

A. MOYON.
RAILWAY OR OTHER TICKET.
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936,925.

Patented Oct. 12, 1909.

Fig. 1

LOS ANGELES SUBURBAN R.WY.
RETURN TICKET
ROSEVILLE
AND
LOS ANGELES

GOOD ONLY ON DATE OF SALE

		1908															
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1	2	3	4
N	5	6	7	8	9	10	11	12	13	14	15	16	17	AM			
S	18	19	20	21	22	23	24	25	26	27	28	29	30	PM			
	1	2	3	4	5	6	7	8	9	10	11	12	31				

Fig. 2

A

9

PASSENGER WILL PUT
BADGE NUMBER
OF CONDUCTOR
IN BLANK SQUARE
ABOVE TO VALIDATE
THIS TICKET FOR
RETURN TRIP.

H. R. G. J. P. M.
GEN. Pass. Agent

Witnesses:

M. Mansfield
J. E. Adams.

Inventor,

Alphonse Moyon,
by
Raymond Sweet Blakeslee
his Attorney

UNITED STATES PATENT OFFICE.

ALPHONSE MOYON, OF LOS ANGELES, CALIFORNIA.

RAILWAY OR OTHER TICKET.

936,925.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, ALPHONSE MOYON, a citizen of the United States, residing at Los Angeles, in the county of Los Angeles and State of California, have invented new and useful Improvements in Railway or other Tickets, of which the following is a specification.

This invention relates to railway or other tickets; and has for its object to provide an improved article of manufacture of this description, which will be superior from a standpoint of general efficiency and utility in service; which will be simple and inexpensive in organization and production, adaptable to a wide range of utilization, and generally more advantageous in use than standard tickets now generally employed.

The invention consists in the novel provision, organization, combination, association and relative arrangement of parts, features and elements, all as hereinafter described, shown in the drawing, and finally pointed out in claims.

In the drawing:—Figure 1 is an obverse face view of a railway ticket organized according to and embodying the invention; and, Fig. 2 is a reverse face view of the same.

Corresponding parts and features in both figures are denoted by the same reference characters.

Referring with particularity to the drawing, A designates a railway ticket constituting an improved article of manufacture comprising the invention. The ticket A is so generally organized and featured as to constitute a return ticket for use between specific points on a railway, and bears upon its obverse side 3 the name of the railway, the points between which the ticket is to be used, the reading "Return ticket", the reading "Good only on date of sale", and a plurality of indicating spaces *a*, each of which incloses a symbol, mark, or device *b*; said symbols, marks or devices being correlated for the purpose of permitting trip designations as to the direction of travel on the railway in which the use of the ticket will be proper, and, to the same end, the year, month, day, and division of the day within which the return ticket was originally sold. The proper trip indicating spaces are to be physically altered, marked, or mutilated, by a suitable punch or other device formed to produce alterations, marks or mutilations, such as the punch holes *c*.

These punch holes, in common practice with the use of the railway tickets, are made by the conductor issuing and extend entirely through the ticket, appearing at both faces of the ticket, obverse and reverse, and being of form predetermined so as to indicate who that conductor is.

The reverse side 4 of the ticket is provided with an inclosed validating space *d*, preferably arranged in registration transversely of the trip ticket with or, underlying one or more of the indicating spaces *a* upon the obverse side of the ticket, so that a punch hole *c* formed in such registering or overlying indicating space *a* will necessarily likewise be formed within the confines of the validating space *d*. Upon the reverse side of the ticket is also arranged a reading or notice *e*, which, as shown, may direct that the passenger put the badge number of the issuing conductor in the blank square *d* above, to validate the ticket for the return trip. In the form of arrangement indicated in the drawing, the validating space *d* is arranged at the upper right hand corner of the ticket; and the reading or notice *e* is arranged beneath the same and across the same or reverse face of the ticket.

The method of use, utility, and advantages of the improved railway or other ticket constituting the invention will be readily understood from the foregoing description, taken in connection with the accompanying drawing and the following statement:—In the use of the ticket or article of manufacture A, it will be found possible to materially lessen the liability of re-sale or re-issue of the ticket by any conductor or servant of the road into whose hands it falls after it first has been issued. It is customary for railway conductors to be provided with punches adapted to produce punch holes, such as *c*, of varying shape or conformation predetermined, so that the identity of any conductor making the punch hole may be determined by the form or conformation of such punch hole. If, on the original issue or sale of the ticket, where, for instance, it is to be used on another or return trip, the passenger purchasing the same puts the badge number or mark of the issuing conductor in the validating space *d* on the reverse side of the ticket, as required by the reading or notice *e*, when for his return trip the second passenger uses said ticket the conductor taking up same will be reluctant to re-issue or re-sell the ticket later

for fear that another passenger acquiring the same will put also his, the second conductor's number in the same validating space *d*, which would be an indication to the company's officials, upon the turning in of the ticket, that the latter had been resold, and by whom. It will be understood, that the badge number of each conductor is associated upon the records or lists of the railway company, with the particular form and character of the punch hole produced by the particular punch allotted to him. If, now, the badge number, such as the number 9, disclosed within the validating space *d*, is not placed within said indicating space by the passenger who purchases the ticket upon its original issue, any conductor taking up or acquiring the ticket collusively or otherwise will fear to re-issue the same, lest his badge number be placed within the validating space *d*, which will result in an improper tally between such badge number and the punch hole *c*. It will be readily seen that the actual placing of the badge number within the validating space, by an acquiring passenger, is not absolutely essential to the protection afforded by the use of the ticket organized and featured according to the invention; for the element of fear, on the part of any conductor into whose hands the ticket may fall after its original issue, that such addition of his badge number to the ticket, within the validating space *d* as requested and by import demanded by the reading or notice *e*, would at once indicate his re-issue or re-sale of the ticket, because of the discrepancy between such badge number and one of the trips adjacent punch hole *c*. Even though the second conductor's punch were large enough to obliterate that of the issuing conductor, the ticket would have to be reissued for the original out-bound trip and on the same date, and then might contain two validating manuscript numbers within the space *d* which would create suspicion when it was finally turned in. An arrangement of the indicating spaces *a* and the validating space *a*, respectively upon the obverse and reverse faces of the ticket, to the end that an essential trip space *a* shall register with the validating space *d* upon the reverse face of the ticket, as is shown in the drawing, is preferable, because of the resultant proximity of

one of the punch holes *c*, to the indication in the validating space, and the badge number, as 9, which is directed to be entered within the latter.

It will be understood that a wide range of adaptability is possible with respect to the organization and featuring of the ticket, including its spaces *a* and *d*, the symbols *b*, and various readings or notices *e*, to the end that various conditions of service and use may be properly provided for.

The particular embodiment of the invention disclosed and pictured in the drawing constitutes a preferred utilization of the invention. I therefore do not desire to be understood as limiting myself to any specific features, arrangements or association of parts and elements or features, but reserve the right of varying the same in adapting the invention to varying conditions of use, without departing from the terms of the following claims.

Having thus described my invention, I claim and desire to secure by Letters Patent:—

1. An improved article of manufacture comprising a ticket provided on one face with spaces containing trip designations, certain of which are to be punched by the issuing conductor; and also provided on the other face with a space for validation registering with a space containing an essential trip designation, and directions that the passenger write therein the badge number of the issuing conductor.

2. An improved article of manufacture comprising a round-trip ticket provided on one face with spaces containing trip designations, certain of which are to be punched by the issuing conductor; and also provided on the other face with a space for validation registering with a space containing an essential trip designation, and directions that the passenger write therein the badge number of the issuing conductor.

In testimony whereof, I have signed my name to this specification in the presence of two subscribing witnesses.

ALPHONSE MOYON.

Witnesses:

T. A. MANSFIELD,
R. I. BLAKESLEE.