

(No Model.)

F. A. BOSTON, Jr.
TRANSFER TICKET FOR STREET RAILWAYS.

No. 567,374.

Patented Sept. 8, 1896.

Fig- 3-

Passengers desiring Transfers, must notify the Conductor when he collects their fares.										YORK ROAD. No. 1 Line LOMBARD ST.									
ISSUED BY CONDUCTOR 000 LINE No. 3.										ROLAND PARK. No. 4 Line HIGHLANDTOWN. WASHINGTON ROAD No. 5 Line NORTH AVE. WILKENS AVE. No. 6 Line CENTRAL No. 7 Line LINE.									
CAUTION. CONDUCTORS are responsible for each Transfer given out										Passengers must bear in mind the roads go only by numbers. When a passenger comes to a point where his number has been used, renders it void.									
AM. PM.										GOOD ONLY AT TRANSFER POINTS AND WITHIN THE HOUR REMAINING.									
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31										1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31									

Fig- 2-

Passengers desiring Transfers, must notify the Conductor when he collects their fares.										YORK ROAD. No. 1 Line LOMBARD ST. NORTH AVENUE No. 2 Line WALBROOK ROLAND PARK. No. 4 Line HIGHLANDTOWN. WASHINGTON ROAD No. 5 Line NORTH AVE. WILKENS AVE. No. 6 Line CENTRAL No. 7 Line LINE.									
ISSUED BY CONDUCTOR 000 LINE No. 3.										ROLAND PARK. No. 4 Line HIGHLANDTOWN. WASHINGTON ROAD No. 5 Line NORTH AVE. WILKENS AVE. No. 6 Line CENTRAL No. 7 Line LINE.									
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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31										1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31									

RETURN TICKET. Good only after points of intersections have been made to return over road first issued.										CITY HALL. No. 3 Line HUNTINGTON AV. YORK ROAD. No. 1 Line LOMBARD ST. NORTH AVENUE No. 2 Line WALBROOK ROLAND PARK. No. 4 Line HIGHLANDTOWN. WASHINGTON ROAD No. 5 Line NORTH AVE. WILKENS AVE. No. 6 Line CENTRAL No. 7 Line LINE.									
ISSUED BY CONDUCTOR 000 LINE No. 3.										ROLAND PARK. No. 4 Line HIGHLANDTOWN. WASHINGTON ROAD No. 5 Line NORTH AVE. WILKENS AVE. No. 6 Line CENTRAL No. 7 Line LINE.									
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WITNESSES :-

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Charles B. Mann Jr.

Fig- 1-

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UNITED STATES PATENT OFFICE.

FRANCIS A. BOSTON, JR., OF BALTIMORE, MARYLAND.

TRANSFER-TICKET FOR STREET-RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 567,374, dated September 8, 1896.

Application filed March 26, 1896. Serial No. 585,021. (No specimens.)

To all whom it may concern:

Be it known that I, FRANCIS A. BOSTON, Jr., a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Transfer-Tickets for Street-Railways, of which the following is a specification.

This invention relates to a series of tickets for street passenger-railways for use on a number of lines which intersect and are included in one system of management.

The invention will first be described, and then designated in the claim.

In the accompanying drawings, Figure 1 is a view of the full transfer-ticket with return-coupon. Fig. 2 is a view of the ticket without the return-coupon. Fig. 3 is a view of the ticket as it appears when the first transfer has been made, and illustrates the operation of the time-limit table and delay-table.

Each ticket comprises, first, a body portion, which, for convenience, is herein termed the "initial section" of the ticket, and, second, a plural number of separable or independently-detachable coupons, either one of which will constitute the "terminal section" of the ticket. Said initial section and either one of the said coupons together form a complete ticket, the remaining coupons being void or inoperative for fare.

The ticket for each of the several intersecting lines of the railway transfer system is designated by a different number, as, for instance, in the case under illustration, the York Road line will be No. 1, the North Avenue line will be No. 2, the City Hall line will be No. 3, the Roland Park line will be No. 4, and so on. These several tickets together constitute the series, and the tickets of the series are alike in all respects, except, first, that the body portion of each ticket bears a different number from all the others, the said number corresponding with the number designating the line on which the ticket originates; second, that the coupons laterally projecting from the side of the body portion have the top coupon of each ticket bearing the same number as the body portion, and the other coupons have numbers which are interrupted in their consecutive order by the omission of the number corresponding with that on the top coupon. In the present example the City Hall

line, No. 3, has its coupon No. 3 at the top and then follow downward in order the coupons of Nos. 1 and 2, No. 3 being omitted, then No. 4, and so on. By this it will be understood that the ticket in question is intended to be issued by the conductors on No. 3 line. When the ticket is issued by some other line, No. 2, for instance, coupon No. 2 would be at the top, and below this would follow coupons No. 1, omitting No. 2, then Nos. 3, 4, &c., in their order. There will thus be as many different "sets" of tickets as there are lines included in the transfer system. After the passenger has commenced his ride he can use either coupon or terminal section of the ticket he may elect, independently of all the other sections and regardless of the order of arrangement of said coupons or sections. Thus the coupon at the center may first be used, as it is not necessary to use the end coupon first, and then in succession the other coupons; and every ticket will have coupons attached that will not be used, as well as the coupons that the passenger may elect to use.

The ticket has at the top a combined initial or issue coupon *b'* and "return-ticket" coupon *c*, which together extend entirely across the top or upper end. This combined top *b'c* will be removed or detached, as shown in Fig. 2, by the conductor who issues the ticket, when the ticket is not to be used as a return-ticket. At the bottom of the ticket and extending entirely across the lower end is a time-expire table *D*, which will be hereinafter described. A central vertical longitudinal line extends from the return-ticket coupon to the bottom time-expire table. A vertical longitudinal initial or body portion *A* is at one side of the central line, and on the margin of which is a row of progressive numbers from "1" to "31," representing the days of the month. On the other side of the central line are a number of laterally-projecting coupons *b*, each representing one of the lines of the system with which the railway has transfer arrangements.

The body portion *A* of each ticket will bear a number designating the conductor who issues the ticket and the number of the line. In this case it is represented thus: "Issued by Conductor 000, Line No. 3."

The time-expire table *D* has a row of cross-

numbers *e*, designating the hours from "1" to "12," and a vertical row of numbers *f*, designating certain fractions of the hour—"50," "40," "30," "20," and "10." Alongside of each of said rows is a marginal tearing-strip *e' f'*, which may be torn off more or less, as desired, commencing with the largest figures, that remaining untorn to indicate the time when the ticket expires. The letters "A. M." and "P. M." are also on the time-table, and one or the other is intended to be punched out by the conductor, accordingly as the time when the ticket expires is ante-meridian or post-meridian.

The transfer-ticket thus far described is to be used as follows: The conductor of No. 3 line, who issues the ticket, will prepare a certain number of tickets while his car is at rest at one terminal end of the line by punching the numeral corresponding to the day of the month on which the transfer is issued and by tearing off the marginal strips *e' f'* so that the time-expire table will indicate that the ticket is good for passage for the time required for the passenger to travel from said terminal end to any other point along either of the lines of the railway-transfer system, plus ten minutes. Thus, if a certain car on No. 3 line starts from one terminal end of the line at six o'clock p. m., and it requires one hour and a half to make the trip from said terminal end to the terminal of any other line of the railway system, the conductor will tear the marginal strips *e' f'* off opposite the numerals "7" and "40" in the two rows *e f*, respectively, as shown in Fig. 3, indicating that the ticket is good until 7:40 p. m., at which time it expires. The ten minutes extra time is granted in order to give the passenger ample time for transferring.

It sometimes happens that a car is detained along its route by reason of accident, fire, or some other circumstance causing an obstruction on the track. In this event the passenger would not be able to make his trip in the time named, and hence the ticket would be unfairly void. To make provisions for extending the time, the ticket is provided with a "delay-table" consisting of numerals *g*, designating

fractions of the hour, "10," "20," "30," "40," printed on each coupon. If the car has been delayed ten minutes, the conductor will punch the number "10" on the coupon designating the line to which the passenger desires to transfer. The body A also has delay-numerals *g'* like those on the coupons.

In Fig. 2 the ticket is represented as having the combined top part *b' c* detached, showing that the passenger has traveled on the initial line No. 3, where the ticket was issued, and also showing that he does not desire to return on the same line, and Fig. 3 shows coupon No. 2 detached, showing that the passenger has transferred from No. 3 line to No. 2 line and traveled on that line. In this figure also the delay-table numeral "10" on the body A is punched, indicating that the car on No. 3 line on which the passenger first traveled was ten minutes behind time and that the time for transferring on the ticket has been extended ten minutes. If at any season of the year, summer evenings, for instance, it is desired to permit the passenger to make an excursion-ride and return on a continuous round-trip ride, then in such case the combined top *b' c* will not be detached by the conductor issuing the ticket.

Having thus described my invention, I claim—

A series of tickets for street-railways comprising a plural number of tickets each one for a different railway-line, and each one of said series having a differently-numbered body portion corresponding with the number designating the line on which the ticket originates, each body portion having coupons laterally projecting and the top coupon of each ticket bearing the same number as the body portion and the other coupons having numbers which are interrupted in their consecutive order by the omission of the number corresponding with that on the top coupon.

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

FRANCIS A. BOSTON, JR.

Witnesses:

C. N. SCOTT,

CHARLES B. MANN, JR.