

No. 730,764.

PATENTED JUNE 9, 1903.

W. F. HAM.  
RAILWAY TRANSFER TICKET.  
APPLICATION FILED FEB. 26, 1903.

NO MODEL.

Diagram of a Railway Transfer Ticket (No. 730,764) showing its layout and components. The ticket is divided into several sections:

- Left Section (14):** A 12x5 grid of boxes for recording transfer details. It is labeled with 14, 14<sup>a</sup>, 14<sup>b</sup>, 14<sup>c</sup>, and 14<sup>d</sup>.
- Central Section (1):** Contains the title "CONNECTICUT AVENUE LINE" and a transfer rule: "TRANSFER—Good only at transfer Junction on first connection thereafter time cancelled on time purchased. Subject to rules of this company." Below this is a table of stations: DUDMAN, NEWARK, GUSTE, LUGFS, SHASTON, LUGAN, DELAC, EAST WEST.
- Right Section (16):** A 12x5 grid of boxes for recording transfer details. It is labeled with 16, 16<sup>a</sup>, 16<sup>b</sup>, 16<sup>c</sup>, and 16<sup>d</sup>.
- Bottom Section (18):** A 12x5 grid of boxes for recording transfer details. It is labeled with 18, 18<sup>a</sup>, 18<sup>b</sup>, 18<sup>c</sup>, and 18<sup>d</sup>.

Other labels include 9, 10, 17, 19, 2, 11, 8, 1, 4, 6, 15, 12, 13, and 3.

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# UNITED STATES PATENT OFFICE.

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## RAILWAY TRANSFER-TICKET.

SPECIFICATION forming part of Letters Patent No. 730,764, dated June 9, 1903.

Application filed February 26, 1903. Serial No. 145,294. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM F. HAM, a citizen of the United States, residing at Washington, in the District of Columbia, have invented new and useful Improvements in Railway Transfer-Tickets, of which the following is a specification.

This invention relates to certain new and useful improvements in transfer-tickets, more particularly in what are termed "time-limit" transfer-tickets, generally employed for the transferring of a passenger from one branch of a railroad system to another; and the object thereof is to effect as quickly as possible the continuous passage of the person to whom the ticket is given.

A further object of the invention is to prevent the fraudulent use of the ticket after the time limit has expired, as well as to generally expedite what is termed the "transfer system" employed in connection with railroads, particularly street-railway systems.

The invention further aims to provide a ticket which shall be extremely simple, so that the conductor or other person issuing the same will not be placed to any inconvenience in properly mutilating the ticket to prevent the fraudulent use thereof after the expiration of the time limit set for the use of the ticket.

With the above and other objects in view the invention consists in the novel combination and arrangement of parts and inscriptions forming the ticket to be hereinafter more specifically described, illustrated in the accompanying drawing, and particularly pointed out in the claims hereunto appended.

In describing the invention in detail reference is had to the accompanying drawing, forming a part of this specification, and which illustrates a front elevation of the ticket.

Referring to the drawing by reference characters, the transfer-ticket according to my invention consists of a strip of suitable material divided into a body portion 1, an ante-meridiem or forenoon coupon 2, detachably connected to one end of the body portion, and a post-meridiem or afternoon

coupon 3, detachably connected to the other end of the body portion 1. The coupon 2 will be termed the "A. M." coupon, which is an abbreviation of the term "ante meridiem," and the coupon 3 will be termed the "P. M." coupon, which is an abbreviation of the term "post meridiem." The body portion 1 has upon its outer face, near one edge, a pair of longitudinally-extending columns 4 5, and at one end of the column 4 is placed an inscription to indicate in which direction the car is traveling, as at 6—for example, "West"—and at the corresponding end of the column 5 is placed an inscription to indicate in which direction the car is traveling, as at 7—for example, "East." These inscriptions 6 7 may be "North" or "South," if necessary.

Extending transversely of the columns 4 5 is a plurality of inscriptions, as at 8, indicating the transfer-points and the direction which the passenger will take after transfer.

When the ticket is to be used, the party issuing the same punches or otherwise mutilates one of the columns 4 5 at one of the inscriptions for the transfer-point. This will indicate where the transfer is to be made, will also indicate in which direction the passenger is to be transported, and will also indicate that the car was traveling west when the transfer was issued. For example, if the column 4 is mutilated at the inscription "11th & F-S" it will indicate that the passenger is to travel south at that point and that the car was traveling west when the transfer was issued, as the mutilation appears in the west column. If the mutilation be made in column 5 at the inscription "11th & F-S," it will indicate that the passenger is to travel south at that point and that the transfer was issued while the car was traveling east, as the mutilation was made in the east column.

The body portion 1 is further provided with an inscription, as at 9, to indicate the name of the railroad issuing the transfer, and parallel with the said inscription 9 is arranged a column of abbreviations, as at 10, to indicate the months of the year. The respective abbreviation for the month during which the



tickets are used is adapted to be punched or otherwise mutilated when the ticket is issued. Between the inscription 9 and the column 5 upon the body portion 1 is arranged a suitable designatory inscription, as at 11—for example, instructions to the passenger—to explain when and how the ticket is required to be used. The body portion 1 is also provided with a suitable indicating means 12 to indicate the day of the month upon which the transfer-ticket was issued.

The "A. M." coupon 2 is separated from the body portion 1 by means of a line of suitable perforations or indentations 13 and has its outer face provided with a plurality of horizontally and longitudinally extending lines to form a plurality of parallel columns of spaces 14, 14<sup>a</sup>, 14<sup>b</sup>, 14<sup>c</sup>, 14<sup>d</sup>, and 14<sup>e</sup>. There are twelve spaces to each column, and the first column of spaces is consecutively numbered from 1 to 12. Each of the spaces of the second column is provided with the character "1," each of the spaces of the third column with the character "2," each of the spaces of the fourth column with the character "3," each of the spaces of the fifth column with the character "4," and each of the spaces of the sixth column with the character "5." The first column is designated by the reference character 14, the second 14<sup>a</sup>, the third 14<sup>b</sup>, the fourth 14<sup>c</sup>, the fifth 14<sup>d</sup>, and the sixth 14<sup>e</sup>. The numbers in the column 14 are adapted to indicate the hour of the forenoon when the transfer is to be used, and the numbers in the columns 14<sup>a</sup> to 14<sup>e</sup>, inclusive, are adapted to indicate the fractions of the hour in which the transfer-ticket is to be used. For example, when the ticket is issued it will be assumed that the time limit is set for thirty minutes past eight in the forenoon. The conductor or other person when issuing the ticket will punch the character "3" in the column 14<sup>c</sup>, which is arranged in alinement with the character "8." This will indicate that the ticket or transfer can be used until thirty minutes past the hour or until 8.30 a. m.

Preferably the "A. M." coupon is white, with the characters in black thereon. The "A. M." coupon may be of a different color from that stated; but the characters and lines thereon should be of a different color to that of the color of the coupon.

The "P. M." coupon 3 is separated from the body portion 1 by means of a line of suitable perforations or indentations, as at 15, and has its outer face provided with a plurality of horizontally and longitudinally extending lines to form a plurality of parallel columns of spaces 16, 16<sup>a</sup>, 16<sup>b</sup>, 16<sup>c</sup>, 16<sup>d</sup>, and 16<sup>e</sup>. There are twelve spaces to each column, and the first column of spaces is consecutively numbered from 1 to 12. Each of the spaces of the second column is provided with the character "1," each of the spaces of the third column with the character "2," each of the spaces

of the fourth column with the character "3," each of the spaces of the fifth column with the character "4," and each of the spaces of the sixth column with the character "5." The first column is designated by the reference character 16, the second 16<sup>a</sup>, the third 16<sup>b</sup>, the fourth 16<sup>c</sup>, the fifth 16<sup>d</sup>, and the sixth 16<sup>e</sup>. The numbers in the column 16 are adapted to indicate the hour of the afternoon when the transfer is to be used, and the numbers in the columns 16<sup>a</sup> to 16<sup>e</sup>, inclusive, are adapted to indicate the fractions of the hour in which the transfer-ticket is to be used. For example, when the ticket is issued it will be assumed that the time limit is set for thirty minutes past eight p. m. The conductor or other person when issuing the ticket will punch the character "3" in the column 16<sup>c</sup>, which is arranged in alinement with the character "8." This will indicate that the ticket or transfer can be used until thirty minutes past the hour or until 8.30 p. m. Preferably the "P. M." coupon is black, with the characters thereon of the color of the ticket. The "P. M." coupon may be of a different color, if desired; but the characters and lines thereon should be of a different color to that of the color of the coupon, and preferably the color of the coupon should be readily distinguishable from the body portion of the ticket.

To assist in detaching either the "A. M." coupon or the "P. M." coupon from the body portion, the strip of material forming the transfer-ticket may be provided, if desired, with a plurality of notches in each side thereof, as at 17. Other notches may be employed, as indicated by the reference character 18, for separating the entire ticket from a short stub 19 when the tickets are bound up in packages. These notches 18 are not essential, as the tickets when formed into packages may be glued together in such manner that they can be easily separated.

The manner of mutilating or punching the body portion 1 has been hereinbefore set forth, so it will not be necessary to refer to it again; but the manner of using the "A. M." and "P. M." coupons is as follows: If the transfer-ticket is used in the forenoon, the "P. M." coupon is detached therefrom, or if the ticket is used in the afternoon the "A. M." coupon is detached therefrom. As the "A. M." and "P. M." coupons are of different colors, the conductor or party receiving the transfer can tell at a glance whether the transfer is to be used in the forenoon or in the afternoon. By providing the "A. M." and "P. M." coupons in the manner set forth it is evident that if the transfer-ticket is issued to be used in the morning and the "P. M." coupon detached it will readily prevent the fraudulent use of the transfer in the afternoon, and if the transfer-ticket is issued to be used in the afternoon and the "A. M." coupon is detached it will be evident that



if an attempt is made to fraudulently use the coupon in the forenoon it will be readily detected.

5 The manner of indicating the time limit for using the transfer has been hereinbefore set forth in connection with the description of the "A. M." and "P. M." coupons, and it is thought unnecessary to refer to it again.

10 It will be evident by the employment of the transfer-ticket hereinbefore set forth that there is no possibility of a mistake on the part of the conductor or other party issuing the transfer in making the time limit "A. M." when it should be "P. M." or "P. M." when  
15 it should be "A. M.," thus preventing disputes between passengers and the conductors accepting the transfers. It will furthermore be evident that the conductor or other person issuing the transfer can detach the  
20 proper coupon from the transfer-ticket without unnecessary loss of time or neglect of his other duties. It will furthermore be evident that the conductor receiving the transfer can tell at a glance whether the transfer is to be  
25 used in the forenoon or in the afternoon, so as to prevent the fraudulent use of the ticket in the afternoon if it is issued in the forenoon and the fraudulent use of the ticket in the forenoon if it is issued in the afternoon,  
30 thus preventing one of the greatest abuses attendant upon the transfer system.

A further advantage of the transfer constructed in accordance with the foregoing description is that the examination of the re-  
35 turns of conductors or parties receiving the transfers can be made with much greater facility, as a glance will suffice to indicate whether the ticket was issued to be used in the forenoon or afternoon.

40 Another advantage of the transfer-ticket constructed in accordance with this invention is that it overcomes the greatest abuse of the transfer system, and that is it prevents afternoon transfers being used in the  
45 forenoon, or vice versa. With the multiplicity of the conductor's duties it is often impossible for him to scrutinize all the transfer-tickets that are handed him, and some means of making a distinction between "A. M."  
50 and "P. M." transfers, evident from the merest glance, will prove invaluable, which advantage, as above stated, a transfer-ticket constructed in accordance with the foregoing description possesses, and, on the other hand,  
55 in connection with the conductor issuing the transfer he must not be burdened with any system of punching of a cumbersome nature—the simpler the better—and this simplicity in a transfer is fully obtained by the transfer-  
60 ticket hereinbefore shown and described.

It is thought the many advantages of a time-limit transfer-ticket constructed in accordance with the foregoing description, taken in connection with the accompanying  
65 drawing, can be readily understood. It will

also be evident that I have devised a novel transfer-ticket which will lessen the fraudulent use of the same, at the same time expediting the issuance of the transfer, and it will furthermore be evident that changes, 70 variations, and modifications can be resorted to without departing from the spirit of the invention or sacrificing any of its advantages, and I therefore do not wish to restrict myself to the details of construction herein- 75 before described, and as shown in the accompanying drawing, but reserve the right to make such changes, variations, and modifications as come properly within the scope of the protection prayed. 80

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

1. A transfer-ticket comprising a body portion and a pair of coupons, said coupons bearing conventional indications to constitute, re- 85 spectively, an ante-meridiem-indicating coupon and a post-meridiem-indicating coupon.

2. A transfer-ticket comprising a body portion and a coupon at each end thereof, said 90 coupons bearing conventional indications to constitute, respectively, an ante-meridiem-indicating coupon and a post-meridiem-indicating coupon.

3. A transfer-ticket comprising a body portion and a pair of coupons, each of said coupons having time-limit-indicating inscriptions thereon, and each of said coupons bearing conventional indications to constitute, re- 95 spectively, an ante-meridiem coupon and a post-meridiem-indicating coupon.

4. A transfer-ticket comprising a body portion and a pair of coupons, each of said coupons having time-limit-indicating inscriptions thereon, the inscriptions of one coupon 105 being of a different color from those on the other coupon so as to constitute, respectively, an ante-meridiem-indicating coupon and a post-meridiem-indicating coupon.

5. A transfer-ticket comprising a body portion provided with inscriptions for indicating transfer-points and the direction of travel, and a coupon at each end of said body portion, said coupons bearing conventional indi- 110 cations to constitute, respectively, an ante-meridiem-indicating coupon and a post-meridiem-indicating coupon. 115

6. A transfer-ticket comprising a body portion provided with inscriptions for indicating transfer-points and the direction of travel, 120 and a coupon at each end of said body portion, each of said coupons having time-limit-indicating inscriptions thereon, and said coupons bearing conventional indications to constitute, respectively, an ante-meridiem-indicating coupon and a post-meridiem-indicating coupon. 125

7. A transfer-ticket comprising a body portion provided with inscriptions for indicating transfer-points and the direction of travel, 130



and a coupon connected to each end of said body portion, said coupons having time-limit-indicating inscriptions thereon, the inscriptions of one coupon being of a different color  
5 from those of the other coupon constituting, respectively, an ante-meridiem-indicating coupon and a post-meridiem coupon.

8. A transfer-ticket provided with a pair of coupons and further provided with conventional indications to constitute the said cou-  
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pons, respectively, an ante-meridiem-indicating coupon and a post-meridiem-indicating coupon.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses. 15

WILLIAM F. HAM.

Witnesses:

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