

No. 818,996.

PATENTED APR. 24, 1906.

A. I. BLANCHARD.

TICKET.

APPLICATION FILED MAR. 8, 1904.

Fig. 1.

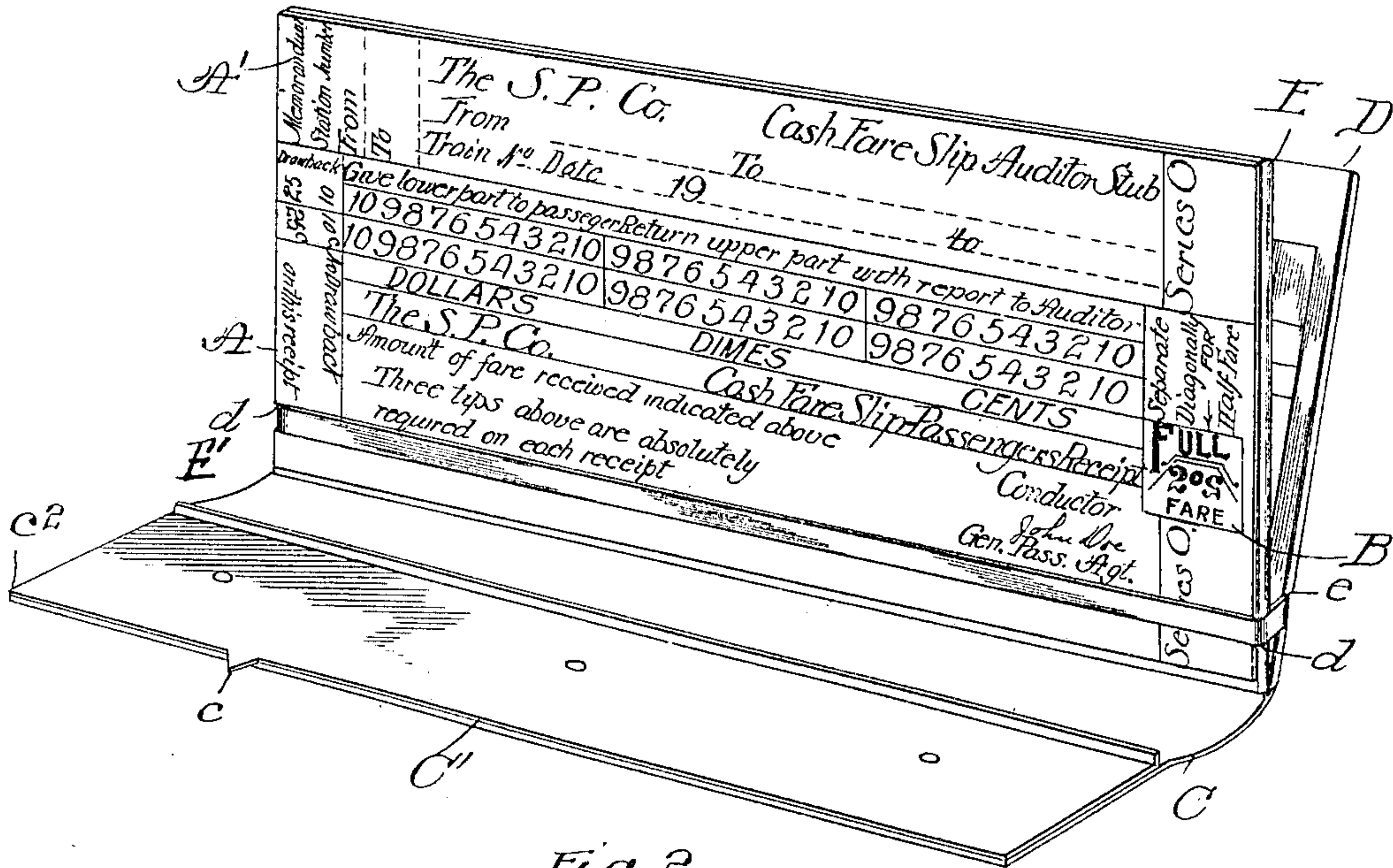


Fig. 2.

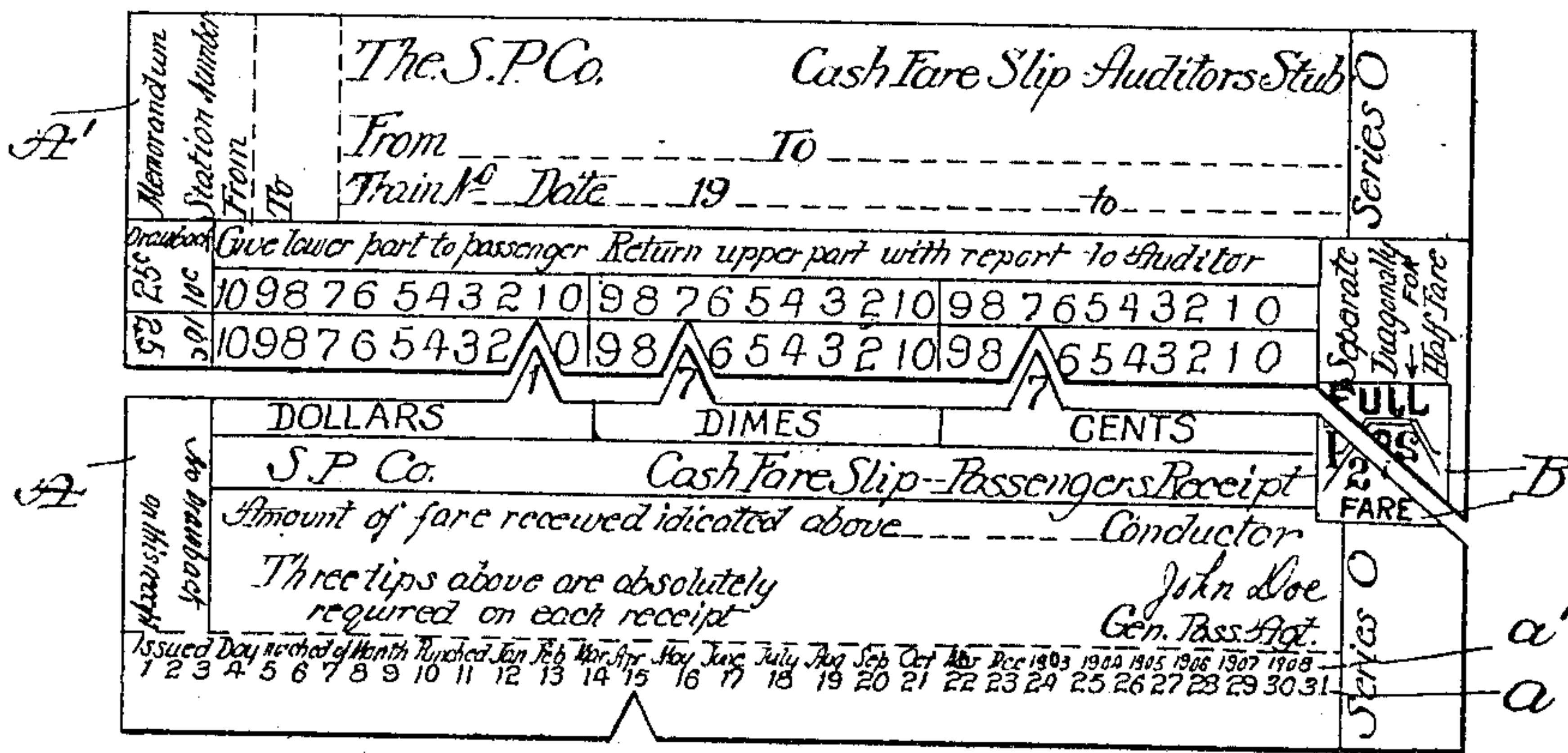


Fig. 4.

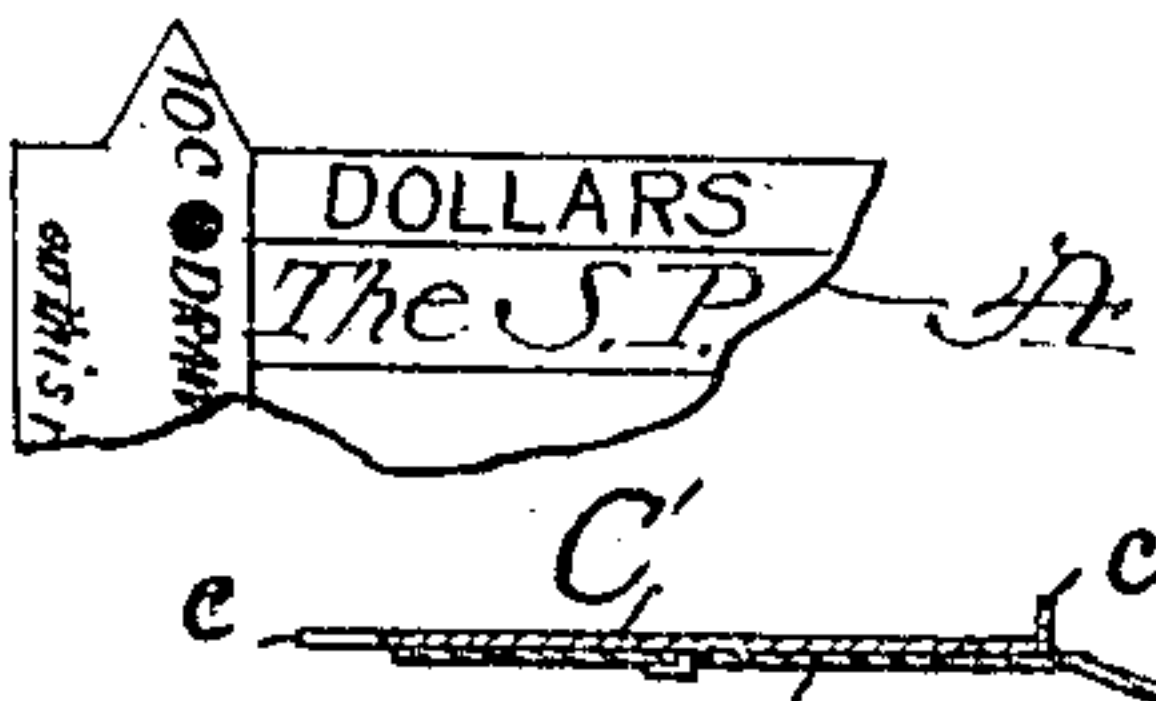


Fig. 3.



Witnesses: C
Lester S. Alter
Edw. R. Barrett

Inventor:
By Allen J. Blanchard
Rector & Kissen
His Attorneys

UNITED STATES PATENT OFFICE.

ALLEN I. BLANCHARD, OF CHICAGO, ILLINOIS.

TICKET.

No. 818,996.

Specification of Letters Patent.

Patented April 24, 1906.

Application filed March 8, 1904. Serial No. 197,092.

To all whom it may concern:

Be it known that I, ALLEN I. BLANCHARD, a citizen of the United States, residing at Chicago, Cook county, Illinois, have invented certain new and useful Improvements in Tickets, of which the following is a specification.

My invention relates to cash-fare slips or receipts and books or holders therefor of the general character illustrated and described in Patent No. 699,139, heretofore issued to me on May 6, 1902. As in my said prior patent, the present slips are provided with series of figures from "0" to "9," indicating dollars, dimes, and cents, and arranged within the covers of a book provided with a straight edge and tearing point or recess whereby the two portions of a slip or ticket may be separated from each other and the amount of cash fare paid properly indicated upon them. As illustrated in my said patent, the supply of slips or tickets was bound in book form and perforated along a line near their binding-point to facilitate their removal one by one; but according to my present invention the tickets are not bound together, but loosely held together in a book or case by an elastic band pressing upon their inner longitudinal edges with sufficient pressure to hold them in place, but permitting them to be slipped out or abstracted one by one, as required. Moreover, my book is provided with a pocket or depository normally pressed closed, in the present instance by the same band which holds the ticket, in which pocket or depository the conductor places and preserves that portion of the slips or tickets commonly called the "auditor's stub." Furthermore, my present tickets differ from those of my said patent in that means are provided for indicating the date and also full and half fares in the novel and efficient manner hereinafter made apparent.

In the accompanying drawings, Figure 1 is a perspective view showing my ticket-book open, exposing the face of the uppermost ticket of a bunch of tickets therein and showing the tearing-edge and gage on the inner face of one of the covers; Fig. 2, a plan view of a ticket severed, indicating a half-fare amounting to \$1.77 and dated November 15, 1903; Fig. 3, a cross-section of the ticket-book and tickets, taken in a line passing through the tearing-point; and Fig. 4, a detail showing how the ticket is severed to indicate a drawback.

The same letters of reference are used to indicate identical parts in the several views.

The slips or tickets used in connection with my present improvement are printed the same as those of my prior patent, particularly with the three series of figures from "0" to "9," arranged in divisions along the longitudinal divisional line of the ticket, whereby when a ticket is separated or severed longitudinally the severed edges of the two portions or halves indicate the amount of cash fare paid.

My present ticket thus severable into the two portions A A', the former the passenger's ticket or receipt and the latter the conductor's or auditor's stub, or vice versa, consequently embodies all the essential features or indications of my prior ticket, but includes in addition thereto a means for indicating the date and also half-fares. As herein shown, I print the months of the year and a series of years in rows, as indicated at *a* and *a'*, respectively, and by punching the proper month and year is thereby indicated. In practice a supply of these tickets may be thus punched in advance by the conductor for ready use throughout any given month. The tickets are printed along their inner edge with the figures "1" to "31," representing the days of the month, and the particular day is indicated by means of the notch made by the tearing-point, as herein-after explained when the manipulation of the ticket is described.

The half-fares are indicated in a novel and efficient manner by the severing of the ticket diagonally of a square or rectangle B, printed on the right-hand end of the ticket beyond the cents-division and adjacent the central longitudinal division-line or line of severance of the ticket. As indicated in the drawings, there are printed within the confines of the square the words "Full fare," between which is printed what is apparently a scroll, but is, in effect, two figures "2." These figures are arranged side by side; but the right-hand one is reversed as to the other. The lower leg of the letter "F" of the word "Full," while conforming to the remainder of the letter, without close inspection, represents, in fact, the figure "1," between which and the left-hand figure "2" is printed as part of the scroll referred to a diagonal line corresponding to the line used between figures indicating fractions. When the division-line is made diagonally through the square B, as illus-

trated in Fig. 2, the passenger's receipt or ticket is made to indicate a half-fare, inasmuch as the lower half of the square when thus separated from the upper half plainly exhibits the indication " $\frac{1}{2}$ Fare," the figure "1" of the fraction being the lower leg of the letter "F" of the word "Full" and the figure "2" and the diagonal line being supplied from what was apparently a scroll before the severing took place. The top line of the rectangle or square B corresponds with the division-line of the ticket, with the result that when the ticket is severed for a full fare the words "Full fare" appear wholly on the passenger's ticket.

The ticket-book comprises in the present instance a cover consisting of two outer leaves C and D and an inner leaf E, all hinged together in suitable manner at their inner longitudinal edges. The leaf C is provided with the strip of sheet metal forming the straight edge or tearing edge C', the tearing-point *c*, and gage *c'* and also made narrower than the other leaves, so that the tickets will project beyond the straight edge, just as in my prior patent. The inner leaf E constitutes the support for the supply of tickets, which are not bound together, as in my prior patent, but arranged loosely in a bunch and held to the leaf E with a yielding pressure. To thus hold the tickets together, I employ an elastic or rubber band E', pressing upon the inner longitudinal edge of the tickets and of the leaf E. This leaf, in connection with the outer leaf D, forms between them a pocket or receptacle which is utilized by the conductor for receiving and preserving the auditor's stub, and in order that the pocket shall be normally kept closed the elastic or rubber band E also embraces the inner edge of such leaf D, thereby performing in the present instance a double function. For the purpose of retaining the band in proper position the edges of the leaves D and E, upon which the band presses, are notched, as at *d* and *e*.

In practice the conductor receiving a cash-fare takes the book of tickets from his pocket and taking hold of the outer edge of the uppermost ticket withdraws the same from underneath the rubber band. This ticket is drawn outwardly somewhat and then slipped inwardly until its inner edge comes against and is stopped by the gage *c'*, whereupon the large figures in the several denominational divisions will be brought adjacent the tearing edge C'. Any desired numbers in the several divisions may be brought successively beneath the tearing-point, such as "1 7 7," as shown in the drawings, representing a fare of one dollar and seventy-seven cents. If the amount paid is for a full fare, the tearing along the straight edge is continued to the end thereof after the "cents" have been indicated; but in case it is for half-fare the di-

visional line is discontinued after the inner corner of the square B is reached, and the ticket is thereupon brought in such position with relation to the straight edge as to be severed diagonally of such square, so that the ticket is severed or separated, as shown in Fig. 2. As a convenient way in manipulating the ticket for thus indicating half-fares the ticket after being severed up to the square is slipped upwardly and then turned at an angle of forty-five degrees with relation to the book, so that the upper corner of the straight edge (represented at C² in Fig. 1) rests upon the inner upper corner of such square. The diagonal tear is then made along the upper end of the straight edge. The tickets being already punched to indicate the year and month, the day of the month is indicated on the passenger's ticket by slipping such ticket along the straight edge until its tearing-point comes opposite the proper day, whereupon the ticket is drawn against the point and a triangular piece removed from the ticket. The row of days of the month is printed at such a distance from the inner edge that in this particular tearing operation the inner edge of the ticket will not lie underneath the straight edge, but correspond therewith, with the result that after the ticket has been inserted under the point or tooth the ticket may be bent slightly by the fingers and slipped along the straight edge with the inner edge of the ticket bearing against the straight edge until the tooth points to the proper day. The passenger's ticket or receipt is handed to the passenger, and the conductor's slip or auditor's stub is then placed into the pocket, the leaves D and E being opened by the conductor against the yielding pressure of the band E.

Under the laws of a number of the States a railroad company is permitted to charge a cash fare which is greater than the fare charged when a ticket is regularly purchased from the ticket agent, and the laws of some of these States provide, further, that the excess fare may be subsequently collected back by the passenger as a rebate or drawback, while other of these States permit the railroad company to retain such excess. To provide a single form of cash-fare ticket useful to a railroad whose line or system may traverse or enter two or more of such States having different laws in the respects noted, I embody in such ticket provision for a drawback or rebate. A portion or section on the left-hand end, Figs. 1 and 2, of the ticket is used for such purpose, and the same is provided with two sets of numbers "10" and "25" or other desired numbers, representing in cents the amounts of the drawback. These numbers are arranged on either side of a line which separates the large and small figures representing dollars, dimes, and cents. This part of the ticket is printed on the auditor's stub

portion with the word "Drawback" and the numbers "10" and "25," as stated, while the passenger's portion, in addition to such numbers "10" and "25," has printed the words "Drawback on this receipt" and also the word "No." In practice the conductor before severing the ticket to indicate the cash paid, as hereinbefore explained, brings the rebate or drawback portion of the ticket beneath the tearing-tooth, so as to cover the "10" or "25" of such drawback portion, so that that number or amount will remain on the passenger's stub or receipt as indicating the amount of his drawback, after which the regular severing of the ticket to indicate the amount of cash fare paid is proceeded with. The word "No" on the drawback portion of the ticket is then punched out by a conductor's punch. Where the tickets are being used on a line or division of railroad where drawbacks are always provided for, a bunch of such tickets may be punched to remove the word "No." When no drawback is allowed, severing occurs along the line between the numbers "10" and "25," so that the printed matter on the passenger's receipt reads "No drawback."

As in the case of my patent aforesaid, No. 699,139, a V-shaped notch or recess may be employed instead of a V-shaped tearing point or tooth.

I claim—

1. A ticket-book comprising hinged leaves or covers C, D and E, a tearing edge on the leaf C, a supply of tickets on the leaf E, and means for holding the inner longitudinal edges of the leaves D and E together with a yielding pressure and for binding said tickets onto the leaf E; substantially as described.

2. A ticket-book comprising hinged leaves or covers C, D and E, the leaf C being of less width than the other covers and provided with a tearing edge, and an elastic band cooperating with the inner longitudinal edges of the leaves D and E and holding them and the supply of tickets together with a yielding pressure; substantially as described.

3. A ticket-book comprising hinged leaves C, D and E, a tearing edge on the leaf C, a supply of tickets on the leaf E, two opposite ends of the leaves D and E being correspondingly notched, and an elastic band received in said notches and embracing the inner edge of the tickets and of the leaves D and E and tending to hold the last-named leaves together; substantially as described.

4. The herein-described ticket having printed along its division-line series of figures

0 to 9 in separate divisions, and a symbol or scroll and an adjacent character near said division-line, said symbol or scroll being without significance until the ticket is severed for half-fare, whereupon the symbol or scroll in connection with the adjacent character indicates half-fare; substantially as described.

5. The herein-described ticket having printed along its division-line series of figures from 0 to 9 in separate divisions, and having printed on one portion and on one side of the division-line the words "Full fare" with an intermediate symbol or scroll which is without signification when the ticket is issued for full fares, but which, when severed along a line at an angle to said division-line, and through the letter "F" of the "Full" indicates half-fare; substantially as described.

6. The herein-described ticket having printed along its division-line series of figures from 0 to 9 in separate divisions and having printed on one portion and on one side of the division-line the words "Full fare" with an intermediate scroll consisting of two figures "2" (one of which is reversed) and a diagonal line between one of these figures and the lower end of the letter "F" of the said word "Full," whereby when a corner of said portion of the said ticket is severed at an angle to said divisional line, such portion indicates " $\frac{1}{2}$ Fare;" substantially as described.

7. The herein-described ticket-book comprising the hinged leaves C E, the tearing edge C' arranged upon the leaf C and having the tearing-point c, and a supply of tickets removably secured to leaf E, each of such tickets having printed along its division-lines series of figures from 0 to 9, in separate divisions and also having near its longitudinal edge a series or row of figures from 1 to 31, such row being printed a distance from the edge substantially equaling the length of the tearing-point; substantially as described.

8. The herein-described ticket-book comprising the hinged leaves C E, a tearing edge arranged on the leaf C and having a tearing point or tooth, and a supply of tickets detachably secured to the leaf E, each of such tickets having printed near one edge a row of figures from 1 to 31, such row being printed a distance from the edge substantially equaling the length of the tearing-point; substantially as described.

ALLEN I. BLANCHARD.

Witnesses:

LOUIS B. ERWIN,
EDWARD RECTOR.