





# UNITED STATES PATENT OFFICE.

HARRY L. KLINE, OF WASHINGTON, DISTRICT OF COLUMBIA.

## TICKET.

No. 908,010.

Specification of Letters Patent.

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*To all whom it may concern:*

Be it known that I, HARRY L. KLINE, a citizen of the United States, residing at Washington, in the District of Columbia, have invented certain new and useful Improvements in Tickets, of which the following is a specification.

My invention relates to improvements in tickets for transportation companies which operate independent lines, and especially for street car companies operating several branch lines among which universal transfers are employed.

An object of my invention is to provide a simple and clear form of ticket, which can be conveniently punched by a conductor to meet, and indicate, all possible conditions occurring in practice.

A further object of my invention is to provide an improved system of tickets which will constitute a complete checking return to the company, and which will disclose with certainty any dishonesty on the part of a conductor.

A further object of my invention is to provide a system of tickets which will prove highly satisfactory to the public, and prevent all danger of annoyance or misunderstanding with conductors.

In the accompanying drawings, forming a part of this application and in which corresponding reference symbols indicate similar parts in the several views: Figure 1 represents a series of detachable tickets, comprising any desired number, such as five tickets to be sold for twenty-five cents; Fig. 2 represents a checking ticket; Fig. 3 represents a transfer ticket, to be employed for giving a transfer on a transfer; Fig. 4 shows the back of one of the tickets shown in Fig. 1; Fig. 5 represents a slip, which can be employed during crowded travel upon taking up the transfer ticket shown in Fig. 3, and Fig. 6 represents the checking ticket shown in Fig. 2 after it has become darkened by exposure to light.

Referring to the drawings, Fig. 1 shows a series of detachable tickets comprising an initial ticket 1, three intermediate tickets 2, and a terminal ticket 3. The terminal ticket is colored in contrast with the rest of the series; I preferably employ a black terminal ticket with the remaining tickets white.

Extending across the head of each ticket is a printed table of the numerals 1 to 31, to be properly punched to indicate the day of the

month. Below said table of date numerals is printed a group of transfer symbols, such as the number or letter of a street, which is to be punched to indicate the desired transfer point, or locality.

At the foot of each ticket, the numerals 1 to 12 are printed in a circle, to be properly punched to indicate the time; radii extending from the numerals to a secret symbol at the center of said circle. The initials, or other distinguishing characters, of the branch line selling the tickets is printed across the face of each ticket; as shown by the "open" letters C L in the drawings. Along three of the marginal sides of each ticket 2, 3 are printed the numerals 1 to 31, to be punched to designate the date on which the preceding ticket of the series is detached upon being used.

Fig. 2 of the drawings represents a checking ticket, which is a duplicate of the ticket 1 but is given a distinctive color; said checking ticket 4 being advantageously colored blue. This ticket is sensitized, so that it will change color within a short period after its distribution.

Fig. 3 represents a transfer ticket 5, which is a duplicate of the tickets 1 and 4 with the addition of a large X extending over the face thereof; said transfer ticket being given a distinctive color, such as red.

Fig. 4 represents a preferred form of back for all the tickets above described.

Fig. 5 illustrates a slip which can be employed by the conductor when taking up the transfer ticket 5 during crowded travel. This slip is preferably formed into pads of thin paper, and has the numerals 1 to 31 printed thereon.

In the employment of my invention, the detachable series of tickets 1, 2 and 3 is sold to any passenger requesting it, and the conductor tears off the initial ticket 1 which he turns in for the fare of the passenger. The conductor does not in this case punch the ticket unless the car is so crowded as to render it difficult to determine whether or not fares have been collected from all passengers. If the car should be crowded, the conductor can punch the date in the marginal numerals 1 to 31 on the next succeeding ticket before handing the series of tickets back to the passenger. Any uncertainty on the part of the conductor as to whether he had collected fare from a particular passenger would thus be settled by said passenger having in his possession a



ticket with the conductor's punch mark through the marginal numeral corresponding to the day of the month.

Should a passenger, having a series of the 5 detachable tickets, offer them for his fare and request a transfer, the conductor will punch the date in the table of numerals at the head of the first ticket of said series, punch the location of transfer in the proper 10 transfer symbols, and punch the time limit of the transfer in the circular series of numerals at the foot of the ticket. He would then return the series of tickets to the passenger, with the ticket so punched undetached. 15 When the passenger gets on the car of the branch line for which he requested the transfer, he hands the series of tickets to the conductor, who tears off and retains the first ticket of said series which had previously 20 been punched as above described. No punching is done by the conductor when thus taking up a transfer, unless the car is sufficiently crowded to render advisable punching the date on the marginal numerals 25 of the next succeeding ticket of the series. If a passenger requests a transfer on a transfer, the conductor will hand him a transfer ticket, such as shown in Fig. 3, after properly punching thereon the date, hour, and 30 place or location of transfer. This transfer ticket will then be taken up by the conductor of the branch line for which it has been so punched.

When the car is crowded, the conductor, 35 when taking up the transfer ticket 5, can hand the passenger the slip shown in Fig. 5, with the date properly punched thereon; this would enable the passenger to exhibit said slip should any question arise as to 40 whether he had paid a fare.

The checking ticket 4 is for preventing any possibility of undetected dishonesty on the part of a conductor; its employment being as follows:—

45 (1st.) The conductor is supplied at the beginning of his run with a determined number of the checking tickets, for which he must account to the company when making his returns.

50 (2nd.) When all the tickets of the series 1, 2 and 3 have been detached as fares from the terminal ticket 3 thereof and said terminal ticket alone is offered as a fare, the conductor will take up said terminal ticket 55 and hand the passenger, in exchange a checking ticket; the terminal ticket being turned in by the conductor in lieu of the checking ticket exchanged therefor. Before such exchange, the conductor punches the 60 date on the checking ticket; and, if the passenger requests a transfer, punches further the place of transfer and time limit thereon.

(3rd.) Where a cash fare is paid, or

where a ticket issued by some independent 65 company is accepted for a fare, the checking ticket is employed in the same manner as above described in exchange for a terminal ticket.

It will be clear that when a checking 70 ticket is thus employed for a transfer, a transfer on a transfer can be obtained by the conductor handing the passenger a properly punched transfer ticket 5 upon taking up the checking ticket. 75

When a ticket issued by some independent company is accepted for a fare and the passenger requests a transfer, the conductor, in addition to exchanging a checking 80 ticket as above described, will hand the passenger a properly punched transfer ticket 5.

From the above description it will be understood that my invention provides an improved system of tickets which insure 85 great convenience to the public and prevent any undetected dishonesty on the part of conductors.

Having thus described my invention, what I claim as new and desire to secure by Letters-Patent is: 90

1. In a system of transportation tickets, a series of detachable tickets comprising an initial ticket, a set of intermediate tickets, and a distinctively colored terminal ticket, each ticket of said series bearing the numerals 1 to 31 for indicating the date, symbols 95 for indicating the location of transfer points, a circle inclosing the numerals 1 to 12 for indicating the hour, characters indicating the transportation line selling said series 100 of tickets, the terminal and intermediate tickets bearing on their margins the numerals 1 to 31, substantially as described.

2. In a system of transportation tickets, the combination of a series of detachable tickets 105 comprising an initial ticket, a set of intermediate tickets, and a distinctively colored terminal ticket, each ticket of said series bearing the numerals 1 to 31 for indicating the date, symbols for indicating the loca- 110 tion of transfer points, a circle inclosing the numerals 1 to 12 for indicating the hour, characters indicating the transportation line selling said series of tickets, the terminal and intermediate tickets bearing on their 115 margins the numerals 1 to 31, distinctively colored separate transfer and checking tickets similar to said initial ticket, said transfer tickets bearing a large X, and a separate slip bearing the numerals 1 to 31, 120 substantially as described.

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

HARRY L. KLINE.

Witnesses:

S. A. TERRY,  
G. AYRES.