

No. 670,338.

Patented Mar. 19, 1901.

H. N. BROWN.

COMBINATION TICKET AND DUPLICATE TRANSFER.

(Application filed Dec. 6, 1900.)

(No Model.)

<p>226262 <i>J. D. Supt.</i></p> <p>This ticket will not be accepted for fare if detached from transfer</p>		<p>AM 10:20:30 PM 4:05:00</p>		<p>AM 10:20:30 PM 4:05:00</p>	
FROM TO		Ticket No. _____		Issued by Cond. No. _____	
1	2	6	A	1	2
1	2	7	A	1	2
1	2		A	1	2
1	2	3	A	1	2
1	2	7	A	1	2

Fig. 1.

Fig. 2.

Witnesses:
C. S. Kessler
J. B. Kessler

Fig. 3.
By James L. Norris

Inventor
Harry N. Brown
Atty.

UNITED STATES PATENT OFFICE.

HARRY N. BROWN, OF BALTIMORE, MARYLAND, ASSIGNOR, BY DIRECT AND MESNE ASSIGNMENTS, OF THREE-FOURTHS TO F. HYLAND GRACE, OF SAME PLACE, AND HARRY L. MAYNARD AND THEODORE J. WOOL, OF PORTSMOUTH, VIRGINIA.

COMBINATION TICKET AND DUPLICATE TRANSFER.

SPECIFICATION forming part of Letters Patent No. 670,338, dated March 19, 1901.

Application filed December 6, 1900. Serial No. 38,901. (No model.)

To all whom it may concern:

Be it known that I, HARRY N. BROWN, a citizen of the United States, residing at the city of Baltimore, in the State of Maryland, have invented new and useful Improvements in a Combination Ticket and Duplicate Transfer, of which the following is a specification.

This invention relates to a combination ticket and duplicate transfer designed to be used on street-railroads for the purpose of providing an effective check on the conductor, who takes up a ticket and issues or returns the attached transfer after punching said transfer and attached ticket to indicate both on the ticket and the transfer the date, the time of day, and the points between which the said transfer is to be used.

One portion of my combined railway ticket and duplicate transfer is to be receivable for a fare and has thereon, preferably at the back, a duplicate of an attached original transfer, the latter being so arranged that it can be folded onto the ticket and duplicate transfer by the conductor and be so punched as to indicate simultaneously on said original and duplicate the time and place for which the transfer proper is to be received as valid after the punched portion intended for further use of the passenger has been detached and returned to him. The punched ticket with the duplicate transfer thereon will be retained by the conductor and is to be turned in at the end of the trip. When a passenger pays his fare and wishes a transfer, the conductor must necessarily register this fare, as he will be compelled to turn in the duplicate transfer to the company, because the original of this transfer will be turned in by the conductor receiving the same on the line to which the passenger is transferred. Thus any railway company using this system of transfers can compel conductors to indicate each and every passenger who rides on their cars, without giving the conductors an opportunity to trade transfers, this being accomplished in a simple manner by means of the indications simultaneously punched on the ticket and attached transfer. Every conductor will be en-

abled to collect the majority of the fares on his car, as no passenger can obtain a transfer without first paying a fare. Under transfer systems now in vogue on most street-railways the passenger may receive a transfer after the car has reached a transfer-point whether or not said passenger has paid fare; but by means of my combined ticket and duplicate transfer a passenger desiring to be transferred would be compelled to ask for a transfer at the time of paying fare.

In the annexed drawings, Figure 1 represents a face view of my combined ticket and duplicate transfer preferably arranged in a strip representing a series of six tickets. Fig. 2 is a view of the back or reverse side of the same. Fig. 3 is a view of a single ticket detached from the strip and representing the transfer portion folded back toward the reverse side of the ticket, which has a duplicate of the transfer thereon.

The reference-numeral 1 designates the face of a railroad-ticket, which may have thereon the name of the company issuing the same, with a facsimile of the signature of the officer who is authorized to issue tickets, and also may show the serial number of said ticket. There may be also printed on the face of the ticket a legend to read somewhat as follows: "This ticket will not be accepted for fare if detached from transfer." Integral with one edge of this ticket there is a transfer, (designated by the reference-numeral 2.) Between the said ticket and the said transfer there is preferably a line of perforations 3 to facilitate detaching the one part from the other. The face of the transfer may be provided with a calendar containing the names of the months and numbered spaces corresponding with the days of the month; also, a dial numbered from "1" to "12," inclusive, and having thereon also the abbreviations "A. M." and "P. M." and numbers to indicate fractions of an hour—as, for instance, "10," "20," "30," "40," and "50"—each of these numbers representing so many minutes. The face of the transfer may be provided also with columns headed, respec-

tively, "From" and "To," with the names of stations and transfer-points arranged consecutively beneath.

On the back of the ticket there is provided
 5 an exact duplicate of the face of the transfer. This duplicate transfer is designated by the reference-numeral 4. The back of the transfer has a space 5, in which may be printed the rules and regulations of the company relative to the issue and use of transfers, the same constituting what is usually
 10 termed a "contract," and below this there may be a space 6 containing the number of the ticket and the number of the conductor.
 15 My combined ticket and duplicate transfer will be preferably sold in strips each comprising six tickets and attached transfers, the several tickets and attached transfer-coupons being marked off from each other, preferably
 20 by perforated lines 7, to facilitate separation of a ticket and its attached transfer when the same are to be used. The strip of tickets may be sold, say, for twenty-five cents, as usual on many railroads.
 25 When a passenger pays his fare, he detaches from the strip one of the tickets and its accompanying transfer and hands the same to the conductor, who thereupon folds the transfer part 2 back upon the reverse side
 30 of the ticket and punches through said transfer and attached ticket the point where the passenger desires to be transferred and also the day, hour, and fraction of an hour when the transfer is issued or up to the time when it is to
 35 be valid. The transfer proper or the original portion 2 is then returned to the passenger, while the ticket 1, with duplicate transfer 4 thereon, will be retained by the conductor and is to be turned in by him at the end of the trip.
 40 By folding the transfer 2 back upon the ticket prior to punching the record for punching made on the transfer will appear also on the duplicate and constitutes an absolute check on the conductor, for as the original transfer
 45 will be turned in by the conductor receiving the same on a branch line, so the conductor who issues the transfer will be compelled to

turn in the ticket and duplicate transfer. Tickets are not to be accepted for fare unless the transfer is attached to the ticket, a ticket
 50 without the transfer being thus without value. The transfer is to be good when detached from the ticket on such lines and for such time as may be indicated by the punch of the conductor in the spaces marked.
 55

If desired, the combined tickets and duplicate transfers may be made up in pad form, with a small coupon attached giving the number of the conductor and the number of the ticket and transfer; but it will usually be
 60 preferred to arrange the tickets and transfers in strips of six, as shown.

What I claim as my invention is—

1. A combined ticket and duplicate transfer, comprising a ticket having an integral
 65 transfer portion and provided on the back of said ticket with a duplicate of said transfer, substantially as described.

2. A combined ticket and duplicate transfer, comprising a ticket having a transfer portion integral with one edge thereof and provided on the back of the ticket with a duplicate of the transfer, the said transfer being adapted to fold back upon said ticket and duplicate transfer, whereby the transfer and its
 70 duplicate can be simultaneously punched to indicate the time and place for which the transfer is to be valid, substantially as described.
 75

3. A combined ticket and duplicate transfer comprising a ticket having an attached transfer adapted to be folded back upon said ticket, the said transfer being provided with means to indicate the time and place for which it may be made valid, and the back of said
 80 ticket being provided with a duplicate of said transfer, as and for the purpose described.
 85

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

HARRY N. BROWN.

Witnesses:

F. H. DEWEY,
 E. M. SANDY.