

No. 876,729.

PATENTED JAN. 14, 1908.

W. L. RIEMER.
RAILWAY FARE AND TRANSFER TICKET.
APPLICATION FILED DEC. 29, 1906.

The diagram shows a rectangular ticket with various sections and labels. At the top, it says "ONE FARE". Below this, there are two boxes: "ISSUED BY No. 1" and "No. 100". The main body of the ticket is a large grid. The grid has columns labeled "A M P M A M P M" and rows labeled with months and days: "JAN. FEB. MARCH APRIL MAY JUNE JULY AUG. SEPT. OCT. NOV. DEC." and "16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31". There is also a section labeled "15th. 6 Sts." and a section labeled "N E W S" with a cross symbol. At the bottom, there is a section labeled "No. 100" and a section labeled "001". The ticket is shown with a 3D perspective, indicating it is a physical object.

Witnesses

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By

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UNITED STATES PATENT OFFICE.

WALTER L. RIEMER, OF BALTIMORE, MARYLAND, ASSIGNOR OF ONE-THIRD TO JOHN SCHMEL-
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RAILWAY FARE AND TRANSFER TICKET.

No. 876,729.

Specification of Letters Patent.

Patented Jan. 14, 1908.

Application filed December 29, 1906. Serial No. 349,941.

To all whom it may concern:

Be it known that I, WALTER L. RIEMER, a citizen of the United States, residing at Baltimore city, State of Maryland, have in-
5 vented certain new and useful Improvements in a Railway Fare and Transfer Ticket, of which the following is a specification.

My invention relates to an improvement
10 in a fare and transfer ticket and the object is to provide a ticket which will operate as a tally on the fares collected and also at the same time serve as a voucher in the hands
15 of the passenger for the fare collected from him.

With the foregoing object in view, my invention consists in certain novel features of construction and combinations of parts which will be hereinafter described and
20 pointed out in the claims.

In the accompanying drawings, Figure 1, is a perspective view of my invention.

A, represents a transfer ticket, B, a coupon attached thereto and adapted to be severed
25 therefrom by reason of the perforations 1, the coupon is provided with a number designated C, similar to the one on the transfer ticket as designated by C', the transfers are padded and consecutively numbered and the
30 total number contained in each pad is designated by the highest number of tickets therein contained on the stub D; designated by E, the transfer ticket is adapted to be detached from the stub by reason of the per-
35 forations 2, the stubs being held together by any suitable means such as the staples 3; on the end of the transfer adjoining the stub is printed a number of squares F within which is printed the numerals G, the letter-
40 ing N. E. S. W. on the transfer, designates the direction of the continuation of the journey by the passenger in the manner to be hereinafter described; January, February, March, etc., indicate the months, and the
45 numerals 1, 2, 3, 4, etc., indicate the dates of the month of issue in the same manner which will also be hereinafter described; the spaces designated H are for the purpose of having printed therein the names of the several points
50 or junctions at which the transfer is to be issued; A. M. and P. M. are for the purpose of designating the part of the day upon which the transfer is issued; I, on the stub B, indicates the number designating the conductor
55 issuing the transfer or collecting the fare.

My device is operative as follows; and is particularly adapted for use on the street railways although it may be found advantageous to use it on other railroads of similar character. A passenger upon paying his
60 fare and wishing a transfer in order that he may continue his travel to his destination over an intersecting line, is given by the conductor the entire transfer with the coupon attached thereto, showing that his fare has
65 been paid and entitling him to continue his journey, the conductor before issuing the transfer, first, punches the name of the month and the numeral or numerals within the square J, which when punched indicates
70 the day and month issued, secondly, he punches the square indicated A. M. or P. M., indicating the part of the day on which the transfer is issued; thirdly, he punches a number within the perpendicular column G of
75 numbers adjoining the stub, also within one of the squares G' to the right in line with the number punched in the perpendicular column which indicates the hourly time of
80 issue; fourthly, one of the letters within the square K, is then punched indicating the direction in which the passenger desires to continue on his journey or the direction in which the intersecting line on which he is to travel is going; fifthly, the name of the junction
85 or intersecting line as designated by H is punched.

Many devices along the lines enumerated have been invented and with the state of the art in view, I will state the specific pur-
90 pose of my device, which is that it operates as a check on the cash fares collected by the conductor and at the same time affords the passenger a protection by placing in his hands a receipt for the fare paid by him. 95

A passenger boarding a car upon the payment of his fare and not desiring a transfer ticket is given the coupon receipt B and the conductor simply punches the number indicated by I, which designates the conductor
100 issuing the coupon, this being done for the sole purpose of cancellation. The conductor when starting upon his trip, is given a pad of the combination tickets which are consecutively numbered on the stub, the coupons
105 also having printed thereon a number designating the conductor receiving them and he is charged with the number issued to him, and upon the termination of his days' work he has to render an accounting by way of 110

either returning the tickets unused or the cash fares in their stead, an accounting being made for the coupons B, issued only, as the transfer part of the ticket is used for accommodation only, but when issued the coupon remains attached thereto, and the transfer is not to be accepted if the coupon becomes detached, and in making the accounting the coupons only which have not become detached are to be credited.

It will be seen that I have provided a device rendering the cash fare register no longer a necessity, and at the same time giving the passenger a protection not afforded by that system.

Slight changes might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I do not desire to limit myself to the exact construction as herein set forth; but

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

1. A series of tickets each divided by lines of perforation into three parts, binding means through the parts at one end of the several tickets, the central part of each ticket containing the complete printed matter of an ordinary transfer, including a calendar, a time indicator, and a list of transfer junctions, and the other end part of each ticket being a single undivided coupon bearing matter indicating payment of a single fare.
2. A series of tickets, each divided by lines of perforations into three parts, binding means through the parts at one end of the several tickets, the central part of each ticket containing the usual printed matter for a transfer and the other end portion provided

with the words "One fare" printed thereon and adapted to be detached upon the collecting of the said ticket or transfer and delivered to the passenger, substantially as described and for the purpose as set forth.

3. A series of tickets each divided by lines of perforations into three parts, binding means through the parts at one end of the several tickets, the central part of each ticket containing the usual printed matter for a transfer, and the other end parts having the words "One fare" printed thereon together with a number corresponding with a like number remaining on the canceled ticket.

4. A series of tickets each divided by lines of perforations into three parts, binding means through the parts at one end of the several tickets, the central part of each ticket containing the usual printed matter for a transfer and the opposite end portion having printed thereon the words "One fare" and adapted to be detached upon the delivery of the transfer and retained by the passenger, substantially as described and for the purpose set forth.

5. A series of tickets, each divided by lines of perforations into three parts, binding means through the parts at one end of the several tickets, the central part of each ticket containing the usual printed matter for a transfer, the other end parts each bearing matter indicating that they are good for a fare substantially as described and for the purpose as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

WALTER L. RIEMER.

Witnesses:

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MARY M. MAGRAW.