

2 Sheets.—Sheet 1.

Patented Dec. 17, 1895.

No. 551,417.



CONDUCTOR'S MEMORANDUM		
FROM	TO	AMT. PAID BY PASSENGER
<div style="display: flex; justify-content: space-between;"> <div style="width: 15%;"> SERIES A 1004 </div> <div style="width: 70%;"> Date _____ 189____ <div style="text-align: center; font-size: 2em;">c</div> </div> <div style="width: 15%; text-align: right;"> IF PUNCHED HERE EXCESS NOT COLLECTED </div> </div>		

CONDUCTOR'S MEMORANDUM		
FROM	TO	AMT. PAID BY PASSENGER
<div style="display: flex; justify-content: space-between;"> <div style="width: 15%;"> SERIES A 1003 </div> <div style="width: 70%;"> Date _____ 189____ <div style="text-align: center; font-size: 2em;">j</div> </div> <div style="width: 15%; text-align: right;"> IF PUNCHED HERE EXCESS NOT COLLECTED </div> </div>		

CONDUCTOR'S MEMORANDUM		
FROM	TO	AMT. PAID BY PASSENGER
<div style="display: flex; justify-content: space-between;"> <div style="width: 15%;"> SERIES A 1002 </div> <div style="width: 70%;"> Date _____ 189____ <div style="text-align: center; font-size: 2em;">j</div> </div> <div style="width: 15%; text-align: right;"> IF PUNCHED HERE EXCESS NOT COLLECTED </div> </div>		

ISSUED BY QUICK EXCESS RAILROAD		
FROM	TO	AMT. PAID BY PASSENGER
<div style="display: flex; justify-content: space-between;"> <div style="width: 15%;"> SERIES A 1001 </div> <div style="width: 70%;"> Date _____ 189____ <div style="text-align: center; font-size: 2em;">j</div> </div> <div style="width: 15%; text-align: right;"> IF PUNCHED HERE EXCESS NOT COLLECTED </div> </div>		

FIG. 2.

FIG. 3.

D	INCHES RE LESS ADJUST	9	
	SERIES A 1001 e c b d HERE EXCESS NOT COUNTING	CONDUCTOR'S MEMORANDUM	
		FROM TO AMT. PAID BY PASSENGER 190 f 195 i 100 h	
		Date j 189	
		h c a	

F

E

WITNESSES:

Fred White
C. K. Fraser.

INVENTOR:

Edward McTear,
By his Attorneys,
William C. Oresen & Co

E. M. TACY.
CONDUCTOR'S EXCESS CHECK.

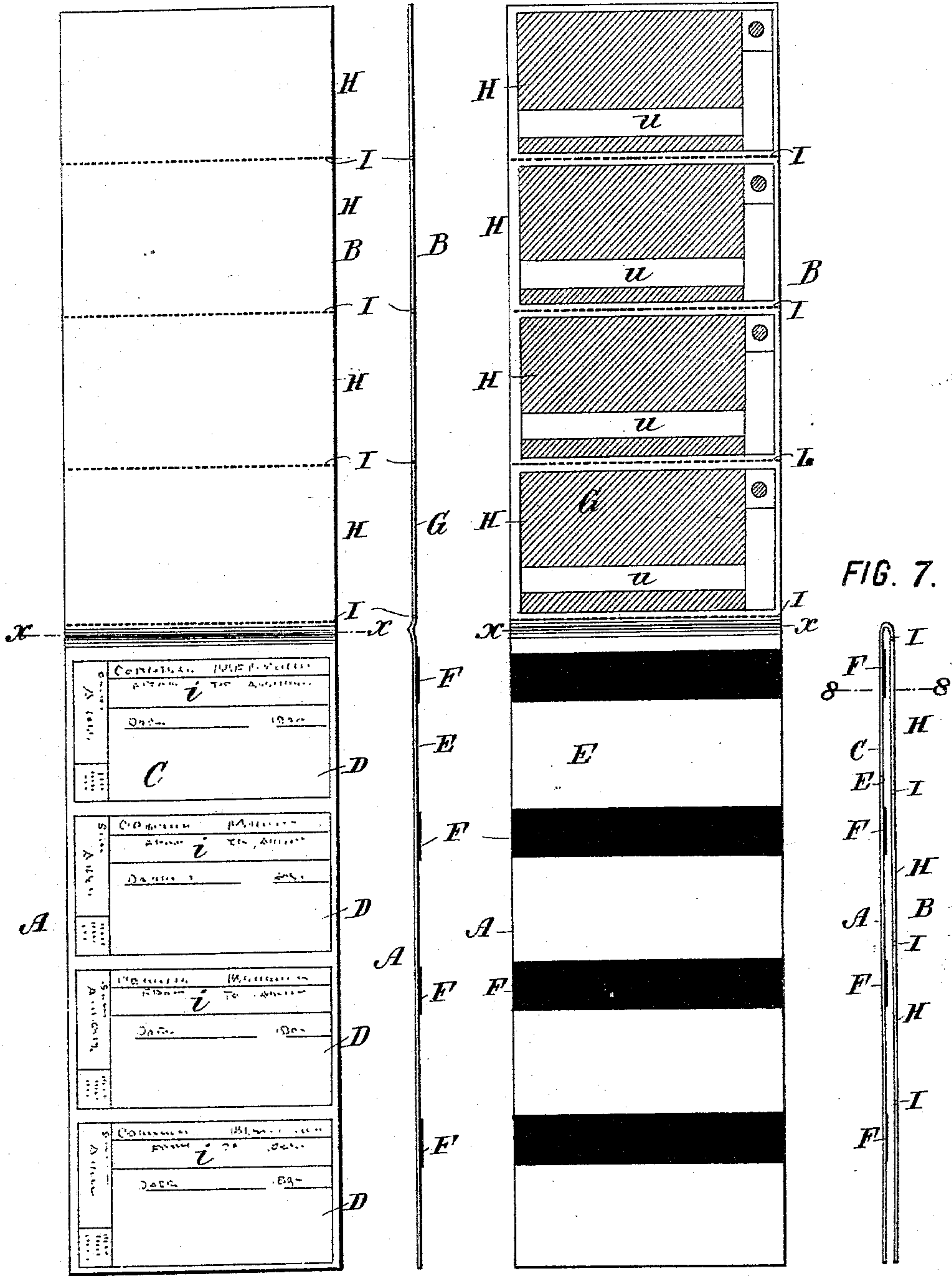
No. 551,417.

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FIG. 4.

FIG 5.

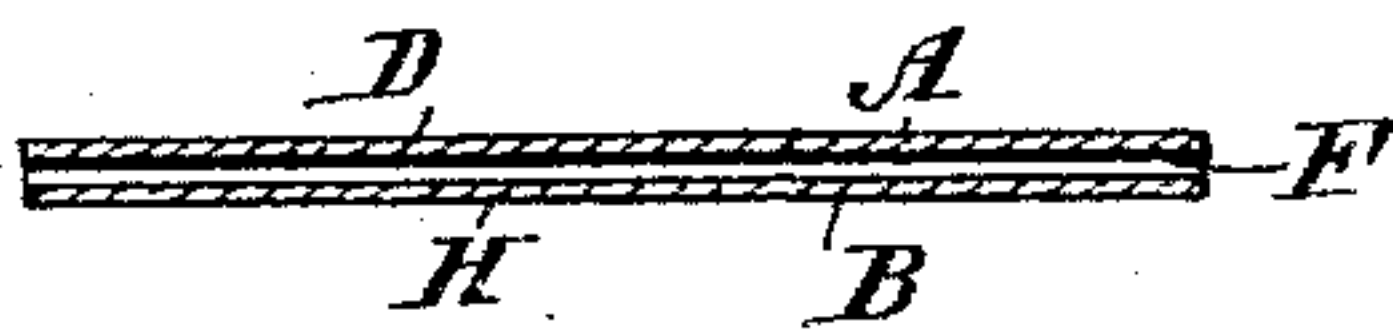
FIG 6.



WITNESSES:

Ired White
Thomas F. Wallace

FIG. 8.



INVENTOR:

Edward M. Tacy,
By his Attorneys,

Arthur C. Orner & Co.

UNITED STATES PATENT OFFICE.

EDWARD M. TACY, OF PHILADELPHIA, PENNSYLVANIA.

CONDUCTOR'S EXCESS-CHECK.

SPECIFICATION forming part of Letters Patent No. 551,417, dated December 17, 1895.

Application filed March 8, 1894. Serial No. 502,864. (No model.)

To all whom it may concern:

Be it known that I, EDWARD M. TACY, a citizen of the United States, residing in Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Conductors' Excess-Checks and Analogous Devices, of which the following is a specification.

This invention relates to checks to be given by conductors or collectors to a passenger paying his fare on a train, or to a person making a payment to a collector. The former use is that for which such checks are most generally employed, and ordinarily in such employment the payment made is slightly in excess of the actual amount due, and the passenger receives an excess check or slip from the conductor indicating the stations between which he has traveled, and entitling him to a refund of the excess on presentation of the check to the proper official. While traveling this check serves as the passenger's ticket.

Many devices for such use have been previously employed. One of those best known has been superposed duplicate checks from which certain data is to be punched out by the conductor, the duplicates being separable, and one given the passenger while the other is retained by the conductor as a ticket and delivered to the proper officer to whom he accounts. Another well-known form consists of a pad of superposed sheets, the uppermost of each pair having carbon or other offsetting or transferring composition on its rear face, whereby when the fare and stations are written in pencil on the face of this check a corresponding transfer appears on the next check, the conductor keeping one and the passenger the other.

My invention aims to provide an improved memorandum or check of this general character which shall be simple and convenient of use, secure against alteration, and which can be used as a memorandum or record of the transactions of the conductor or collector employing it.

To this end in carrying out the invention in its preferred form, I provide elongated sheets of a width corresponding to the length of the checks, folded intermediate of its ends, having on the outer face of one folded flap a

plurality of spaces or checks successively numbered, and each constructed with certain spaces for containing data relative to the nature and use of the corresponding check, and at the back of this flap I provide an offset or transfer material, preferably in the form of a narrow strip of carbon disposed directly on the back surface of the flap opposite the proper spaces therein, and on the other flap of the strip in positions corresponding to the positions of said checks or memoranda I provide a corresponding number of detachable checks likewise successively numbered with corresponding numbers, and having blanks or spaces opposite the corresponding spaces of the first flap, and adapted to receive the offset from said transfer material when the first flap is filled in by the conductor in pencil with the date, stations, and amount of fare; also I provide on each memorandum and its corresponding check corresponding punched spaces by perforating which it will be indicated whether or not the check is an excess-check or a mere ticket. In this arrangement it is possible for the conductors' slips to be preserved in consecutive order without separation, whereby they serve as a complete record or memorandum of all his acts, while the passengers' checks are conveniently filled out and may readily be detached, and upon presentation can conveniently be verified by comparison with the original conductor's memorandum.

In the accompanying drawings, which illustrate the preferred adaptation of the invention, Figure 1 is a front elevation of my improved check, the lowermost part of the outer flap being torn away to exhibit the corresponding checks on the under flap. Fig. 2 is a face view of the torn-away part of the outer flap. Fig. 3 is a view of the rear face thereof. Fig. 4 is a view on a smaller scale of the front face of the initial sheet before folding. Fig. 5 is an edge view thereof. Fig. 6 is a view of the rear face thereof. Fig. 7 is an edge view thereof after folding; and Fig. 8 is a cross-section thereof on the line 8 8 in Fig. 7. In Figs. 4, 5, and 6 the dotted lines *xx* indicate the line on which the sheet is folded.

Referring to the drawings, let A indicate the conductor's or memorandum flap or sheet and B the ticket or check flap or sheet; C, the

front or memorandum side of the former; D, the several memorandum-compartments thereon; E, the rear face of the memorandum flap or sheet; F, the transfer material at the rear thereof; G, the front face of the ticket flap or sheet; H, the several tickets or checks thereof, and I, the dividing point or line of separation between the latter.

The flap A may be any suitable sheet of paper or analogous material having on its front face a plurality of successively-numbered memorandum-spaces D. Preferably it is a strip of paper of a width equaling the length of the checks H, and the compartments D traverse it transversely one above the other from its bottom edge to or near its top. The compartments D are successively numbered, beginning with the lowermost one or that at the lower edge of the strip, are permanently connected together, and are of like dimensions and arrangement throughout. In the construction shown each consists of an inclosing-line *a* inclosing a rectangular space and crossed vertically at the left-hand side by a vertical line *b*, the space between which and the adjacent vertical line *a* being subdivided by a horizontal line *c* into a substantially square punch-space *d* and an oblong number-space *e*. In the space *d* are arranged the words "If punched here excess not collected," or any equivalent expression; and in the latter space are arranged the words "Series A, No. 1003," or any equivalent or suitable identifying sign. Across the top of each compartment in this construction is a horizontal line *f* dividing off a space *g*, within which the title of the memorandum is printed, as the words "Conductor's memorandum." Beneath this space is another horizontal line *h*, inclosing a space *i*, constituting the stations and amount of space, within which are the words "From," "To," and "Amt. paid by passenger." These words are at top and suitably spaced, so that beneath or near the word "From" there is room for the designation of the station at which the passenger entered the train, that indicated in the detached memorandum being station "190," and beneath or near the word "To" there is room for the designation of the station to which fare has been paid, that shown being station No. "195," and beneath or near the words "Amt. paid by passenger" there is room for designation of the amount of the cash payment actually made to the conductor. The station-numbers and the amount paid will be written in on the memorandum by the conductor before delivering the passenger's check, and at the same time he will fill in the date on the date-space *j* beneath, and will also make any entries on the blank space *k* below, which space is provided for convenience in entering any notes or signature which circumstances may require.

The transfer or offset material is best employed by applying it directly to the back surface E of the sheet A, as shown. It consists of any suitable transfer material which

should have some distinctive color whereby its offset onto the excess-check cannot be readily altered by the person holding the latter. It is preferably arranged in narrow strips, as shown at F in Fig. 3, and at rear only of such portion of the face of the memorandum where the matter to be offset onto the excess-check is to be written, so that no other matter or signatures noted on the memorandum will appear on the excess-check. As shown, it is arranged in a transverse strip crossing the sheet A directly back of the station and amount space *i* of each memorandum-space D and of slightly greater width than this space.

The flap B may be any suitable sheet of paper or analogous material having on its front face a plurality of successively-numbered tickets or checks H corresponding in number and position to the memorandum-compartments D. Its tickets H are detachably connected together in suitable manner, as by being formed in an integral sheet which is subdivided by a row of perforations at the dividing-point I between the tickets. The tickets H in the construction shown consist each of an inclosing-line *l*, within the rectangular space bounded by which is a vertical cross-line *m* at the left-hand side, dividing off a space which is subdivided by a short horizontal line *n* into a punch-space *o* and a number-space *p*, each corresponding in size, shape and position to the spaces *d* and *e* of the memorandum-compartments D. In the punch-space are the words "If punched here not redeemable," and a representation of a punch-spot *q*, or any suitable equivalent matter. In the number-space are arranged the words "Series A 1001" or any suitable equivalent designation which corresponds to the designation on the corresponding memorandum-blank D. A horizontal line *r* divides off a space *s* at top of each ticket H, within which the name of the company issuing the ticket may be indicated. In the example shown the words "Issued by Quick Excess Railroad" are printed in this space. Beneath this space is another horizontal line *t*, between which and the line *r* is a blank space *u* corresponding in size and location to the space *i* of the memorandum-compartments D, and bearing the same printed matter as that in the space *i*. This space is directly opposite the strip F of transfer material and exposed to the offset therefrom, so that any entry on the space *i* by the conductor will be transferred and offset on the space *u* of the excess-ticket. Beneath the line *t* is a rectangular space *v*, within which any suitable explanatory matter can be printed. In the example shown this space contains the following printed matter: "Conductor's Excess Check. Not good for passage. This check must be prepared before it is separated, and this colored half delivered to passenger paying fare to the conductor, as evidence of such passenger's right to receive

from the company the excess of fare so paid. The numbers must indicate the stations from and to which fare is collected. Redeemable at 10 cents on presentation at any ticket office of this company unless punched, as provided for on this check."

I prefer to construct the sheets A and B of a single integral piece of paper having the memorandum-spaces D printed on one side and the checks H printed on the other, with perforated lines traversing the sheet between the checks, and the offset material applied directly on the back face of the blanks, and to then fold this piece of paper at its middle, so that the blanks are brought over the checks in proper position. I also prefer to print the checks in a different style or color from the conductor's memorandum, so that it may be easily distinguished, this being accomplished in the construction shown by making the space *v* of each check of a dark tint or shade.

In operation, the conductor in making a collection writes in the actual amount taken, together with the numbers of the stations, in the space *i* of the first compartment D, and below this enters the date in the date-space J, and beneath in the note-space K may enter any matter, such as his signature and an explanation if a half-fare has been taken. This operation transfers the amounts written in the space *i* onto the space *u* of the corresponding check. If the amount taken is the exact fare, so that the passenger is entitled to no refund for excess, the conductor will punch through the punch-space *d*, which will simultaneously punch out the spot from the punch-space *o* of the check, thereby permanently indicating on both the blank and check that no excess has been paid. If there is an excess, this punching operation will be omitted, so that the passenger may take the excess-check to the proper office and collect the difference between the amount actually paid and the fare actually due as his excess. Upon completing his memorandum, the conductor tears off the corresponding excess-check and delivers it to the passenger.

As the conductor issues excess-checks he preserves his memorandum-slips in their regular order, whereby it is always convenient to refer to them by number and compute the amounts collected.

The series of memorandum-blanks constitutes a stub which when the conductor accounts to the auditor is preserved by the latter, and the series of checks constitute receipts which, as they are presented to the auditor for payment to the passenger of the excess, are compared with the stubs and thereby each is verified by the other.

It will be seen that my invention provides an improved excess-check which can be variously availed of with much advantage. Among its advantageous features may be enumerated the following: It is quick to issue; is a positive check on the conductor for the money received; the conductor cannot change

or reissue it for another amount; it gives the passenger a receipt for the actual sum paid; it can be used with or without the drawback or excess, as the auditor's stub shows the amount of its receipt; a receipt cannot be made without showing the amount on the stub; it gives the auditor an absolute check on conductors; it can be audited quickly; the same check can be used on the various divisions of one road; the receipt cannot be issued for one amount and the stub for another; it is a check that cannot be tampered with when once issued, and it is compact and cheap.

What I claim is—

1. In a conductor's check, or analogous device, a sheet of paper having on front face at one side of its center a series of like blanks successively disposed from near its one edge to near its center, said blanks each having a like marking space, said sheet having on its rear face at back of said blanks a coating of transfer material on and constituting part of said rear face and at back of each of said spaces, said sheet having on its rear face at the other side of its center a series of like blanks successively disposed from near its edge to near its center and of like size to said first mentioned blanks, having marking spaces, said series of blanks of both said faces of like location relatively to the adjacent edges of said sheet, the blanks of one of said series detachably connected together, and said sheet folded between said series of blanks with said transfer material against said series on the back face thereof, whereby markings on the front series are transferred to the other series and the blanks of one series can be detached for use and those of the other series preserved together in their successive relation for record.

2. In a conductor's check, or analogous device, a sheet folded upon itself and having upon one of its flaps a plurality of memorandum blanks D, successively numbered, permanently connected together, and each having a space *i*, said flap having on and constituting part of its rear face a plurality of rows F of transfer material, said rows arranged one opposite each of said spaces *i*, and the other flap of said sheet folded against the rear face of the first mentioned flap and having on its adjacent face a plurality of detachable checks H, having each a blank space *u* at rear of the like space *i* of the corresponding blanks and opposite and in contact with a corresponding strip F, said checks of like size and position relatively to said blanks, whereby any matter written on the space *i* of any blank will be transferred onto the space *u* of the corresponding check, substantially as and for the purpose set forth.

3. In a conductor's check or analogous device, a sheet A having a plurality of memorandum blanks D on its front face, permanently connected together and successively numbered, each of said blanks having a punch

space *d*, a number space *e*, and a space *i* for
the entry of stations and amount paid, and
having on its rear face a strip F of transfer
material constituting part of its rear face op-
5 posite the last named space of each blank D
and out of opposition to said punch space, in
combination with a sheet B at rear of said
sheet A having on its front face a plurality
of tickets H, of like dimensions arrangement
10 and numbers to the blanks D, detachably
connected together, and each having a punch
space *o*, a number space *p*, and a station and

amount space *u*, each of said spaces disposed
opposite the like spaces of the corresponding
memorandum blank D, substantially as and 15
for the purpose set forth.

In witness whereof I have hereunto signed
my name in the presence of two subscribing
witnesses.

EDWARD M. TACY.

Witnesses:

ROBERT J. JOHNSTON,
FRANK B. JAQUETT.