

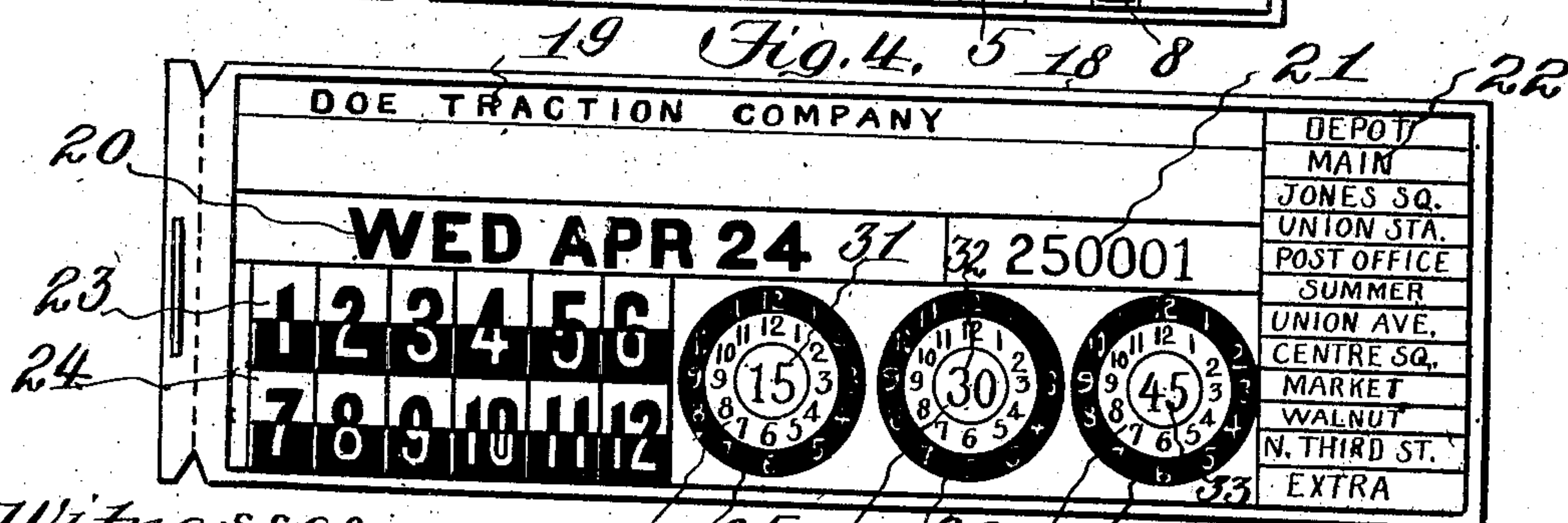
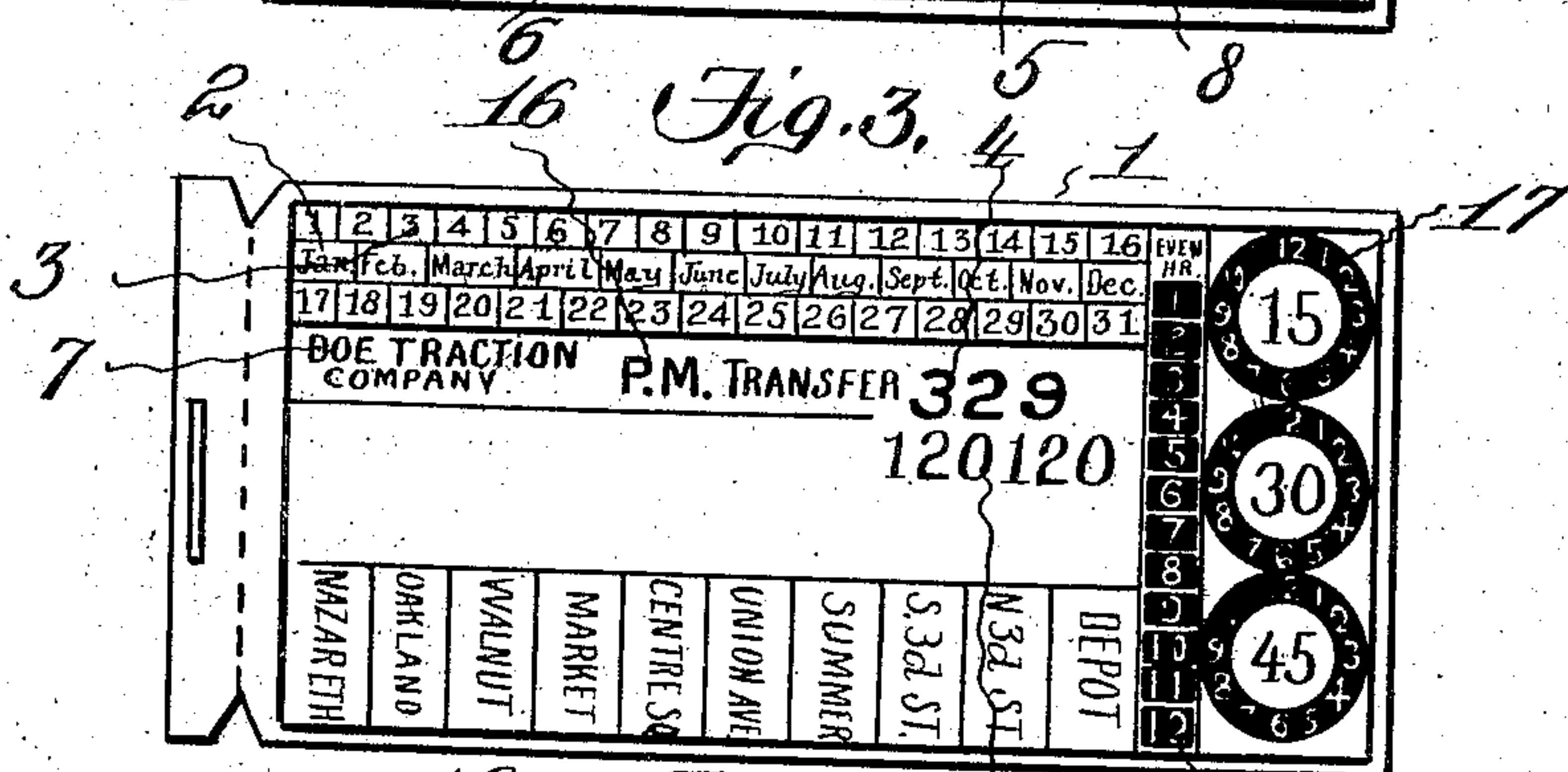
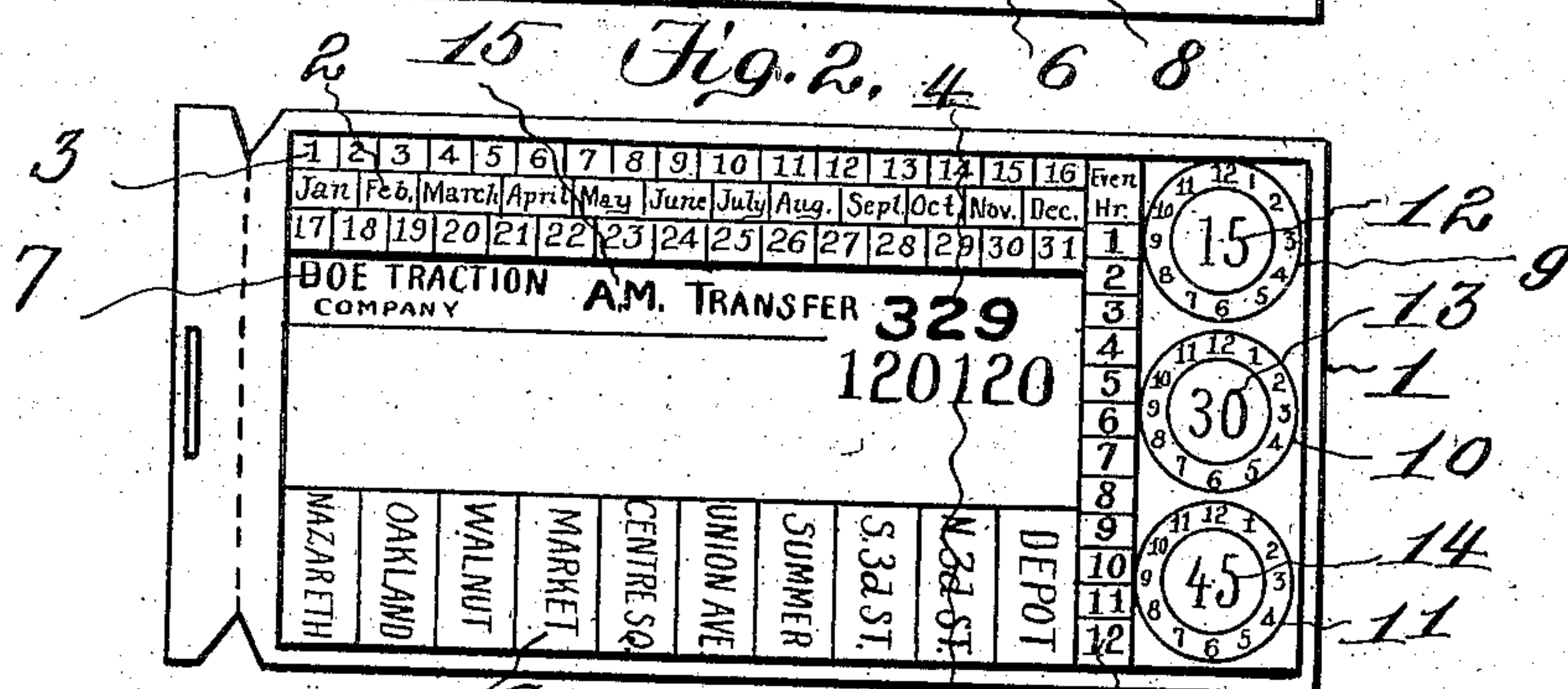
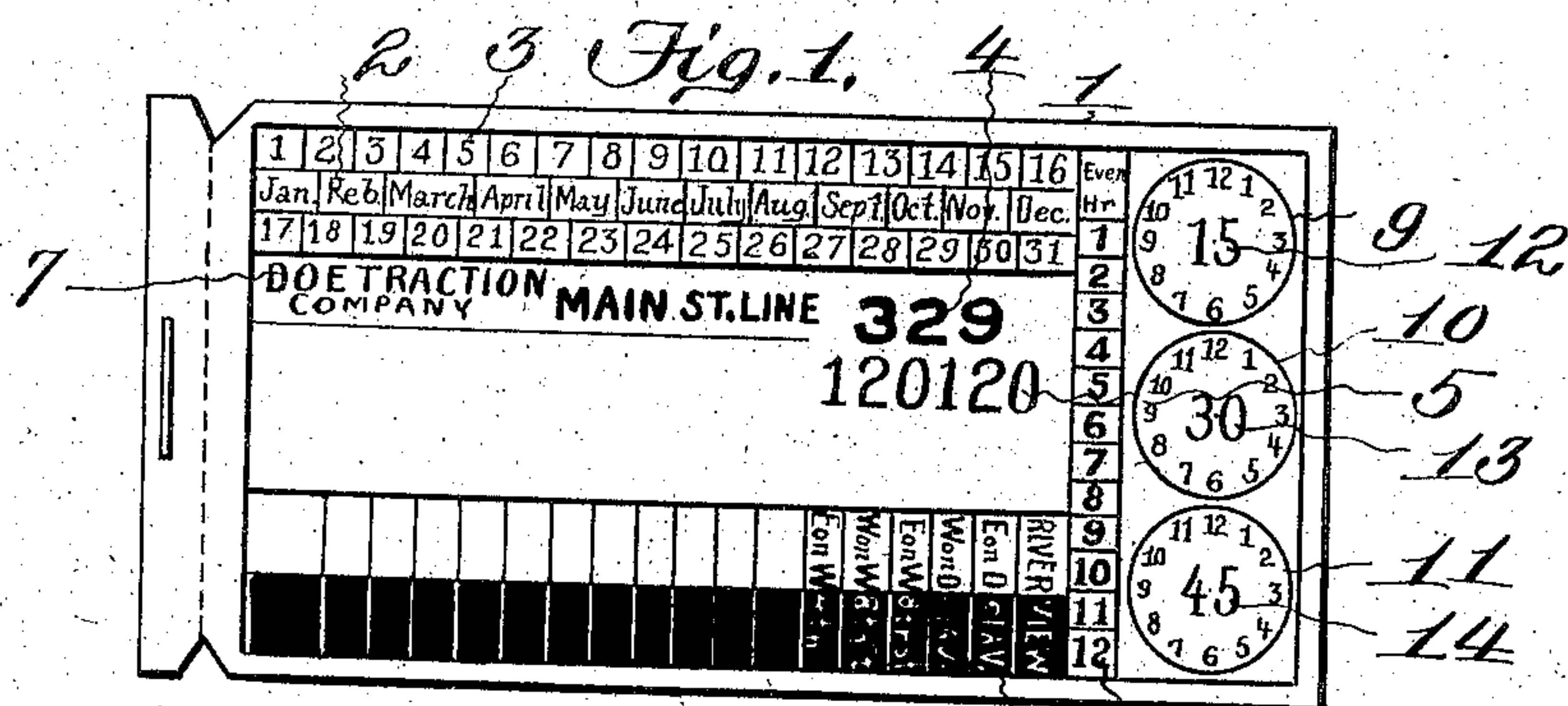
No. 813,321.

PATENTED FEB. 20, 1906.

W. C. POPE.

TRANSFER TICKET.

APPLICATION FILED JULY 6, 1905.



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# UNITED STATES PATENT OFFICE.

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## TRANSFER-TICKET.

No. 813,321.

Specification of Letters Patent.

Patented Feb. 20, 1906.

Application filed July 6, 1905. Serial No. 268,337.

*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 Transfer-Tickets, of which the following is a specification.

This invention relates to transfer-tickets, more particularly what are termed "time-limit transfer-tickets" for use by railway companies, traction companies, &c., for transferring passengers from a car of one line to a car of another line at a given transfer-point; and the object thereof is to enable the conductor to issue the transfer as quickly as possible, which is a very important feature, and to afford the conductor a simple form of time limit by which he can at one punch denote the hour and fraction of the hour and whether the hour and fraction are antemeridian or postmeridian.

A further object of the invention is to provide a transfer-ticket with a time limit so arranged that it can be easily understood by the traveling public, and one that will give the conductor no difficulty in issuing and at the same time afford all the necessary information with one punch.

With the foregoing and other objects in view the invention consists of the novel form of transfer-ticket hereinafter more specifically described, illustrated in the accompanying drawings, which form a part of this specification, and particularly pointed out in the claims hereunto appended.

In describing the invention in detail reference is had to the accompanying drawings, wherein—

Figure 1 is a front view of a transfer-ticket in accordance with this invention, and Fig. 2 is a modification. Fig. 3 is a modification, and Fig. 4 is a modification.

Referring to the drawings by reference characters, 1 denotes the body of the ticket, which is provided with a conventional indication, as at 2, to indicate the months of the year, with a conventional indication, as at 3, to indicate the days of the month, with the run or conductor's number, as at 4, with the number of the transfer, as at 5, and with the names of the transfer-points, as at 6, said names of the transfer-stations being divided into two colors, one of which illustrates postmeridian and the other of which illustrates antemeridian, or vice versa, as shown, the darker color indicating postmeridian and the

lighter color antemeridian. This is shown by way of example. The body 1 is also provided with a suitable inscription to indicate the name of the company issuing the transfer. This inscription is indicated by the reference character 7, and said body portion is further provided with means to constitute a time limit, said means preferably being arranged at one end of the body portion, and consists of a row of numbers from one to twelve (indicated by the reference character 8) and constitutes means for indicating the even-hour time limit. Said time limit further comprises a plurality of circular rows of hour indications 9, 10, and 11. Each of these circular rows of hour indications surrounds an indication for the fraction of an hour—for example, the row 9 surrounds the fraction 12 for indicating a quarter of an hour, the row 10 surrounds the fraction 13 for indicating the half of the hour, and the row 11 surrounds the fraction 14 for indicating three-quarters of an hour. The transfer-ticket, as shown in Fig. 1, can be used for antemeridian as well as postmeridian.

The manner in which the transfer-ticket is issued is: Suppose the time limit is set for fifteen minutes past the hour postmeridian, the hour being "one." The numeral "1" in the row 9 will be punched, as well as the darker color of the row of transfer-points. This would indicate that the transfer is good until fifteen minutes past one postmeridian. If the transfer-ticket is to be issued so that the time limit is set for the even hour—for example, say, three postmeridian—the numeral "3" in the row of numerals 8 is punched, as well as the postmeridian-indicating means. Under such circumstances when the transfer-ticket is issued it is evident that it is good for passage until three p. m. If the transfer is issued antemeridian, the foregoing procedure is carried out, with the exception that the antemeridian-indicating means is punched.

In Fig. 2 of the drawings a transfer-ticket is shown which is adapted to be issued for antemeridian use only. The transfer-ticket shown in Fig. 2 is the same as that shown in Fig. 1, with the exception that the conventional antemeridian and postmeridian indicating means is dispensed with and in lieu thereof an antemeridian-indicating means, as at 15, is employed, otherwise than that, as stated, the transfer-ticket shown in Fig. 2 is the same as that shown in Fig. 1, the same reference characters being applied thereto.



In Fig. 3 of the drawings is shown a transfer-ticket for use solely postmeridian, and in this connection the transfer-ticket is provided with a conventional indication, as at 16, for indicating postmeridian, and a conventional means for indicating postmeridian is also employed for the row of numerals 8, as at 17, and for the circular row of numerals 9, 10, and 11, as at 17<sup>a</sup>, otherwise than, as stated, the transfer-ticket shown in Fig. 3 is the same as that shown in Fig. 1, the same reference characters being applied thereto.

The transfer-tickets shown in Figs. 2 and 3 are issued in the same manner as the transfer-ticket shown in Fig. 1.

The transfer-ticket illustrated in Fig. 4 comprises a body portion 18, having an inscription thereon to indicate the name of the company issuing the ticket, as at 19, an inscription, as at 20, for indicating the date on which the transfer-ticket is issued, the number of the transfer, as at 21, a column of inscriptions, as at 22, to indicate the names of the transfer-points, two rows of numbers, as at 23 24, to indicate the even hours from one to twelve, said rows 23 24 being shaded, the light part indicating antemeridian and the dark part postmeridian, or vice versa, and a plurality of pairs of circular rows of numerals for indicating the hour. The outer circular rows of the pairs of circular rows of numerals are indicated by the reference characters 25, 26, and 27. The inner circular rows of the pairs of circular rows of numerals are indicated by the reference characters 28, 29, and 30. The inner circular rows of numbers are of a different color from the outer circular rows, so that one color will indicate antemeridian and the other color postmeridian. By way of example, the outer circular rows will indicate postmeridian and the inner circular rows antemeridian. This can be reversed, if desired. The inner circular row of numbers surrounds a fraction of the hour-indicating means, as at 31, said fraction indicating a quarter of an hour. The inner circular row 29 of numerals surrounds a fraction of the hour-indicating means, as at 32, said fraction indicating a half-hour, and the inner circular row 30 of numbers surrounds a fraction of the hour-indicating means, as at 33, said fraction indicating three-quarters of an hour. When the ticket is issued, it will be assumed that the time-limit passage is set for thirty minutes past the hour postmeridian, the hour being four. The conductor punches the number "4" in the row of numbers 26, and therefore it will be evident that the ticket is valid for passage until 4.30 p. m. If the ticket is to be issued so that the time limit is set for the even hour—for example, ten a. m.—the conductor punches the numeral "10" of the row of numerals 24 in the light color. This will indicate the ticket is valid for passage until ten a. m. It is thought unnecessary in view

of the examples just set forth to set out the various other combinations in regard to the time limit for antemeridian and postmeridian.

Although the fractions of the hour illustrated are for fifteen minutes, yet it is evident that these fractions can be for any limit desired—for example, five, ten, or twenty minutes. In this connection all that would be necessary would be to set forth upon the ticket the necessary fraction in lieu of the fractions illustrated.

From the foregoing description of transfer-ticket, taken in connection with the accompanying drawings, it will be evident that a transfer-ticket is set up provided with a time limit which is so arranged that it can be easily understood by the traveling public; furthermore, the arrangement of the time limit being such that it requires but a single punch by the conductor to indicate the hour and fraction thereof, and whether that hour and fraction are antemeridian or postmeridian. Owing to the arrangement of the time limit so as to require but a single punching, the ticket can be issued very quickly and without liability of mistake as to the necessary time limit.

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

1. A transfer-ticket comprising a body portion having means to constitute a circular row of hour indications, said body portion further provided with means to constitute a single fraction of an hour indication, said single fraction of the hour indication surrounded at a point removed therefrom by said row of hour indications and associating with any one of said hour indications to constitute a complete hour time limit when any one of said hour indications is mutilated.

2. A transfer-ticket comprising a body portion having means to constitute a circular row of hour indications, said body portion further provided with means to constitute a single fraction of an hour indication, said single fraction of the hour indication surrounded at a point removed therefrom by said row of hour indications and associating with any one of said hour indications to constitute a complete hour time limit when any one of said hour indications is mutilated, and said body portion further provided with means to designate said row of hour indications postmeridian or antemeridian.

3. A transfer-ticket comprising a body portion having means to constitute a circular row of hour indications, said body portion further provided with means to constitute a single fraction of an hour indication, said single fraction of the hour indication surrounded at a point removed therefrom by said row of hour indications and associating with any one of said hour indications to constitute a



complete hour time limit when any one of said hour indications is mutilated, and said body portion further provided with means to constitute a row of even-hour indications constituting in itself a complete time limit and independent of said fraction of the hour-indicating time limit.

4. A transfer-ticket comprising a body portion having means to constitute a circular row of hour indications, said body portion further provided with means to constitute a single fraction of an hour indication, said single fraction of the hour indication surrounded at a point removed therefrom by said row of hour indications and associating with any one of said hour indications to constitute a complete hour time limit when any one of said hour indications is mutilated, said body portion further provided with means to constitute a row of even-hour indications constituting in itself a complete time limit and independent of said fraction of the hour-indicating time limit, and said body portion further provided with means to designate said rows of hour indications postmeridian or antemeridian.

5. A transfer-ticket comprising a body portion having means to constitute a plurality of circular rows of hour indications, said body portion further provided with means to constitute a plurality of fractions of the hour indications, each of said fractions of the hour indications surrounded at a point removed therefrom by a row of hour indications and associating with any one of the hour indications of its respective row to constitute a complete hour time limit when any one of said hour indications of said row is mutilated.

6. A transfer-ticket comprising a body portion having means to constitute a plurality of circular rows of hour indications, said body portion further provided with means to constitute a plurality of fractions of the hour indications, each of said fractions of the hour indications surrounded at a point removed therefrom by a row of hour indications and associating with any one of the hour indications of its respective row to constitute a complete hour time limit when any one of said hour indications of said row is mutilated, and said body portion further provided with means to constitute said rows of hour indications postmeridian and antemeridian.

7. A transfer-ticket comprising a body portion having means to constitute a plurality of circular rows of hour indications, said body portion further provided with means to constitute a plurality of fractions of the hour indications, each of said fractions of the hour indications surrounded at a point removed therefrom by a row of hour indications and associating with any one of the hour indications of its respective row to constitute a complete hour time limit when any one of said hour indications of said row is mutilated,

and said body portion further provided with means to constitute a row of even-hour indications constituting in itself a complete time limit and independent of any one of said fractions of the hour-indicating time limit.

8. A transfer-ticket comprising a body portion having means to constitute a plurality of circular rows of hour indications, said body portion further provided with means to constitute a plurality of fractions of the hour indications, each of said fractions of the hour indications surrounded at a point removed therefrom by a row of hour indications and associating with any one of the hour indications of its respective row to constitute a complete hour time limit when any one of said hour indications of said row is mutilated, said body portion further provided with means to constitute a row of even-hour indications constituting in itself a complete time limit and independent of any one of said fractions of the hour-indicating time limit, and said body portion further provided with means to designate said rows of hour indications antemeridian and postmeridian.

9. A transfer-ticket comprising a body portion having means to constitute a plurality of pairs of circular rows of hour indications, said body portion further provided with means to constitute a plurality of fractions of the hour indications, each of said fractions of the hour indications surrounded at a point removed therefrom by the inner row of a pair of rows of hour indications and associating with any one of the hour indications of either row of its respective pair of rows to constitute a complete hour time limit when any one of said hour indications of the respective pair of rows is mutilated.

10. A transfer-ticket comprising a body portion having means to constitute a plurality of pairs of circular rows of hour indications, said body portion further provided with means to constitute a plurality of fractions of the hour indications, each of said fractions of the hour indications surrounded at a point removed therefrom by the inner row of a pair of rows of hour indications and associating with any one of the hour indications of either row of its respective pair of rows to constitute a complete hour time limit when any one of said hour indications of its respective pair of rows is mutilated, and said body portion provided with means to designate one row of each pair of rows of hour indications antemeridian and the other row of each pair of rows postmeridian.

11. A transfer-ticket comprising a body portion having means to constitute a plurality of pairs of circular rows of hour indications, said body portion further provided with means to constitute a plurality of fractions of the hour indications, each of said fractions of the hour indications surrounded at a point removed therefrom by the inner row of a pair



of rows of hour indications and associating  
with any one of the hour indications of either  
row of its respective pair of rows to consti-  
tute a complete hour time limit when any one  
5 of said hour indications of its respective pair  
of rows is mutilated, and said body portion  
further provided with a row of even-hour in-  
dications constituting in itself a complete time  
limit and independent of said fractions of the  
10 hour-indicating time limits.

12. A transfer-ticket comprising a body  
portion having means to constitute a plu-  
rality of pairs of circular rows of hour indica-  
tions, said body portion further provided with  
15 means to constitute a plurality of fractions  
of the hour indications, each of said fractions  
of the hour indications surrounded at a point  
removed therefrom by the inner row of a pair  
of rows of hour indications and associating

with any one of the hour indications of either 20  
row of its respective pair of rows to consti-  
tute a complete hour time limit when any one  
of said hour indications of its respective pair  
of rows is mutilated, said body portion fur-  
ther provided with a row of even-hour indica- 25  
tions constituting in itself a complete time  
limit and independent of said fractions of the  
hour-indicating time limit, and said body por-  
tion further provided with means to design-  
30 nate said rows of hour indications postme-  
ridian and antemeridian.

In testimony whereof I have hereunto set  
my hand in presence of two subscribing wit-  
nesses.

WILLIAM C. POPE.

Witnesses:

P. C. SNOW,  
W. P. SNOW.