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TRANSFER-TICKET.

940,048.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, RUFUS CALVIN OSMAN, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Transfer-Tickets, of which the following is a specification.

This invention relates to new and useful improvements in transfer tickets, more particularly to the so-termed "time limit" transfer tickets generally employed on street railways, traction companies, etc., for transferring a passenger from a car of one railway or branch line to a car of another railway or branch line at a given transfer point; and the object thereof is to provide a transfer ticket with means in a manner as hereinafter set forth to enable a conductor or company's agent to issue the transfer to the passenger with as little trouble and in as short a time as is possible at the period of transfer.

A further object of the invention is to provide a transfer ticket with means in a manner as hereinafter set forth whereby the even hour or fraction of the hour indications are so arranged as to enable the conductor to conveniently indicate by a single punch only of the ticket, an even hour time limit or an hour and the fraction thereof time limit, whether the fraction of the hour time limit be ten, twenty, thirty, forty or fifty minutes after the hour; and to furthermore so set up the time limit portion of the transfer so as to immediately indicate to the passenger and to the conductor receiving the ticket the hour or the fraction of the hour for which the transfer is valid, whether said fraction of the hour be anti-meridian or post-meridian.

A further object of the invention is to provide a transfer ticket with a time limit so arranged that it can be easily understood by the traveling public, one that will give the conductor no difficulty in issuing and at the same time afford all the necessary information with one punch as to the time limit and further one that the receiving public can at a glance readily ascertain the period of time for which the ticket is valid.

With the foregoing and other objects in view, the invention consists of a novel form

of transfer ticket herinafter more specifically described, illustrated in the accompanying drawings, which form a part of this specification, and particularly pointed out in the claims hereunto appended.

In describing the invention in detail, reference is had to the accompanying drawings, wherein,

Figure 1 is a front view of a transfer ticket in accordance with this invention, and, Fig. 2 is a like view of a modification.

Referring to Fig. 1 of the drawings by reference characters, 1 denotes the body of the ticket which is provided with a conventional indication as at 2 to indicate the months of the year, with a conventional indication as at 3 to indicate the days of the month, with the run or conductor's number as at 4, with the number of the transfer as at 5, and with the names of the transfer points as at 6, said names of the transfer points being divided into two colors, one of which illustrates post-meridian and the other of which illustrates anti-meridian or vice versa, as shown the darker color indicating post-meridian and the lighter color anti-meridian. This manner of indicating post-meridian and anti-meridian is shown by way of example as any convenient indications or means could be employed for such purpose as will be evident. The body portion 1 is furthermore provided with a suitable inscription to indicate the name of the company issuing the ticket and which is indicated by the reference character 7 and the said body portion 1 is also provided with means to constitute a time limit. As shown in Fig. 1, by way of example, the said means is arranged at one end of the body portion and will now be specifically referred to. The said means which constitutes the time limit consists of a series of vertically and longitudinally extending lines 8, 9, respectively forming longitudinally extending rows of spaces divided by the heavy vertical lines 10, 11, heavy longitudinally extending lines 12, 13 and the light vertical space 14 and the light longitudinally extending space 15 into a series of groups of spaces as shown four in number and indicated by the reference characters, 16, 17, 18, and 19. The three spaces of the group 16 at the lower right hand corner thereof are of a different

color from the remaining spaces of the group as at 19 forming thereby an angle-shaped portion provided with the representation of a naught of a color different from the color of said angle-shaped portion as indicated by the reference character 20. The remaining spaces of the group of spaces 16 are each provided with a number, the said numbers running from 1 to 12 and are read downwardly. The three spaces of the group 17 at the lower left hand corner thereof are of a different color from the remaining spaces of the group as at 21 forming thereby an angle-shaped portion provided with the number 15 of a color different from the color of said angle-shaped portion 21. The remaining spaces of the group of spaces 17 are each provided with a number, the said numbers running from 1 to 12 and are read downwardly. The three spaces of the group of spaces 19 at the upper right hand corner thereof are of a different color from the remaining spaces of the group as at 23 forming thereby an angle-shaped portion provided with the number 30 of a color different from the color of said angle-shaped portion as indicated by the reference character 24. The remaining spaces of the group of spaces are each provided with a number, the said numbers running from 1 to 12 and are read upwardly. The three spaces of the group of spaces 18 at the upper left hand corner thereof are of a different color from the remaining spaces of the group as at 25 forming thereby an angle-shaped portion provided with the number 45 of a different color from the said angle-shaped portions as indicated by the reference character 26. The remaining spaces of the group of spaces 18 are each provided with a number, the said numbers running from 1 to 12 and are read upwardly. The numbers 1 to 12 in connection with the naught 20 constitute what is termed an even hour indication while the numbers of the group of spaces 17 in connection with the number 15, the numbers of the group of spaces 19 in connection with the number 30 and the numbers of the group of spaces 18 in connection with the number 45 constitute the fraction of the hour indications. As shown in Fig. 1, the hour is divided as follows: that is to say, fifteen minutes past the hour, thirty minutes past the hour and forty-five minutes past the hour.

By the form of time limit set forth herein, the fraction of the hour indications are arranged in close proximity to the even hour indications and do not necessitate the employing of a separate even hour indication which is independent of the fraction of the hour indication as is generally the case in the form of transfer tickets now in general use. By way of example, the angle-shaped portions are illustrated black while the remaining spaces of the groups white, the

invention however, is not limited to such showing as any suitable color could be employed as will be evident.

When it is desired to limit the time in which the transfer ticket is valid, if the period be fifteen minutes and the time of day is, say 10:45, the conductor punches the number 11 in the group 16, the number 11 indicating the eleventh hour. By such procedure the expiration of time in which the ticket could be used is 11 o'clock. If the ticket is issued, say at 8 o'clock, the conductor would punch the number 8 in the group 17 and which would indicate that the ticket is valid until 8:15, the same arrangement is carried out with respect to the other groups. This manner of setting up the time limit enables the issuing conductor to set the time limit with a single punch whether it be for an even hour or fraction of an hour and furthermore enables the passenger to readily see for what period the ticket is valid and it furthermore enables the receiving-conductor to ascertain at a glance whether the ticket is valid when handed to him by the passenger. As the even hour indications and fraction of the hour indications are arranged in close proximity to each other, it is evident that it facilitates the issuance of the transfer by the conductor and which would not be the case if a separate even hour time limit is employed.

In the form of ticket shown in Fig. 2, the fractions of the hour are ten, twenty, thirty, forty and fifty minutes in lieu of fifteen minutes in the form shown in Fig. 1. For such an arrangement it necessitates the employing of six groups of numbers from 1 to 12 as indicated by the reference characters 27, 28, 29, 30, 31, 32. The different colored angle-shaped portions with their numbers are indicated by the reference characters 33, 34, 35, 36, 37, 38. The numbers of the groups 27, 29, 31 are read downwardly and the numbers of the groups 28, 30 and 32 are read upwardly. The arrangement of the angle-shaped portions are the same in Fig. 2 as that in Fig. 1, that is to say, at the lower right and left hand corners and the upper right and lower left hand corners. The form of time limit shown in Fig. 2 is used in the same manner as that in connection with the time limit shown in Fig. 1. Although the fractions of the hour are illustrated as for ten and fifteen minutes, yet it is evident that these fractions can be for any limit desired, for example five or twenty minutes. In this connection all that would be necessary would be to set forth upon the ticket the necessary fraction and the necessary number of groups of numerals from 1 to 12.

As will be seen, the even hour or fraction of the hour indications each form an index for the group in which it is located, the

index being included within the space allotted to the group, being located at the end of two adjacent rows and therefore enabling it to be of contrasting distinction from the remainder of the group. Each form also provides for a plurality of rows of hour indications in each group, these indications being arranged in parallel rows, the same number of numerals contained in one row being contained in the corresponding row of the adjacent group, the corresponding rows being in reversed position in adjacent groups. For instance, in the form shown in Fig. 1, the numerals contained in any of the vertical rows are in reversed order from the center line of the time limit portion of the ticket. This is of particular advantage by reason of the fact that a conductor, in punching the transfer, is not required to closely examine or to "guess at" the correct hour indication of the group, the numerals of the same row in the adjacent group indicating which row contains the numeral to be punched together with the relative position of the numeral within the row, the punch, in this case, extending from the end of the transfer. The same arrangement is made in the form shown in Fig. 2, the horizontal rows containing the same numerals arranged in sequence, while the vertical rows are arranged in reversed position, so that one group serves as a guide to the punching of an adjacent group, thereby insuring accuracy in the punching and enabling the conductor to punch with rapidity.

From the foregoing description of transfer ticket, taken in connection with the accompanying drawings, it will be evident that a transfer ticket is set up provided with a time limit which is so arranged that it can be easily understood by the traveling public; furthermore, the arrangement of the time limit being such that it requires but a single punch by the conductor, to indicate the hour and fraction thereof and which enables the ticket to be issued very quickly and without liability of mistake as to the necessary time limit.

What I claim is:

1. A transfer ticket comprising a body portion having means to constitute a plurality of separate groups of indications, each group including a plurality of hour indications and a single indication spaced from the hour indications and forming an index to the group, the index for the group being located on the boundary of the group, the indexes of adjacent groups being in close juxtaposition, the index of each group having a contrast distinction to the remaining indications of the group.

2. A transfer ticket comprising a body portion having means to constitute a plurality of separate groups of indications, each group having a rectangular boundary and includ-

ing a plurality of hour indications and a single indication located at one of the corners of the rectangle and forming an index for the group, the indexes of adjacent groups being in close juxtaposition.

3. A transfer ticket comprising a body portion having means to constitute a plurality of separate groups of indications each group including a plurality of hour indications and a single indication spaced from the hour indications and forming an index to the group, adjacent groups having the hour indications in similar position with respect to the index, whereby the indications of one group will form a guide for the punching of a similar indication of the adjacent group.

4. A transfer ticket comprising a body portion having means to constitute a plurality of separate groups of indications each group including a plurality of hour indications and a single indication spaced from the hour indications and forming an index to the group, each group having its hour indications in numerical sequence and positioned within a plurality of rows, the rows of each group containing the same numerical indications.

5. A transfer ticket comprising a body portion having means to constitute a plurality of separate groups of indications each group including a plurality of hour indications and a single indication spaced from the hour indications and forming an index to the group, each group having the hour indications positioned in parallel rows, the index being located at the end of two adjacent rows.

6. A transfer ticket comprising a body portion having means to constitute a plurality of separate groups of indications each group including a plurality of hour indications and a single indication spaced from the hour indications and forming an index to the group, each group having its hour indications in numerical sequence and positioned within a plurality of rows, the rows of each group containing the same numerical indications, adjacent groups having their indexes in close juxtaposition.

7. A transfer ticket comprising a body portion having means to constitute a plurality of separate groups of indications each group including a plurality of hour indications and a single indication spaced from the hour indications and forming an index to the group, each group having its hour indications in numerical sequence and positioned within a plurality of rows, the rows of each group containing the same numerical indications, adjacent groups each having the same hour indications in each row.

8. A transfer ticket comprising a body portion having means to constitute a plurality of separate groups of indications each group including a plurality of hour indica-

tions and a single indication spaced from
the hour indications and forming an index
to the group, each group having its hour in-
dications in numerical sequence and posi-
5 tioned within a plurality of rows, the rows
of each group containing the same numerical
indications, adjacent groups each having the
same hour indications in each row, the rows

of similar indications being in reversed po-
sition. 19

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

RUFUS CALVIN OSMAN.

Witnesses:

PHILIP C. SNOW,
JAMES ELLIOTT.