supposed to embark in zone B and to announce to the conductor that he wishes to disembark in zone F. In such case the conductor takes one of the tickets 5 and tears off the lower portion of the same directly under the printed matter "B—20", and hands the upper portion of the ticket to the passenger. Thus the passenger receives a ticket which indicates at the top the destination zone, and at the bottom the embarkation zone and the amount of fare to be paid. When the passenger reaches his destination, as he passes out, he drops the proper fare into the fare box and hands the ticket to the conductor who is thus able to check the transaction. The conductor then turns the ticket in at the end of his run so that the auditor may conveniently check the cash turned in at the same time.

It is evident that a dishonest passenger could not retear or alter the ticket he receives to show a passage calling for a less fare. For instance, if the passenger retear the ticket shown in Fig. 3 to indicate a passage from zone A, instead of zone B, to zone F, he would be required to pay twenty-five cents instead of twenty cents. Likewise the conductor is not able to retear tickets to falsify his returns to his own advantage as the retorn tickets would call for more money than that paid by the passengers.

In Fig. 2 I show the tickets 7, 8, 9, 10, 11 and 12 arranged for reverse travel on the line beginning with zone G.

It will be noticed that in Fig. 1 I provide no tickets for the first zone A, and likewise in Fig. 2 no tickets are provided for the first zone G. This is due to the fact that within a zone the minimum fare, such as five cents, is usually charged, the same minimum fare being also charged for travel between two points in adjacent zones, so that when a passenger on entering informs the conductor that he will disembark within the same zone, the conductor issues to him a ticket showing a passage to the next adjacent zone and which indicates the same minimum fare. This saves printing a special supply of tickets for travel within a single zone, but if desired such supply may be provided.

The upper portion of the tickets may be provided with suitable explanations or directions to the passengers.

Although especially intended for use in connection with zoned railways, it is evident that my invention is equally applicable to railways organized on the old fashioned station system, the names or designation of the stations being substituted on the tickets for the zones.

What I desire to claim is:—

1. A fare-ticket system for railways comprised of a set of tickets for each destination locality having the proper destination locality printed on the upper portion thereof, and below said destination the names of the departure localities preceding the particular destination in the direction of travel, the indicia of said departure localities being arranged in a vertical column in the order of their occurrence in the direction of travel and the proper amount of fare between each of said departure localities and the said destination being printed horizontally opposite each departure locality whereby, when the ticket is issued the proper destination appears at the top, and by tearing off the lower part of the ticket immediately below the indicia of the departure locality where the passenger embarked, the last line on the ticket will show the departure locality and the fare to be paid.

2. A fare-ticket system for railways comprising a set of tickets for each destination locality, the tickets in each set having printed across its upper portion indicia of the particular destination, for which said set of tickets is to be used, and the tickets below said indicia of destination being provided with a vertical column containing the indicia of the localities preceding in the direction of travel the indicated destination, said last named indicia being arranged in descending sequence in their order of occurrence in the direction of travel, and said ticket being further provided with a vertical column of fare amounts, the amount of fare between each departure locality and the destination indicated at the top of the ticket being set out in horizontal alinement with the corresponding departure locality, so that when the ticket is handed to a passenger with the lower portion detached immediately below the indicia of the locality whereat he embarks, the top of the ticket indicates where he is to disembark while the bottom of the ticket indicates where he embarked and the amount of fare which he is to pay.

3. A railway fare-ticket having printed

across its upper portion the indicia of the destination for which it is to be issued, and below the same a vertical column of indicia of the localities on said railway preceding in the direction of travel the indicated destination, said last mentioned localities being arranged in descending sequence in their order of occurrence in the direction of travel, so that when the ticket is handed to a passenger with the lower portion detached immediately below the indicia showing where he embarked, the top of the ticket will show where the passenger will disembark and the bottom of the ticket will show where he embarked.

4. A railway fare-ticket having printed across its upper portion the indicia of the destination for which it is to be issued, and below the same a vertical column of indicia of the localities on said railway preceding in the direction of travel the indicated destination, said last mentioned localities being arranged in descending sequence in their order of occurrence in the direction of travel, and said ticket being further provided with a vertical column of fare amounts, the amount of fare between each departure locality and the destination indicated at the top of the ticket being set out in horizontal alinement with the corresponding departure locality, so that when the ticket is handed to a passenger with the lower portion detached immediately below the indicia of the locality whereat he embarks, the top of the ticket indicates where he is to disembark, while the bottom of the ticket indicates where he embarked and the amount of fare which he is to pay.

Signed at Pittsburgh, Pa., this 10th day of June, 1922.

CLARENCE W. HEATH.