

No. 611,736.

Patented Oct. 4, 1898.

F. E. HODGINS & J. F. YOUNG.

A. V. YOUNG, Executrix of J. F. YOUNG, Dec'd.

RAILWAY TICKET.

(Application filed Mar. 4, 1898.)

(No Model.)

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WITNESSES
Chas. K. Davis.
E. Szemelenyi.

INVENTOR
Frank E. Hodgins and
Alzina V. Young, Executrix.
By F. E. Stebbins. Attorney.

UNITED STATES PATENT OFFICE.

FRANK E. HODGINS AND ALZINA V. YOUNG, OF TORONTO, CANADA; SAID
ALZINA V. YOUNG EXECUTRIX OF JOHN F. YOUNG, DECEASED.

RAILWAY-TICKET.

SPECIFICATION forming part of Letters Patent No. 611,736, dated October 4, 1898.

Application filed March 4, 1898. Serial No. 672,574. (No specimens.)

To all whom it may concern:

Be it known that I, FRANK E. HODGINS, a subject of Her Majesty the Queen of Great Britain, residing at Toronto, in the county of York, Province of Ontario, Canada, together with JOHN F. YOUNG, late a subject of Her Majesty the Queen of Great Britain, residing at Toronto, in the county of York, Province of Ontario, Canada, now deceased, did invent certain new and useful Improvements in Railway-Tickets, of which the following, taken in connection with the accompanying drawings, is a specification sufficiently full, clear, and accurate to enable persons skilled in the art to make and use the same.

The main object of the invention is the production of a railway-ticket which can be used only once for a single unbroken trip, and is also adapted for transferring the passenger over one or more additional lines in any direction and limiting the stop-over period of time at each transfer point or station.

A further object is to dispense with the use of the ordinary transfer-check by providing a substitute ticket which will require the fewest possible manipulations or punches by the conductor.

With these objects in view the invention consists in cutting cardboard or other suitable material into pieces of proper shape and dimensions and of such size that the punch can reach each space and permanently printing or affixing on one face thereof certain lines and characters which indicate, first, the days of the month; second, the hours and fractions of the hours of a day; third, the points of the compass, and, fourth, the morning and evening.

It further consists in so arranging the numerals that the first twelve can indicate the first twelve days of the month and also the twelve hours of the morning and the twelve hours of the evening.

Finally, it consists in placing the characters indicating the morning and evening at one corner of the pasteboard and arranging two series of characters indicating the points of the compass relative thereto, so that one punch-mark will indicate both directions and the morning or evening.

Figure 1 is a view of a ticket embodying the

invention, the same being enlarged to more clearly illustrate the construction and arrangement. Fig. 2 is a view of three tickets united at their edges.

On one face of the ticket A are printed two series of lines parallel with the edges and at right angles one to the other, so as to divide the area into rectangular spaces, as illustrated, seventy-eight in number. At the end B and upon the rectangular spaces formed by the lines are placed the letters "N," "S," "E," "W," and "P. M." The former indicate the points of the compass and the latter the evening. Upon the spaces directly to the left of the letter "M" and adjacent the edge of the ticket are printed the letters "A," "W," "E," "S," "N." The letter "A" in connection with the letter "M" indicates the morning and the remaining letters the points of the compass. Upon the spaces between the point "C" and the letter "W" are placed the numerals "1" "2," "3," "4," "5," "6," "7," "8," "9," "10," "11," "12," and upon the spaces above this series the numerals from "13" to "31," inclusive, arranged as shown. Below each of the numerals "1," "2," "3," "4," "5," "6," "7," "8," "9," "10," "11," "12" are three rectangular spaces upon which are printed the fractions $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$, indicating the termination of transfer time. The ticket may be colored differently to indicate different months or routes, if desired. The cardboard, with the spaces, letters, and numerals thus reciprocally arranged, each relative to the other upon the face thereof, constitutes a ticket adapted when properly manipulated for the purposes hereinbefore enumerated.

The ticket is used as follows: A passenger having taken a car, for example, on the morning of the fourth day of the month wishes about the hour of 10.30 to be transferred north over a connecting line. The conductor on the presentation of the ticket (or, if cash fare is paid, furnishing the ticket himself) punches the numeral "4," the numeral $\frac{3}{4}$ in line with the numeral "10," and the letter "N" in line with the letters "A. M."—that is, the passenger is transferred north at 10.45 on the morning of the fourth day of the month. Should the passenger desire to be transferred again and west at eleven in the morning, the

conductor punches the fraction " $\frac{1}{4}$ " under the numeral "11" and the letter "W" at the left of the letters "A. M." A third transfer is effected—for example, south at twelve m.—
 5 by punching the fraction " $\frac{1}{4}$ " below the numeral "12" and the letter "S" in line with the letters "P. M." If not used for transfer, or after such use, it may be canceled by punching the letter "M" of the date.

10 The black circular dots on the spaces of the drawings indicate the punch marks or holes made in the ticket by the conductor. It will be noted that for the first transfer the conductor punches three holes in the ticket and
 15 that for each subsequent transfer only two are required.

A ticket made as hereinbefore described possesses many superior characteristics as compared with those in general use. When
 20 the passenger has a ticket and desires a transfer, it obviates the necessity of a transfer-check. A single ticket transfers the passenger over one or several connecting lines. It requires the minimum number of manipulations by the conductor. It indicates approxi-
 25 mately when surrendered the lines traversed by the passenger, and it can be used but once.

On the back or margin of the ticket may be printed advertisements, the name of the
 30 railway-company, the series, conditions of the contract, number and date of patent, &c.

While there has been shown on the drawing in Fig. 1 a preferred construction and arrangement, it is not the intention thereby
 35 to limit the scope of the invention, inasmuch as colorable changes may in practice be introduced without constituting a substantial departure, nor will other arrangements with more numbers or letters constitute a mate-
 40 rial change.

Having thus described the invention, what is claimed as new and useful is—

1. A railway-ticket having printed on the

face thereof the letters "A," "M," "P," and two series of letters "N," "S," "E," "W," ar- 45
 ranged relatively thereto for the purpose specified; a series of numerals indicating the days of the month from "1" to "31" in-
 clusive; and a series of numerals indicating the fractions of hours from "1" to "12" in- 50
 clusive, the said numerals being arranged in series in twelve parallel columns headed by each of the first twelve numerals which indi-
 cate the first twelve days of the month; in substance as and for the purpose specified. 55

2. A railway-ticket made of suitable material and one face thereof divided by printed lines into spaces; the spaces at the end B having printed thereon the letters "N," "S," "E," "W," "P," "M," and the spaces directly 60
 at the left of the letter "M" containing the letters "N," "S," "E," "W," "A;" the remaining spaces having affixed thereupon numerals indicating the days of the month from "1" to "31" inclusive and the fractions of 65
 the hours from "1" to "12," the said fractions being disposed in series in twelve parallel columns headed by the numerals from "1" to "12," and the arrangement being such that the numerals from "1" to "12" 70
 indicate the first twelve days of the month, and in connection with the letters the twelve hours of the morning, and the twelve hours of the evening; substantially as described.

FRANK E. HODGINS.

ALZINA V. YOUNG,

Executrix of John F. Young, deceased.

Witnesses as to signature of Frank E. Hodgins:

WM. J. DASH,

LAURA M. WALKER.

Witnesses as to signature of Alzina V. Young:

JOHN P. WESTON,

EDITH GEEGAN.