

G. McN. ROSE, JR.
RAILROAD CASH FARE RECEIPT.
APPLICATION FILED MAY 2, 1908.

920,182.

Patented May 4, 1909.

Fig. 2.

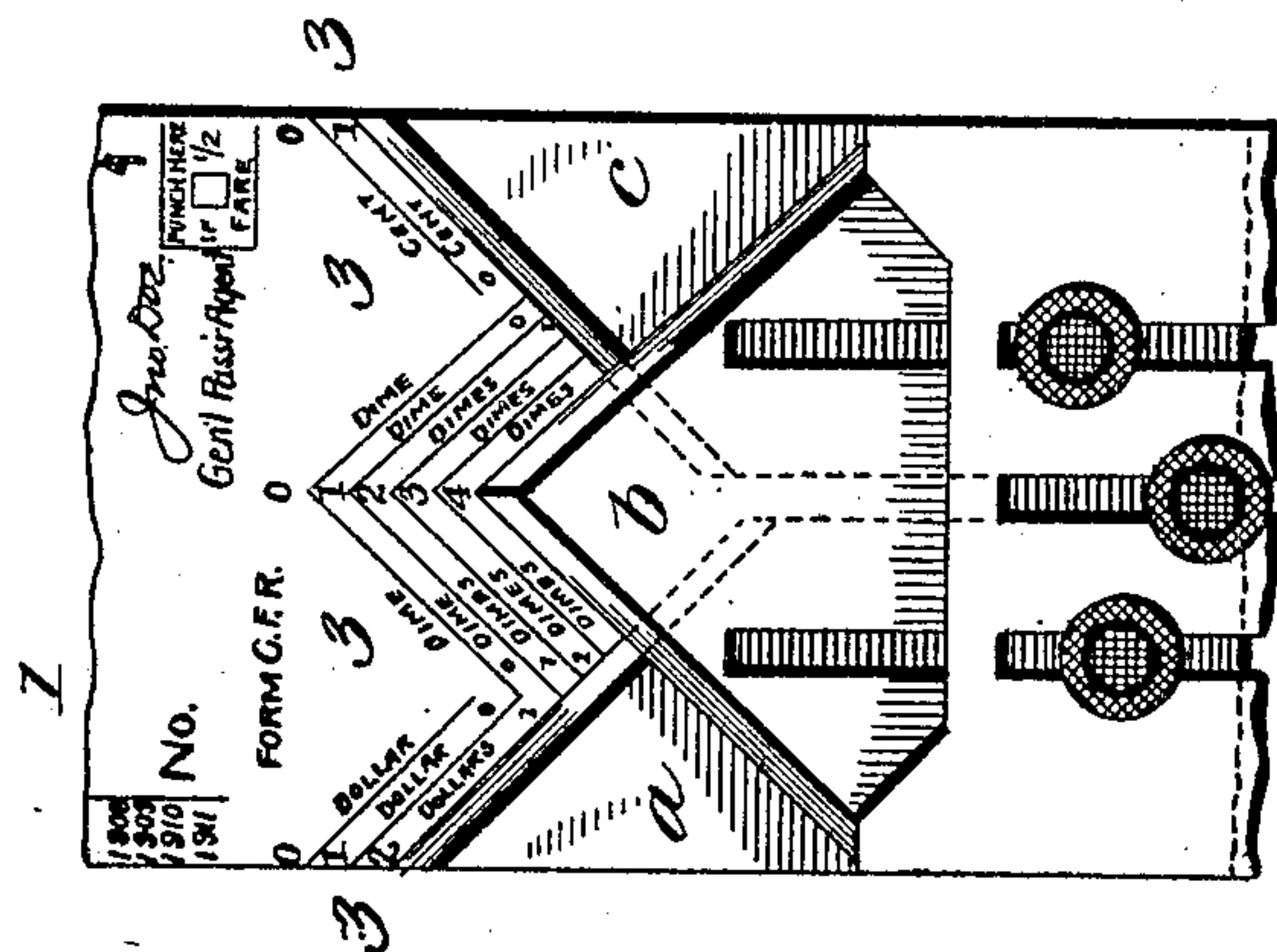


Fig. 1.

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DATE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1908	1909	1910	1911
<p>ISSUED BY <u>WAY</u></p> <p>Cash Fare Receipt.</p> <p>PASSENGER'S PORTION.</p> <p>THE HIGHEST FIGURES IN</p> <p>DOLLARS, DIMES AND CENTS</p> <p>BELOW, WILL SHOW THE</p> <p>EXACT FARE PAID</p> <p>Every passenger paying fare will re-</p> <p>ceive one of these receipts.</p> <p>No. <u>1234567890</u></p> <p>FORM G.R.R. <u>0</u></p> <p>Gen'l Pass Agent</p> <p>FARE</p> <p>1 DOLLAR</p> <p>2 DOLLARS</p> <p>3 DOLLARS</p> <p>4 DOLLARS</p> <p>5 DOLLARS</p> <p>6 DOLLARS</p> <p>7 DOLLARS</p> <p>8 DOLLARS</p> <p>9 DOLLARS</p> <p>10 DOLLARS</p> <p>11 DOLLARS</p> <p>12 DOLLARS</p> <p>13 DOLLARS</p> <p>14 DOLLARS</p> <p>15 DOLLARS</p> <p>16 DOLLARS</p> <p>17 DOLLARS</p> <p>18 DOLLARS</p> <p>19 DOLLARS</p> <p>20 DOLLARS</p> <p>21 DOLLARS</p> <p>22 DOLLARS</p> <p>23 DOLLARS</p> <p>24 DOLLARS</p> <p>25 DOLLARS</p> <p>26 DOLLARS</p> <p>27 DOLLARS</p> <p>28 DOLLARS</p> <p>29 DOLLARS</p> <p>30 DOLLARS</p> <p>31 DOLLARS</p> <p>32 DOLLARS</p> <p>33 DOLLARS</p> <p>34 DOLLARS</p> <p>35 DOLLARS</p> <p>36 DOLLARS</p> <p>37 DOLLARS</p> <p>38 DOLLARS</p> <p>39 DOLLARS</p> <p>40 DOLLARS</p> <p>41 DOLLARS</p> <p>42 DOLLARS</p> <p>43 DOLLARS</p> <p>44 DOLLARS</p> <p>45 DOLLARS</p> <p>46 DOLLARS</p> <p>47 DOLLARS</p> <p>48 DOLLARS</p> <p>49 DOLLARS</p> <p>50 DOLLARS</p> <p>51 DOLLARS</p> <p>52 DOLLARS</p> <p>53 DOLLARS</p> <p>54 DOLLARS</p> <p>55 DOLLARS</p> <p>56 DOLLARS</p> <p>57 DOLLARS</p> <p>58 DOLLARS</p> <p>59 DOLLARS</p> <p>60 DOLLARS</p> <p>61 DOLLARS</p> <p>62 DOLLARS</p> <p>63 DOLLARS</p> <p>64 DOLLARS</p> <p>65 DOLLARS</p> <p>66 DOLLARS</p> <p>67 DOLLARS</p> <p>68 DOLLARS</p> <p>69 DOLLARS</p> <p>70 DOLLARS</p> <p>71 DOLLARS</p> <p>72 DOLLARS</p> <p>73 DOLLARS</p> <p>74 DOLLARS</p> <p>75 DOLLARS</p> <p>76 DOLLARS</p> <p>77 DOLLARS</p> <p>78 DOLLARS</p> <p>79 DOLLARS</p> <p>80 DOLLARS</p> <p>81 DOLLARS</p> <p>82 DOLLARS</p> <p>83 DOLLARS</p> <p>84 DOLLARS</p> <p>85 DOLLARS</p> <p>86 DOLLARS</p> <p>87 DOLLARS</p> <p>88 DOLLARS</p> <p>89 DOLLARS</p> <p>90 DOLLARS</p> <p>91 DOLLARS</p> <p>92 DOLLARS</p> <p>93 DOLLARS</p> <p>94 DOLLARS</p> <p>95 DOLLARS</p> <p>96 DOLLARS</p> <p>97 DOLLARS</p> <p>98 DOLLARS</p> <p>99 DOLLARS</p> <p>100 DOLLARS</p>																

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CASH FARE RECEIPT--Auditor's Stub

To be enclosed with report of cash collections

From No. 1234567890 To No. 1234567890

Train No. 1234567890 Date 1908

No. 1234567890 Conductor.

WITNESSES

Samuel E. Wade
Amos W. Hart

INVENTOR
GEORGE M. ROSE JR.

BY *Manuel*

ATTORNEYS.

UNITED STATES PATENT OFFICE.

GEORGE McNEILL ROSE, JR., OF NASHVILLE, TENNESSEE.

RAILROAD CASH-FARE RECEIPT.

No. 920,182.

Specification of Letters Patent.

Patented May 4, 1909.

Application filed May 2, 1908. Serial No. 430,499.

To all whom it may concern:

Be it known that I, GEORGE McNEILL ROSE, Jr., a citizen of the United States, residing at Nashville, in the county of Davidson and State of Tennessee, have invented an Improvement in Railroad Cash-Fare Receipts, of which the following is a specification:

My invention is an improvement in railroad cash-fare receipts, the same having an improved arrangement of printed matter thereon, more particularly an arrangement of lines inclined relatively to each other and to the sides of the ticket or receipt, and bearing numerals and other indications of different amounts in dollars, dimes, and cents. When the receipt is used, a portion is torn off corresponding to the amount paid by the passenger for fare, and the inclined lines indicate the steps of division or severance between the stub and the portion given to the passenger.

In the accompanying drawing Figure 1 is a face view of my improved cash-fare receipt. Fig. 2 is a plan view illustrating the practical use of the invention as hereinafter described.

The upper portion 1 of the receipt, or ticket will in practice bear the name of the railway company issuing the same, also the number of the ticket and indications of days, months, and years, which will be punched by the conductor in the proper manner. The lower or opposite end 2 of the receipt will constitute a part of the stub to be retained by the conductor, as hereinafter described. In the middle portion 3 of the receipt, I show a quadruple arrangement of inclined lines, which are numbered successively from 0 to 9. The lines are arranged on angles of about 45°. The lines on the right and left are inclined downward, and the lines in the middle are inclined upward. All the lines, that is to say, at the right and left and in the middle are numbered from the top downward. The lines on the left are marked "Dollar" the two middle sets of lines are marked "Dime" and the lines on the right are marked "Cent" and the meaning of these

words in this connection is apparent. By this inclined or zig-zag arrangement of the lines, considerably more space is provided for printing the words "Dollar," "Dime," and "Cent" than would be practicable if the ticket were traversed by straight lines, and the angles correspond to those of the cutters used for dividing the receipt. Another object in arranging the lines zigzag is that they may conform to the angles of the cutting edges of the blade or cutter, which are angular and sharpened so that the receipts may be cut with one direct pull, and without requiring that the ticket be first pulled at one angle and then at another. In other words, the lines on the receipt are guide lines for the cutters. It will be noted that the center blade of the cutter is about twice the size of the side blades, and it is necessary that the center one have the shape of an arrow-head so that the paper will tear smoothly.

The practical use of the invention will be understood by reference to Fig. 2, where *a*, *b*, *c* indicate angular cutters which are adjustable relative to each other. The two outside cutters *a* and *c* have their upper edges inclined inward or toward each other, while the center cutter *b* is inclined in both directions. These cutters in practice form a part of a device for which I have filed a separate application for Letters Patent No. 423,515. Suppose the amount of fare paid by the passenger is \$2.41. The left-hand cutter is adjusted with its edge on the "dollar" line indicated by the 2, the central cutter *b* on the two middle "dime" lines indicated by 4, and the right-hand cutter *c* on the one "cent" line. If now the conductor press upon the central cutter *b*, since it overlies the side cutters *a*, *c*, all the cutters will be held firmly in place, and the conductor then seizes between the thumb and finger the outer printed end or head of the ticket and tears the same quickly off along the lines indicated, that is to say, along the lines which border the edges of the several cutters. The portion thus torn off is given to the passenger, as his the voucher, and the remaining portion or stub is retained by the conductor as his voucher.

It will be understood that, in practice, the receipts will be arranged in bunches or packs for convenience of use.

What I claim is:

- 5 The improved railway cash-fare receipt, having four sets or series of straight lines arranged in zigzag relation, those of each set or series being perpendicular to the adjacent set and oblique to the sides of the receipt, but

parallel to each other and spaced apart, all the lines being numbered successively from 0 to 9, indicating values in currency, as shown and described.

GEORGE McNEILL ROSE, JR.

Witnesses:

W. I. LIGHTFOOT,
W. L. DANLEY.