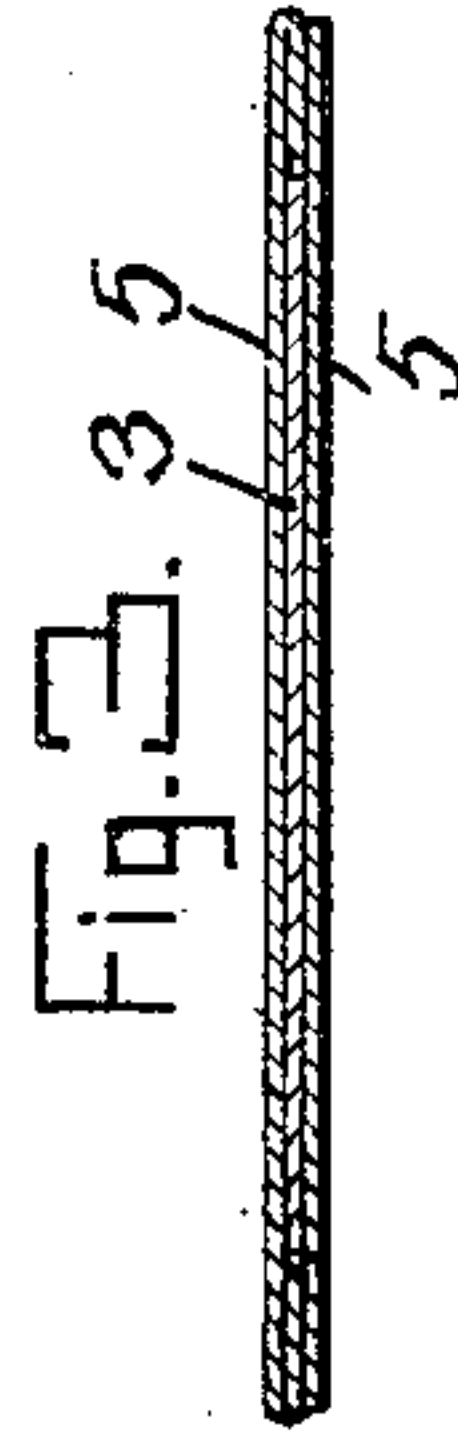
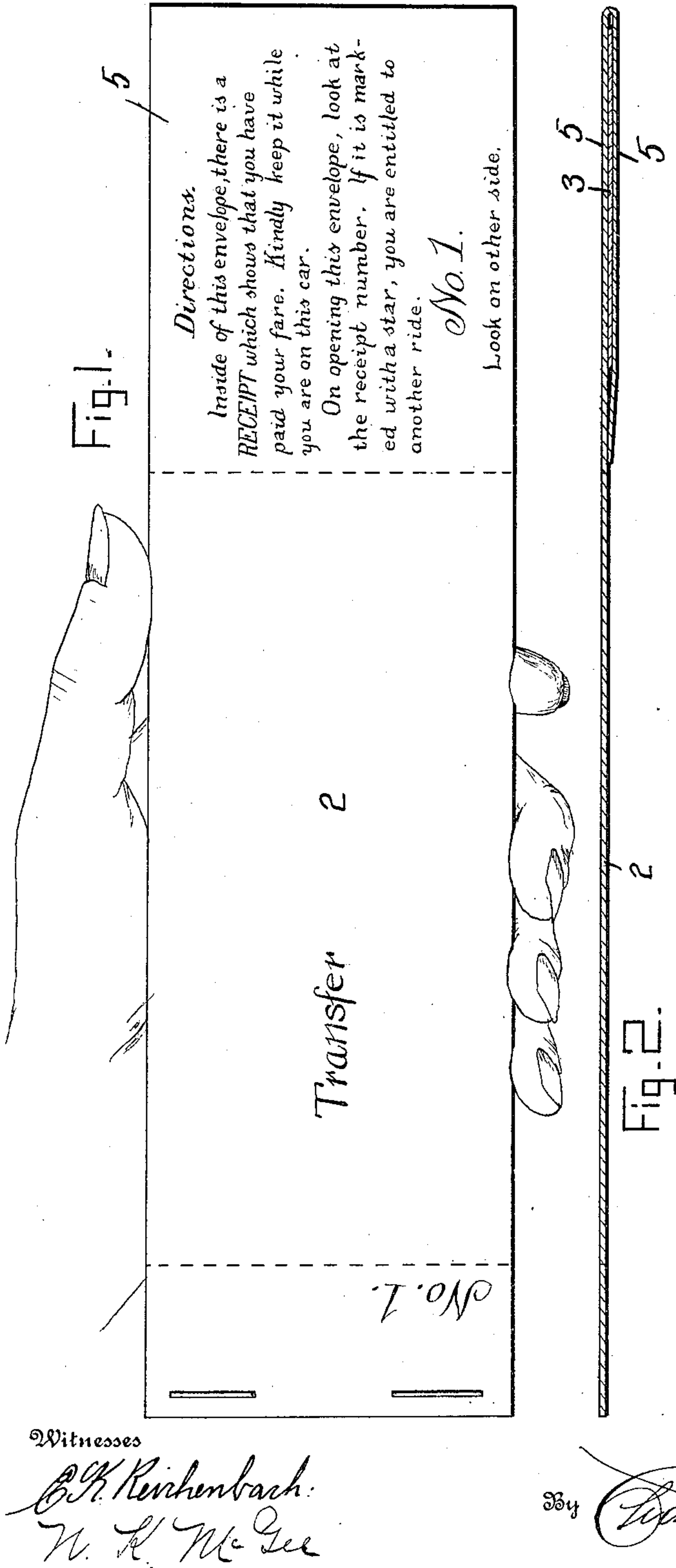


917,492.

Patented Apr. 6, 1909.

2 SHEETS—SHEET 1.



Witnesses

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STREET CAR TRANSFER.  
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917,492.

Patented Apr. 6, 1909.

2 SHEETS—SHEET 2.

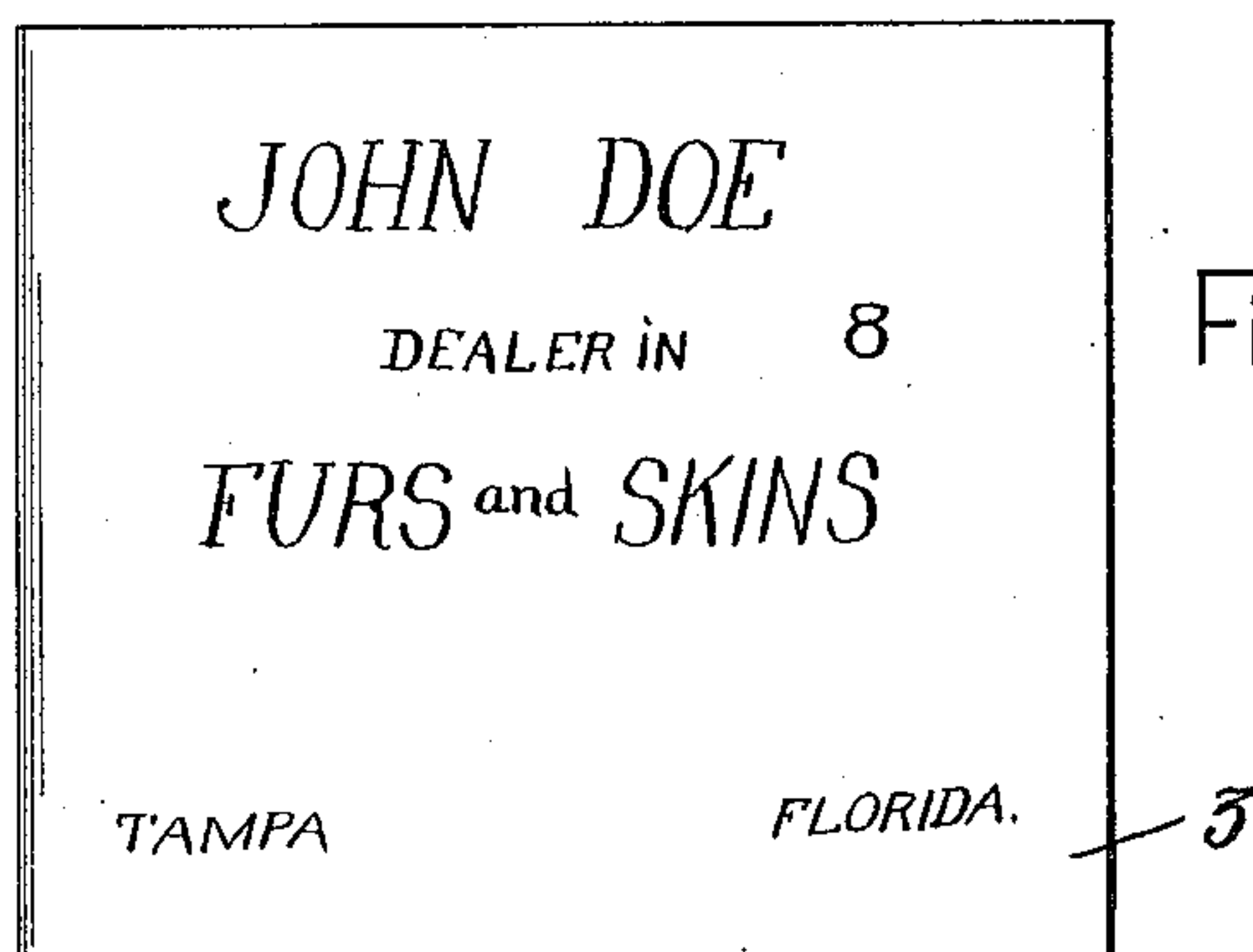


Fig. 4.

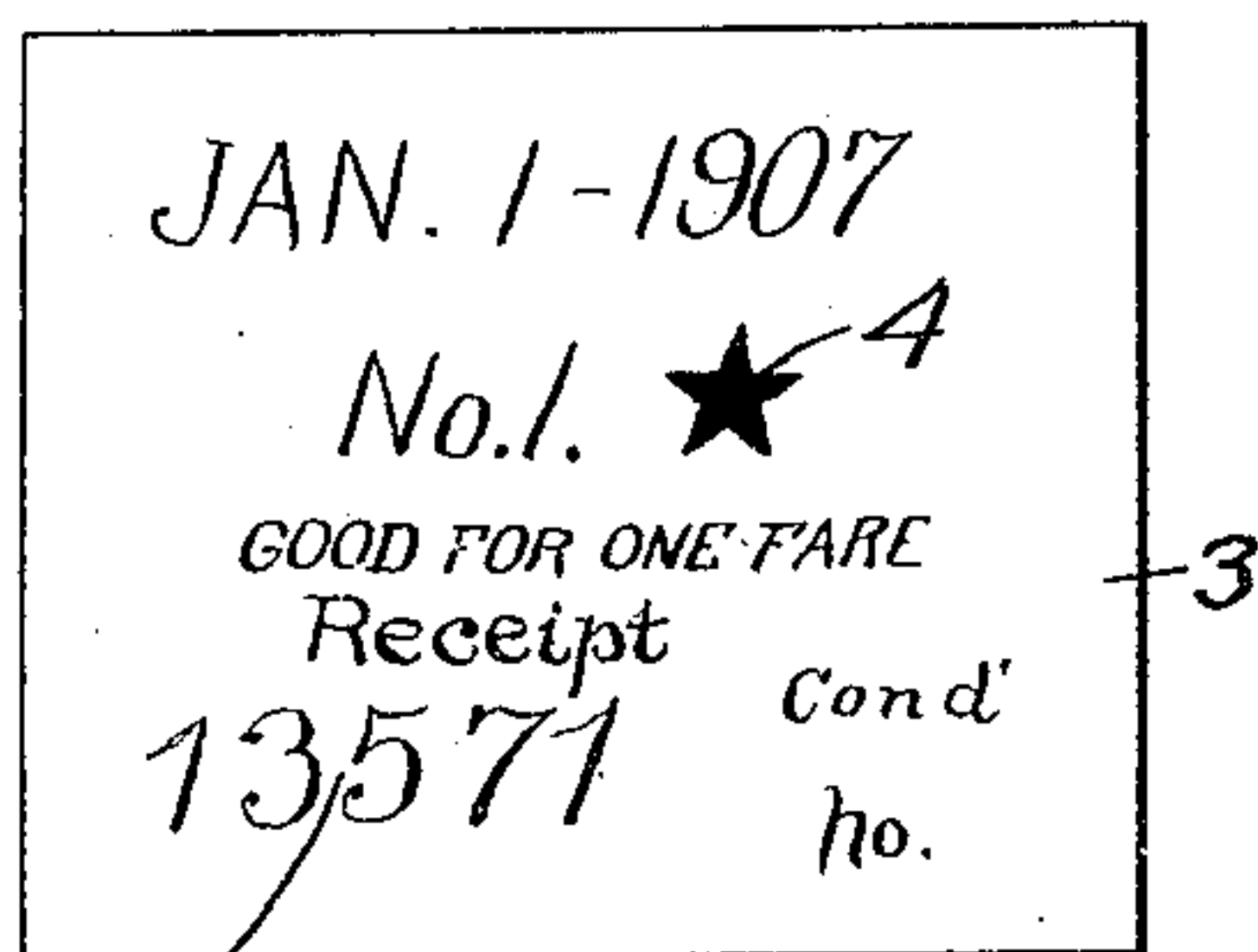


Fig. 5.

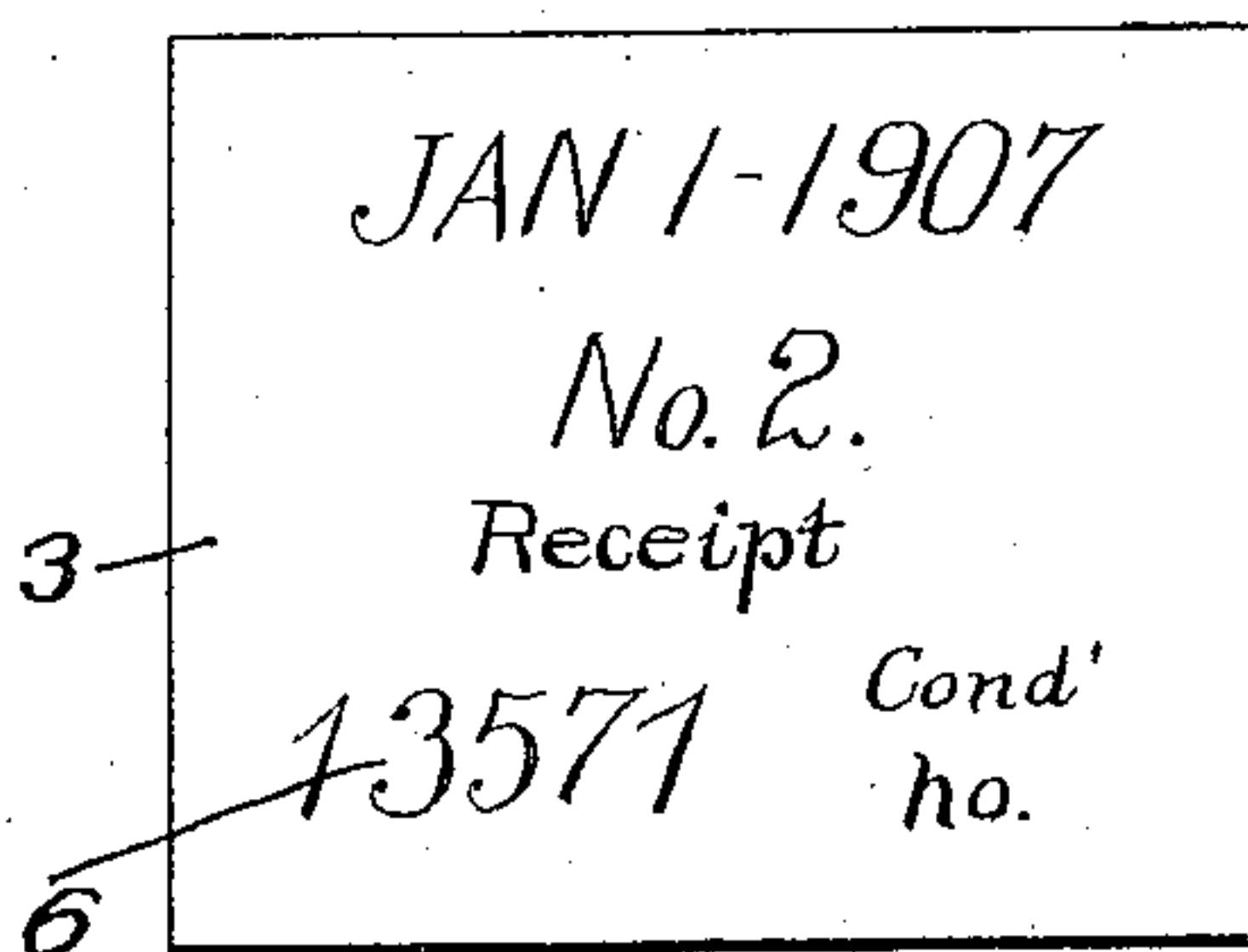


Fig. 6.

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# UNITED STATES PATENT OFFICE.

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## STREET-CAR TRANSFER.

No. 917,492.

Specification of Letters Patent.

Patented April 6, 1909.

Application filed January 9, 1908. Serial No. 410,044.

*To all whom it may concern:*

Be it known that I, JACOB SAMUELS, a citizen of the United States, residing at New York, in the county of New York, State of New York, have invented certain new and useful Improvements in Street-Car Transfers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention has relation to a street car transfer and more particularly to the class of means for carrying out a system of collecting fares on a railway without liability of pilfering from and deceit by conductor, or, in other words insuring the return of all money collected by the conductor in each trip made by him.

The annexed drawings and characters of reference marked thereon form a part of this specification and reference is made thereto.

Of the said drawings—Figure 1 is a plan of a package of transfers with receipt-containing envelopes on the ends thereof. Fig. 2 is a longitudinal sectional view of the same. Fig. 3 is a transverse sectional view of the end of the transfer slip. Fig. 4 is a back of a receipt showing an advertisement. Fig. 5 is a face side of a "star" receipt. Fig. 6 is a face view of a plain receipt.

In carrying out my invention I preferably provide a pad 2 of transfers, with receipts, 3, for fares in inclosed sealed envelopes 5 on the ends thereof so that the conductor can by tearing off a single slip deliver both the transfer and receipt in one operation. If a transfer is not wanted, the conductor will tear off the sealed receipt envelop and give it to the passenger and turn back the transfer on the pad in his hand. The receipt will bear the conductor's number 6, and the passenger may hold it while on the car to show that he or she has paid his or her fare.

In order to induce persons to require receipts, and to examine them, there will be a number—say one in twenty-five—marked with a star, 4, giving a ride free, so that the receipts will be examined and kept over for a ride next day or a day later than the receipt is received, and, at any rate, keeping the receipt until the ride is concluded to show that the fare is paid, which will also insure the reading of the advertisement on the receipt and transfer, which will pay for the printing of the receipt and transfer. In this way the

means for carrying out my improvement will bear advertisements 8 which will be likely to be read. Each receipt will bear the conductor's number in plain figures, and also the consecutive number of the receipt will be printed thereon in plain figures as indicated in Figs. 5 and 6—that is, the conductor, upon taking a car will be given a pad of transfers and receipts, the latter being numbered from 1 upward, the star receipts being included in the consecutively numbered receipts, so that the conductor's pad turned in at the end of the route will be his made-up account of the number of fares collected, and must register with the number of fares rung up; or the latter may be done away with and the pad relied upon alone for the record of the number of fares collected.

Should a passenger desire a retransfer the conductor will be able to furnish the same from the superfluous transfers connected with his pad. As all passengers will not demand transfers the conductor will at all times have a superfluous number on hand.

Should a conductor be relieved of duty midway of a trip the relieving conductor will see that the pad corresponds with fares rung up, and he will tear off the stubs or transfers used, upon which the former conductor will make his report, and the relieving conductor will go on with the unused receipts to the end of the route.

As a matter of course the conductor can sell a number of tickets at one time to each passenger as is now done.

What is claimed is—

1. A transfer comprising a stub, means having printed matter thereon constituting a passenger's transfer portion, with a transverse weakening line connecting the same to the stub, and an envelop designated as a passenger's receipt inclosing envelop detachably connected by a weakening line to the transfer portion.

2. A transfer comprising a section having marking thereon constituting a conductor's stub, means having printed matter thereon constituting a passenger's transfer portion and provided with a weakening line detachably connecting the same to the stub, a card having marking thereon constituting a passenger's receipt, and an envelop containing the card and provided with a weakening line detachably connecting the same to the transfer portion.

3. A transfer comprising a normally sealed

envelop designated as a passenger's receipt  
inclosing envelop, and a section formed with  
said envelop and having printed matter  
thereon constituting a passenger's transfer  
5 portion, the said section being provided with  
a weakened line for the detachment thereof  
from the envelop.

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

JACOB SAMUELS.

Witnesses:

PHILIP SAMUELS,  
BERNHARD SAMUELS.