

No. 794,548.

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W. C. POPE.

RAILWAY CASH FARE RECEIPT PASSAGE TICKET.

APPLICATION FILED MAR. 2, 1905.

28 29 27 26 25 24 23 22 21 20 19 18 4 7 5 29 28

XYZ TRACTION CO.	FROM	25	40	38	30	25	20	15	10	5	FROM	XYZ TRACTION CO.	DAYS
100255	OUT IN	TO	TO	TO	TO	TO	TO	TO	TO	TO	OUT IN	100255	1 11 22
AUDITOR'S STUB	A Browns	J	I	H	G	F	E	D	C	B	Browns A	2 12 23	
To be turned into office with receipts	B Post Office		J	I	H	G	F	E	D	A	Post Office B	3 13 24	
Punch out starting stub on both auditors receipt. Tear off on line to left of fare	C Millers			J	I	H	G	F	A	E	B	Millers C	4 14 25
collected so passengers receipt shows high and figure remaining amount passenger has paid	D H. Corners				J	I	H	A	G	B	F	H. Corners D	5 15 26
	E Baldwins					J	A	B	C	D	E	Baldwins E	6 16 27
	F New Hope						A	B	C	D	E	New Hope F	7 17 28
	G Bellacks							A	B	C	D	Bellacks G	8 18 29
	H Bull Run								A	B	C	Bull Run H	9 19 30
	I Jones Valley									A	B	Jones Valley I	10 20 31
	J Summers										A	Summers J	

33 6 2 3 16 14 12 10 8 1 32 30 32^a

17 17 3 6

Witnesses:
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UNITED STATES PATENT OFFICE.

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RAILWAY CASH-FARE-RECEIPT PASSAGE-TICKET.

SPECIFICATION forming part of Letters Patent No. 794,548, dated July 11, 1905.

Application filed March 2, 1905. Serial No. 248,147.

To all whom it may concern:

Be it known that I, WILLIAM C. POPE, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented new and useful Improvements in Railway Cash-Fare-Receipt Passage-Tickets, of which the following is a specification.

This invention relates to railway cash-fare-receipt passage-tickets for interurban and other railways where cash fares are collected from passengers and a receipt given showing the amount of cash collected, date, and between what stations the passenger is entitled to ride; and the object thereof is to provide a severable railway cash-fare receipt passage-ticket embodying an auditor's stub and a passenger's receipt, so as to afford the railway management an accurate check on both the passenger and the conductor as to the amount of cash collected and what ride the passenger was entitled to; furthermore, to indicate to the passenger the amount of cash collected, as well as between which stations the passenger is entitled to ride, and to enable the conductor to issue the ticket very quickly, as the conductor is required to watch but a single point—the amount of fare collected when tearing off the passenger's receipt part.

In describing the invention in detail reference is had to the accompanying drawing, which forms a part of this specification and wherein is shown the preferred embodiment of the invention.

In the drawing a front view of a ticket in accordance with this invention is illustrated.

The ticket comprises two corresponding columns of inscriptions for indicating the stations of the railway and between which the passenger travels. One of these columns forms a part of the auditor's stub and the other of these columns forms a part of the passenger's receipt. The column of inscriptions which forms a part of the passenger's receipt is indicated by the reference character 1 and the other column, which forms a part of the auditor's stub, is indicated by the reference character 2.

Each of the columns of inscriptions is di-

vided through the medium of a line, as at 3, so as to form each of said columns of inscriptions into an out column and an in column. Suitable legends, as at 4 5, are used to indicate the out column and the in column, and the said legends are arranged at the top of their respective columns of inscriptions. The function of the out and in columns is to indicate the direction in which the passenger is traveling, and either of said out and in columns is adapted to be punched by the conductor to designate which way the passenger is traveling, the punching being made at the inscription which designates the station the passenger gets on at and in the necessary out or in column. The punch is made in both columns of inscriptions which indicate the names of the stations of the railway.

A reference-table consisting of a series of characters, as shown letters, although any other suitable characters may be employed, is arranged in each of the columns of inscriptions 1 2, the reference-tables corresponding to one another and are indicated by the reference character 6. The letters or characters of the tables 6 are adapted to indicate their respective stations and associate with a series of reference-tables hereinafter referred to. The manner in which the tables 6 associate with the hereinafter-referred-to reference-tables will presently be explained.

Above each of the columns of inscriptions 1 2 the legend "From" is arranged, as at 7, and which indicates that the passenger is traveling from the station punched in the column of inscriptions 1 2.

Interposed between the columns of inscriptions 1 2 is a series of reference-tables, each consisting of a series of characters, as shown letters, although any other suitable characters may be employed; but they should correspond with the characters of the tables 6. The interposed series of reference-tables are indicated by the reference characters 8, 9, 10, 11, 12, 13, 14, 15, and 16. The tables 8 to 16, both inclusive, associate with the tables 6 in a manner to be hereinafter explained, and the letters of each of said tables are adapted to indicate the passenger's destination when associated with the letters of the

table 6. It will be stated that in reference to the double letters in each of the tables 8, 9, 10, and 11 the letters which are arranged closest to the column of inscriptions 1 are used for passengers traveling in one direction and the letters which are arranged farthest from the table of inscriptions 1 are used for passengers traveling in an opposite direction. Each of the tables 8 to 16, both inclusive, is separated from one another by a suitable line, as at 17, and upon these lines the ticket is adapted to be severed, so as to form the passenger's receipt and the auditor's stub.

The amount of fare or cash collected from the passenger is indicated, preferably, by figures, and the arrangement is as follows: Above the table 8 is placed the numeral "5," as at 18, to indicate five cents; above the table 9 is placed the numeral "10" to indicate ten cents, as at 19; above the table 10 is placed the numeral "15" to indicate fifteen cents, as at 20; above the table 11 is placed the numeral "20" to indicate twenty cents, as at 21; above the table 12 is placed the numeral "25" to indicate twenty-five cents, as at 22; above the table 13 is placed the numeral "30" to indicate thirty cents, as at 23; above the table 14 is placed the numeral "35" to indicate thirty-five cents, as at 24; above the table 15 is placed the numeral "40" to indicate forty cents, as at 25, and above the table 16 is placed the numeral "45" to indicate forty-five cents, as at 26. Below each of the numerals from "5" to "45" is arranged the word "To," as at 27, and which indicates that the amount of fare paid indicated above said word is for passage from the station punched to the destination desired in a manner as hereinafter referred to.

The auditor's stub and passenger's receipt are correspondingly numbered, as at 28, and said stub and receipt are also provided with the name of the company issuing the receipt, as at 29. The passenger's receipt, as at 30, is provided with abbreviations to indicate the months of the year and columns of numerals, as at 31, to indicate the days of the month. An enlarged figure, as at 32, is also provided to indicate the day upon which the receipt was issued. The passenger's receipt is provided with a suitable inscription, as at 32^a, for the passenger's information and the auditor's receipt provided with instructions, as at 33, to the conductor indicating in what manner the ticket is to be issued.

The manner in which the ticket is issued and indicates the amount of fare paid, as well as the stations between which the passenger is traveling, is as follows: It will be assumed that the passenger desires to travel from "Post Office" to "Millers," which would be what may be termed "traveling outwardly." The conductor punches Post Office in the out column of both columns of inscriptions 1, 2, and severs the ticket along

the line between the tables 8 and 9, then hands the receipt to the passenger, retaining the auditor's stub. As the receipt has been punched in the out column, the letter "C" of the table 8, which is arranged in parallelism with the inscription indicating the station Post Office, would indicate that the passenger has paid fare from Post Office to Millers, as the letter "C" is used to indicate the station Millers and which can be substantiated by reference to the table 6 of the column of inscriptions 1, wherein the letter "C" of the table 6 is arranged in said column at the side of the inscription indicating the station Millers. Consequently it will be evident to the conductor or the passenger that the passenger has paid fare from Post Office to Millers. It will now be assumed that the passenger desires to travel from Millers to Post Office, which would be what may be termed "traveling inwardly." The conductor punches Millers in the in column of both columns of inscriptions 1, 2, and severs the ticket along the line between the tables 8 and 9, then hands the receipt to the passenger, retaining the auditor's stub. As the receipt has been punched in the in column, the letter "B" of the table 8, which is arranged in parallelism with the inscription indicating the station Millers, would indicate that the passenger has paid fare from Millers to Post Office, as the letter "B" is used to indicate the station Post Office and which can be substantiated by reference to table 6 of the column of inscriptions 1, wherein the letter "B" of the table 6 is arranged in said column at the side of the inscription indicating the station Post Office. Consequently it will be evident to the conductor or the passenger that the passenger has paid fare from Millers to Post Office. In both of the foregoing explanations it is evident that the passenger has paid a fare of five cents, as the numeral "5" appears at the head of the table 8. The two foregoing explanations are given in reference to the double letters of the reference-tables, so that the use of the double letters will be apparent. Of course if the explanation were given in regard to the table 9 the fare paid would have been ten cents. If in regard to the table 10, it would have been fifteen cents, and if in regard to the table 11 it would have been twenty cents. The manner in which the ticket is issued and indicates the amount of fare paid, as well as the stations between which the passenger is traveling, otherwise than that as stated, and by way of example in connection with one of the interposed reference-tables—say the reference-table 12—and the fare paid is twenty-five cents, is as follows: The passenger gets on at Millers and rides to "Bull Run," the fare being twenty-five cents, as interurban railway cash-fare tickets are generally made up of a number of stations, the distance between each one and the next

being a five-cent ride, although the amount of fare can vary. The foregoing statement is made only by way of example. The conductor has the month and date already punched out on the passenger's receipt part, (if the abbreviations 30 and columns of numerals 31 are not employed and in lieu thereof the enlarged numeral 32 then this punching would be dispensed with,) so all the conductor does is to punch both parts of the ticket at the station where the passenger gets on (Millers) in the out column, as it is the conductor's out trip, "Browns" being the starting-point and "Summers" the terminus where he starts from for his return or in trip. As the fare is twenty-five cents, the conductor detaches the ticket at the line between the reference-tables 12 and 13. When the ticket is severed, it forms two complete tickets, each one giving all the desired information. The passenger's receipt portion shows the fare collected, as stated on the ticket, also the station to which he is entitled to ride for the fare collected. In this case the letter "H" of the table 12 is arranged in parallelism with the inscription indicating the station Millers, which would indicate that the passenger has paid fare from Millers to Bull Run, as the letter "H" is used to indicate the station Bull Run and which can be substantiated by reference to the table 6 of the column of inscriptions 1, wherein the letter "H" of the table 6 is arranged in said column 1 at the side of the inscription indicating the station Bull Run. Consequently it will be evident to the conductor or the passenger that the passenger has paid fare from Millers to Bull Run, and the numeral "25," which appears at the top of the column 12, will indicate to the passenger that he has paid twenty-five cents. The auditor's stub part, which the conductor turns in with his receipts, shows above the table 13 thirty cents. Consequently the conductor must have collected twenty-five cents, and in this connection it will be stated that there is no inducement offered for the conductor to tamper with the auditor's stub, because the more the conductor tears off the larger amount of cash is due the company from him. The column of inscriptions 2 of the auditor's stub, as before stated, has been punched, and the auditor, by following out the line to the table 13 the letter "I" will appear, which indicates "Jones Valley," so, therefore, the auditor knows that the passenger has ridden to Bull Run, as the next letter would be "H" of the table 12. Therefore by the station-letter left on the auditor's stub opposite the starting-station punched it can be readily ascertained to what point the passenger rode.

From the foregoing description, taken in connection with the accompanying drawing, it will be evident that a railway cash-fare

receipt passage-ticket is set up which by punching the station where the passenger's trip originated on both the auditor's stub and the passenger's receipt and then tearing the ticket apart at the line indicated to the left of the amount of fare collected it gives a passenger's receipt showing fare paid, station where he got on, and automatically by the reference-table the station he is going to, also a report for the conductor to turn in to the auditor, from which can be told the fare the conductor collected and must turn in to the railroad company and the stations between which a passenger has ridden. Therefore by punching the ticket in two places in the manner as indicated it gives by the aid of the associating reference-tables with the amount of money collected when torn in two pieces at any of the given points two complete tickets showing the amount of fare collected and the stations between which the passenger has ridden.

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

1. A railway cash-fare-receipt passage-ticket having conventional indications to constitute an auditor's stub portion and a passenger's receipt portion, said auditor's stub portion and said passenger's receipt portion each having a column of inscriptions to indicate the names of the railway-stations, the inscriptions of one column being the same as the inscriptions of the other column, each of said columns having a reference-table, the reference-table of one column being the same as the reference-table of the other column, the characters of the said reference-tables arranged with respect to the said inscriptions in suitable relation to designate the railway-stations, and a plurality of reference-tables each having the characters thereof the same as all or a part of the characters of the first-mentioned reference-tables and designated to constitute means for indicating the passenger's destination and adapted to associate with the first-mentioned reference-tables and with the columns of inscriptions.

2. A railway cash-fare-receipt passage-ticket having conventional indications to constitute an auditor's stub portion and a passenger's receipt portion, said auditor's stub portion and said passenger's receipt portion each having a column of inscriptions to indicate the names of the railway-stations, the inscriptions of one column being the same as the inscriptions of the other column, each of said columns having a reference-table, the reference-table of one column being the same as the reference-table of the other column, the characters of the said reference-tables arranged with respect to the said inscriptions in suitable relation to designate

the railway-stations, and a plurality of reference-tables each having the characters thereof the same as all or a part of the characters of the first-mentioned reference-tables and designated to constitute means for indicating the passenger's destination and adapted to associate with the first-mentioned reference-tables and with the columns of inscriptions, combined with a conventional indication for each of the said plurality of reference-tables and designated to constitute means for indicating the amount of fare collected from the passenger.

3. A railway cash-fare-receipt passage-ticket having conventional indications to constitute an auditor's stub portion and a passenger's receipt portion, said auditor's stub portion and said passenger's receipt portion each having a column of inscriptions to indicate the names of the railway-stations, the inscriptions of one column being the same as the inscriptions of the other column, each of said columns having a reference-table, the reference-table of one column being the same as the reference-table of the other column, the characters of the said reference-tables arranged with respect to the said inscriptions in suitable relation to designate the railway-stations, and a plurality of reference-tables interposed between said columns of inscriptions and each having the characters thereof the same as all or a part of the characters of the first-mentioned reference-tables and designated to constitute means for indicating the passenger's destination and adapted to associate with the first-mentioned reference-tables and with the columns of inscriptions.

4. A railway cash-fare-receipt passage-ticket having conventional indications to constitute an auditor's stub portion and a passenger's receipt portion, said auditor's stub portion and said passenger's receipt portion each having a column of inscriptions to indicate the names of the railway-stations, the inscriptions of one column being the same as the inscriptions of the other column, each of said columns having a reference-table, the reference-table of one column being the same as the reference-table of the other column, the characters of the said reference-tables arranged with respect to the said inscriptions in suitable relation to designate the railway-stations, and a plurality of reference-tables interposed between said columns of inscriptions and each having the characters thereof the same as all or a part of the characters of the first-mentioned reference-tables and designated to constitute means for indicating the passenger's destination and adapted to associate with the first-mentioned reference-tables and with the columns of inscriptions, combined with a conventional indication for each of the said

plurality of reference-tables and designated to constitute means for indicating the amount of fare collected from the passenger.

5. A railway cash-fare-receipt passage-ticket having conventional indications to constitute an auditor's stub portion and a passenger's receipt portion, said auditor's stub portion and said passenger's receipt portion each having a column of inscriptions to indicate the names of the railway-stations, the inscriptions of one column being the same as the inscriptions of the other column, each of said columns having a reference-table, the reference-table of one column being the same as the reference-table of the other column, the characters of the said reference-tables arranged with respect to the said inscriptions in suitable relation to designate the railway-stations, and a plurality of reference-tables interposed between said columns of inscriptions and each having the characters thereof the same as all or a part of the characters of the first-mentioned reference-tables and designated to constitute means for indicating the passenger's destination and adapted to associate with the first-mentioned reference-tables and with the columns of inscriptions, and said auditor's stub portion and passenger's receipt portion correspondingly numbered, and having the columns of inscriptions thereof provided with a conventional means for dividing said columns into out and in columns which are suitably designated.

6. A railway cash-fare-receipt passage-ticket having conventional indications to constitute an auditor's stub portion and a passenger's receipt portion, said auditor's stub portion and said passenger's receipt portion each having a column of inscriptions to indicate the names of the railway-stations, the inscriptions of one column being the same as the inscriptions of the other column, each of said columns having a reference-table, the reference-table of one column being the same as the reference-table of the other column, the characters of the said reference-tables arranged with respect to the said inscriptions in suitable relation to designate the railway-stations, and a plurality of reference-tables interposed between said columns of inscriptions and each having the characters thereof the same as all or a part of the characters of the first-mentioned reference-tables and designated to constitute means for indicating the passenger's destination and adapted to associate with the first-mentioned reference-tables and with the columns of inscriptions, combined with a conventional indication for each of the said plurality of reference-tables and designated to constitute means for indicating the amount of fare collected from the passenger, and said auditor's stub portion and passenger's receipt portion correspond-

ingly numbered and having the columns of inscriptions thereof provided with a conventional means for dividing said columns into out and in columns which are suitably designated.

7. A railway cash-fare-receipt passage-ticket having conventional indications to constitute an auditor's stub portion and a passenger's receipt portion, said auditor's stub portion and said passenger's receipt portion each correspondingly numbered and each further provided with a column of inscriptions to indicate the names of the railway-stations, the inscriptions of one column being the same as the inscriptions of the other column, each of said columns of inscriptions having a reference-table, the characters of one table being the same as the characters of the other table, the characters of said tables arranged at one side of the inscriptions of the said columns, a plurality of reference-tables interposed between the columns of inscriptions, the characters of the said plurality of reference-tables being the same as all or a part of the characters of the first-mentioned reference-tables and designated to constitute means for indicating the passenger's destination, and a conventional indication arranged at the top of each of said plurality of reference-tables and designated to constitute means for indicating the amount of fare collected from the passenger.

8. A railway cash-fare-receipt passage-

ticket having indications to constitute an auditor's stub portion and a passenger's receipt portion, said auditor's stub portion and said passenger's receipt portion each provided with a column of inscriptions to indicate the names of the railway-stations, the inscriptions of one column being the same as the inscriptions of the other column, each of said columns of inscriptions having a reference-table, the characters of one table being the same as the characters of the other table, the characters of said tables arranged at the side of the inscriptions of the said columns, a plurality of reference-tables interposed between the columns of inscriptions, the characters of the said plurality of reference-tables being the same as all or a part of the characters of the first-mentioned reference-tables and designated to constitute means for indicating the passenger's destination, and a conventional indication arranged at the top of each of said plurality of reference-tables and designated to constitute means for indicating the amount of fare collected from the passenger.

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

WILLIAM C. POPE.

Witnesses:

PHILIP C. SNOW,
WILLIAM P. SNOW.