

(No Model.)

M. WASHBURN.
TRANSFER TICKET.
(Application filed Jan. 29, 1901.)

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A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
Jerome Ave.	Tremont Ave.	Third Ave.	138 th St.	Willis Ave.	So. Boulevard.	161 st St.													
H	G	F	E	H	G	F	E	H	G	F	E	H	G	F	E	H	G	F	E

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[illegible]

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A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D				
Jerome Ave.				Third Ave.				138 th St.				Willis Ave.				So. Boulevard.				161 st St.			
H	G	F	E	H	G	F	E	H	G	F	E	H	G	F	E	H	G	F	E				
H	G	F	E	H	G	F	E	H	G	F	E	H	G	F	E	H	G	F	E				

WITNESSES:

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UNITED STATES PATENT OFFICE.

MORGAN WASHBURN, OF NEW YORK, N. Y.

TRANSFER-TICKET.

SPECIFICATION forming part of Letters Patent No. 693,765, dated February 18, 1902.

Application filed January 29, 1901. Serial No. 45,203. (No model.)

To all whom it may concern:

Be it known that I, MORGAN WASHBURN, a citizen of the United States, and a resident of the city of New York, Westchester, borough
5 of the Bronx, in the county and State of New York, have invented a new and Improved Transfer-Ticket, of which the following is a full, clear, and exact description.

This invention relates to improvements in
10 transfer-tickets for street-railroads; and the object is to provide a transfer-ticket by means of which a passenger will be prevented upon the payment of a single fare from traveling in a circle or returning to a starting-point by
15 a system of transferring from line to line.

I will describe a transfer-ticket embodying my invention and then point out the novel features in the appended claim.

Reference is to be had to the accompanying
20 drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figures 1, 2, and 3 are face views of a transfer-ticket embodying my invention, the three
25 similar views being shown for the purpose of making the system of operation clear.

The ticket 1 is divided into any desired number of sections, depending of course upon the number of lines or branches to which
30 transfers may be given or which are controlled by a railway company. Within each section is placed the name 2 of a railway line or branch, and also printed in subsections in each section are indices arranged in consecutive order, the indices being duplicated in the
35 several sections. The indices at one side of the name of the line in a section are arranged to read from left to right, while the indices at the opposite side are arranged to read from
40 right to left. This is to provide for the proper cancellation during the back and forth trips. I have shown the indices 3 as in the form of letters; but it is to be understood that they may consist of numerals or other characters
45 or the index-spaces may be blank.

In operation the passenger paying his fare to the conductor of the first car he boards tells his destination and receives a transfer-
50 ticket punched by the conductor indicating the various lines over which the passenger

will travel for the single fare to reach his destination—that is, should a passenger enter a car on the line indicated by “Tremont Ave.,” as shown in the second section of the transfer, and assuming that the passenger
55 desires to travel to some point on the Willis avenue line, the conductor of the first car will give the passenger a transfer-ticket with the “A” punched out in the third section, as indicated at 4, and he will cut out the letter “B,”
60 as shown at 5 in the fourth section, and the letter “C,” as indicated at 6 in the fifth section. When the passenger boards a car on the third line, the conductor of the car on said line will take up the first transfer-ticket
65 and issue a new one with the “A” of the One Hundred and Thirty-eighth street line, or fourth section, marked out or canceled, as indicated at 7, and the “B” canceled of the
70 fifth or Willis avenue section of the transfer-ticket, as indicated at 8. The passenger upon leaving the Third avenue car and boarding the One Hundred and Thirty-eighth street car will deliver his transfer-ticket to the conductor thereof, who will issue a new ticket with
75 the “A” of the Willis avenue section of the ticket canceled, as at 9, and the conductor of the Willis avenue car understanding that this is the last line upon which the passenger desires to travel will take up the transfer-ticket
80 and not issue a new one.

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

A street-railway transfer-ticket, divided
85 into sections, each section containing the name of a railway-line, the said names differing in the several sections, and indices arranged along the side of each section, the indices being repeated in the several sections,
90 the several sections being non-separable, whereby the ticket is issued and taken up as a whole.

In testimony whereof I have signed my name to this specification in the presence of
95 two subscribing witnesses.

MORGAN WASHBURN.

Witnesses:

JNO. M. RITTER,
C. R. FERGUSON.