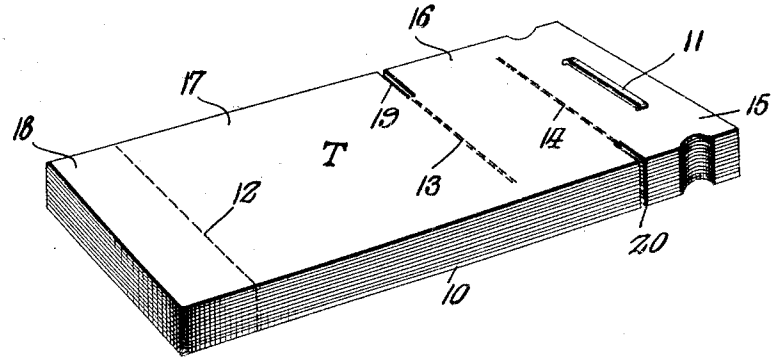
April 7, 1931. O. M. DRIESS 1,800,136

TRANSFER SLIP

Filed May 16, 1930

Fig. 1.



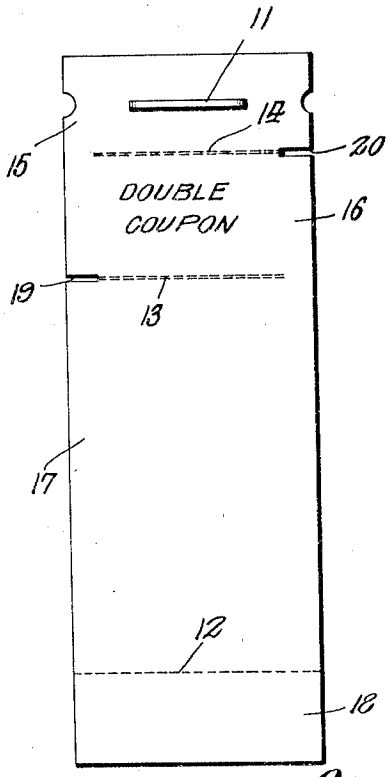


Fig. 2.

Oscar M. Driess,

INVENTOR

BY Victor J. Evans

ATTORNEY

Patented Apr. 7, 1931

1,800,136

UNITED STATES PATENT OFFICE

OSCAR M. DRIESS, OF LOUISVILLE, KENTUCKY, ASSIGNOR OF ONE-HALF TO ELVER L. HINES, OF LOUISVILLE, KENTUCKY

TRANSFER SLIP

Application filed May 16, 1930. Serial No. 452,991.

This invention relates to certain new and useful improvements in transfer-tickets, generally employed for the purpose of transferring passengers from one branch of a railway system to another or an inter-company transfer whereby the passengers could change from one road to the other without incurring the added expense of paying additional fares.

One of the principal objects of the invention consists in the provision and arrangement of transfers of this character designed to be separated at intervals from the stub of a packet of transfers.

A major object of the invention consists in the arrangement of slots upon opposite sides of the packet of transfers and at intervals thereon in alignment with the immediate lines of scoring, separating the transfer into different subdivisions whereby the different forms of transfers capable of being issued from the one transfer may be readily and expeditiously separated when being torn from the right or left, as the case may be, and with one hand.

With the above and other objects in view, the invention further consists of the following novel features and details of construction, to be hereinafter more fully described, illustrated in the accompanying drawing and pointed out in the appended claim.

In the drawing:

Figure 1 is a perspective view of the invention.

Figure 2 is a front elevation of the invention.

Referring to the drawing in detail wherein like characters of reference denote corresponding parts, the reference character 10 indicates generally a backing composed of cardboard or other material found adequate for the purpose of holding an entire packet of transfers, tickets and the like in position for use. A form of fastening in the nature of a staple 11 is generally employed for the purpose of maintaining the entire layer of transfers T against displacement upon the backing in the manner suggested in the drawing. Each of the transfers are subdivided by lines of scoring 12, 13 and 14 to provide stubs 15 and transfer sections 16, 17 and 18 respectively. The scoring lines 12 extend entirely across the transfer adjacent the outermost free ends thereof in the manner shown in the drawings and the transfer sections 18 are to bear suitable legends or indicia pertaining to the time of day for which the transfer was issued and usable. It is obviously apparent that the sections 16 and 17 of the transfer are to be used for transfer purposes at different intersections. The scoring lines 13 and 14 do not extend entirely across the transfer T and which have communication with slots 19 and 20 respectively arranged upon opposite sides of each transfer. In other words, there will be one slot in communication with either of the lines of scoring 13 or 14 and due to the fact that the slots 19 and 20 are located upon opposite sides of the packet of transfers, the conductor or bus driver will be able to tear off either a long or short transfer when pulling the particular transfer from either side and with one hand.

As generally known, the backing 10 for packets of transfers of this character are either extended within the pocket of the conductor's or bus driver's coat or upon an especially arranged rack within convenient reach of the conductor or bus driver. By severing the section 18 of the transfer from either the long or short transfer, it is to be noted that the other hours of the particular day, represented by the remaining portion of the transfer, will be self-evident. It is to be noted that the unperforated portions of the transfer in alignment with the lines of scoring 13 and 14 across the face of the transfer in oppositely disposed relation to that of the slots 19 and 20 will offer sufficient resistance in order that the long and short transfers may be torn or otherwise severed from the body of the transfer proper from the slots inwardly along the immediate lines of scoring. It is believed that the speed with which this particular form of transfer can be manipulated will decrease the running time between points, thereby enabling the railway company and bus lines to give their patrons better and quicker service.

The invention is susceptible of various changes in its form, proportions and minor

details of construction, and the right is herein reserved to make such changes as properly fall within the scope of the appended claim.

Having described the invention, what is claimed is:

A transfer ticket comprising a body subdivided into severably connected sections by lines of scoring falling short of extending the width of the body at both ends, and the body having portions completely severed in staggered relation upon the side edges of the body and in communication with the immediate ends of the lines of scoring.

In testimony whereof I affix my signature.

OSCAR M. DRIESS.