

(No Model.)

A. I. BLANCHARD.
CASH FARE TICKET.

No. 405,820.

Patented June 25, 1889.

FIG 1

CASH FARE RECEIPT.

No. 1148.

This shows that you have paid Cond'r.

DOLLARS.	DIMES.	CENTS.
987654321	987654321	987654321

Date..... No 1148. Cond.

from station to station

NYC-R-R DUPLICATE

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0

FIG 2

CASH FARE RECEIPT.

No. 1148.

This shows that you have paid Cond'r.

DOLLARS.	DIMES.	CENTS.
5	6	7

9876 4321 9876 4321 9876 4321

Date..... No 1148. Cond.

from station to station

NYC-R-R DUPLICATE

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0

Witnesses:

H. C. McArthur

H. S. McArthur

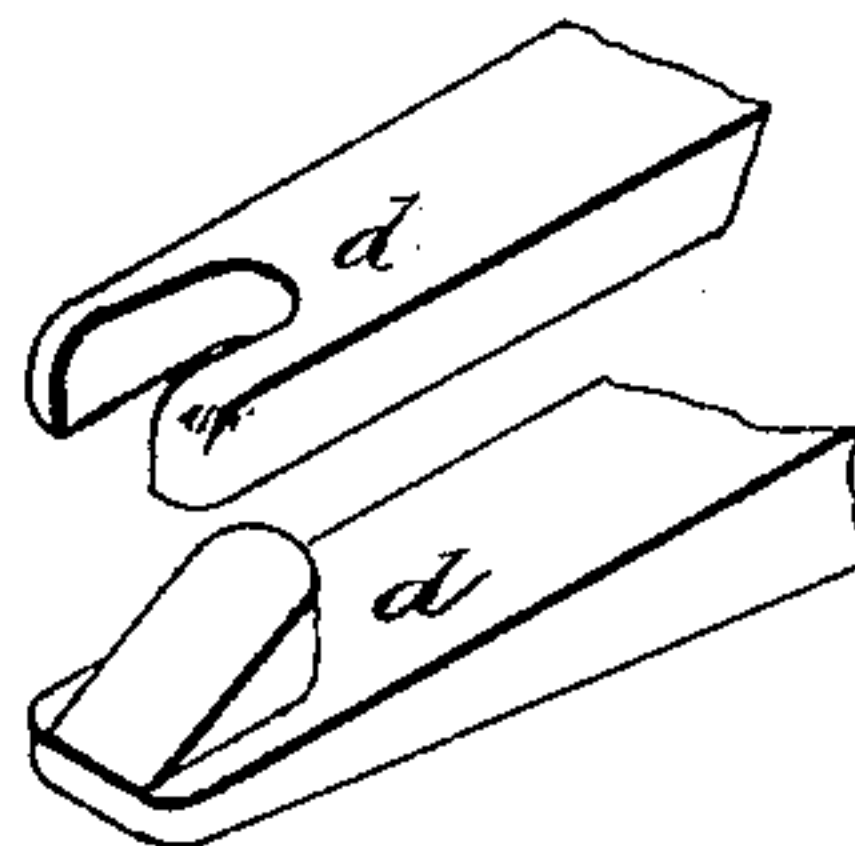


FIG 3

Inventor
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per
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UNITED STATES PATENT OFFICE.

ALLEN I. BLANCHARD, OF CHICAGO, ILLINOIS.

CASH-FARE TICKET.

SPECIFICATION forming part of Letters Patent No. 405,820, dated June 25, 1889.

Application filed June 18, 1887. Serial No. 241,701. (No model.)

To all whom it may concern:

Be it known that I, ALLEN I. BLANCHARD, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Cash-Fare Tickets, of which the following is a specification, to wit:

This invention relates to railroad-tickets; and it consists in certain peculiarities of the construction and arrangement of the same, substantially as will be hereinafter more fully set forth and claimed.

In order to enable others skilled in the art to which my invention pertains to make and use the same, I will now proceed to describe its construction and use, referring to the accompanying drawings, in which—

Figure 1 is a face view of my ticket as it is printed and furnished to the conductor. Fig. 2 is a view of the same ticket as it appears after being punched and torn apart, and Fig. 3 is a detail view of the forward ends of the jaws of a punch such as I use in connection with this ticket.

The object I have in view is to provide a ticket or cash-fare receipt for the use of conductors who collect cash-fares from passengers who neglect to buy the regular passage-tickets before getting on the train; and to that end I form it in the manner shown, divided by a line of perforations into two parts, one of which is torn off and given to the passenger and the other returned to the general office of the railroad.

a a' represent the main body of my ticket, which is provided with a longitudinal line of perforations *a²* to divide it in two parts and facilitate the accurate separation of the parts when the ticket is to be used.

The upper part *a* of this ticket forms the receipt given the passenger, and has printed across its face any suitable arrangement of words indicating the railroad company by which it is issued and the identifying number of the particular ticket, in the one herein shown this being "No. 1,148." Just above the lower perforated edge of this portion of the ticket it is divided into three spaces by suitable printed lines, as at *b*, in which spaces are printed words or characters to indicate "dollars," "dimes," and "cents," respectively.

This part of the ticket also contains, either written upon a suitable blank space or printed, the name of the conductor by whom it is given out.

The lower part *a'* of the ticket forms the conductor's report, to be returned to the company, and just beneath its upper perforated edge is printed a line of figures arranged in three series, each containing a complete set of numerals, consisting of the figures from "one" to "nine," inclusive, as at *b'*, and corresponding in location to the spaces *b* on the opposite side of the line of perforations. Upon this part of the ticket is also printed the number corresponding to that on the other part, and by preference the name of the conductor and a blank for the date of use. The lower part of this portion of the ticket is also provided with two separate series of figures, arranged in rows or columns, as at *c*, and over one series is printed "From station" and over the other "To station." These columns of figures are used to indicate the number of the station at which the passenger entered the train and the station at which he left it; and in each series of figures the lower row represents "units," the next "tens," the next "hundreds," and the upper row "thousands." As few roads have so many stations upon their line, it will not, however, in ordinary cases, be necessary to provide so many rows in each series.

I prefer to use in connection with this ticket a punch somewhat like that seen at *d* in Fig. 3, and arranged to cut a three-sided tongue out of the ticket, which is not entirely severed, but is left hanging by one end.

In use we will suppose a passenger gets on the train at station No. 270 and pays the conductor in cash the sum of \$5.55 (five dollars and fifty-five cents) as fare to station No. 346. The conductor takes the cash-fare receipt or ticket as it appears in Fig. 1, and with his punch cuts out the figure 5 in the row beneath the word "dollars," and the same beneath the words "dimes" and "cents." This forms a cut around the figure, which severs it from the lower part of the ticket and leaves it hanging from the upper part, as in Fig. 2, by the perforated upper edge. In the series of figures marked "From station" he then

punches the figure "2" in the hundreds column, the figure "7" in the tens line, and the "0" in the units line, showing, as indicated in Fig. 2, that the station from which fare was paid is No. 270. He in a similar way punches the other series of figures to indicate the fare paid to station No. 346. This punching, as will be seen, does not altogether remove these numbers, but only surrounds them with a line or cut which indicates them well, but cannot afterward be altered. The ticket is now torn in two along the line of perforations a^2 and the upper part given to the passenger, and the figures hanging to its lower edge show him at once that the full amount he has paid has been credited by the conductor. The latter sends the duplicate portion of the ticket in with his report after the expiration of his trip, and it shows at once the amount of money received and the distance traveled, and thus forms a complete guard against his stealing from the company.

These receipt-tickets will usually be made up in small books of convenient size, and the conductor, when given one of these books, must return all those unused, as well as the stubs of those used, and as they are all consecutively numbered no mistake can occur.

The particular matter contained upon the face of the ticket is of little consequence, and will be fully changed to suit the officers of the road using it; but in any case the ticket must be made with a perforated division-line, on one side of which are the spaces for con-

taining the designations of dollars, dimes, and cents, and on the other side, in correspondence with these spaces, the rows of figures, as shown. The company's duplicate must also be provided with the series of numbers to indicate the stations between which fare was paid.

It is evident that this arrangement may be applied equally well to sleeping-car tickets and similar cases where an accurate record of the money received is desirable, and I will so use it wherever found applicable.

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

A cash-fare ticket provided with a division-line of perforations, having on one side of said line words or characters indicating dollars, dimes, and cents, and on the other side of said line a complete set of numerals opposite each of said designations, whereby, when any of said figures are punched out and the ticket separated on the perforated line, the punched figures will adhere to one part and all of the rest of the figures to the other part of the ticket, substantially as and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

ALLEN I. BLANCHARD.

Witnesses:

W. C. MCARTHUR,
W. S. MCARTHUR.