

(No Model.)

W. E. J. RILEY.

RAILWAY TICKET.

No. 303,322.

Patented Aug. 12, 1884.

Fig. 1.

Issued by
LOUISVILLE EVANSVILLE & ST. L. R. R.
LOU. EVANS. & ST. L. R. R.

TO
LOUISVILLE

1175 VOID IF DETACHED CLASS 1 2

29 PUNCH

Issued by
LOUISVILLE EVANSVILLE & ST. L. R. R.
LOU. & NASH. R. R.

TO
CINCINNATI, O.

1175 VOID IF DETACHED CLASS 1 2

29 PUNCH

Issued by
LOUISVILLE, EVANSVILLE & ST. L. R. R.
C. C. C. & I. R. R.

TO
CINCINNATI

1175 VOID IF DETACHED CLASS 1 2

29 PUNCH

Issued by
LOUISVILLE EVANSVILLE & ST. L. R. R.
LAKE S. & M. S. R. R.

TO
CLEVELAND

1175 VOID IF DETACHED CLASS 1 2

29 PUNCH

Issued by
LOUISVILLE EVANSVILLE & ST. L. R. R.

TO
BUFFALO

1175 VOID IF DETACHED CLASS 1 2

29 PUNCH

Issued by
LOUISVILLE, EVANSVILLE & ST. L. R. R.

TO
BUFFALO

VIA LAST NAMED RAILROAD BELOW
TO
STATION ON THAT ROAD INDICATED
BY PUNCH MARK

1175 VOID IF DETACHED CLASS 1 2

29 PUNCH

Issued by
Louisville
Evansville and
St. Louis
RAILROAD

ONE PASSAGE
OF CLASS INDICATED
TO POINT DESIGNATED

BY PEN OR PUNCH MARK

In coupon station list of
last named R. R. below
All other railroad and
coupon station lists must
be rendered void by freely
punching or scratching.

Jas. S. Clark G.T.A.

17 18 JAN
16 19 FEB
15 20 MAR
14 21 APR
13 22 MAY
12 23 JUNE
11 24 JULY
10 25 AUG
9 26 SEP
8 27 OCT
7 28 NOV
6 29 DEC
5 30 1883
4 31 1884
3 1885
2 1886
1 1887

Fig. 2.

NOTICE TO CONDUCTORS

NEW YORK CENTRAL & HUDSON R. R. R.

Syracuse
Rochester
Albany
Hudson
New York

NEW YORK CENTRAL & HUDSON R. R. R.

Buffalo
New York
Philadelphia

Buffalo, New York & Philadelphia R. R.

Albany
Rochester
Syracuse
Buffalo
New York
Philadelphia

Buffalo, Pittsburgh & Western R. R.

Pittsburgh
Corry
Titusville
Oil City
Buffalo

INSTRUCTIONS
TO AGENTS

Render void all coupon station
lists other than that to be used,
by punching freely by entering
with pen and ink.

Read on this stub.

Station list of last named
road on this stub.

Never to station indicated
by punch marks in coupon
L. S. & M. S.
VIA L. E. & ST. L. & N. C. C. & I.

1175 FORM

29 TO BUFFALO

WITNESSES.

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Geo. D. Lee

INVENTOR.

W. Edward J. Riley
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Attorney

UNITED STATES PATENT OFFICE.

W. EDWARD J. RILEY, OF LOUISVILLE, KENTUCKY.

RAILWAY-TICKET.

SPECIFICATION forming part of Letters Patent No. 303,322, dated August 12, 1884.

Application filed April 20, 1883. (No model.)

To all whom it may concern:

Be it known that I, W. EDWARD J. RILEY, a citizen of the United States, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented a certain new and useful Improvement in Railway-Tickets; and I do hereby declare that the following is a full, clear, and exact description of the construction thereof, reference being had to the accompanying drawings, forming part of this specification.

This my invention relates to a certain new and useful improvement in extension coupon-tickets for the use of railroads, so arranged as to require but one form or class of ticket for the purpose of sending a passenger to any station on any one of several railroads leading out of a given point. The object of this my invention is to provide a railway-extension coupon-ticket so arranged as to render it capable of being issued to any station on any one of several railroads running out of a given point, and, in order to illustrate the idea, I will take, for example, Chicago as the given point, and suppose there are seven lines of railroads running out of Chicago; and if any railroad in any part of the country is desirous of being able to send passengers to any point on any one of these seven railroads, it must keep on hand seven separate forms of tickets if any of the coupon-tickets now in use are employed—one form for each of the seven railroads; and it is quite likely that the tickets of one, or perhaps two or three, of these forms may be called for but seldom, while the tickets of the remaining forms may be called for quite frequently. These tickets, although they will all read the same way to Chicago, must all read differently from and out of Chicago, rendering them useless for any other terminal line except the one for which they are issued; but by the use of this my invention but one form of ticket is necessary to send a passenger to any station on any one of these seven railroads, instead of seven separate forms of tickets being required. The issuing road needs but one form of ticket with seven extension-coupons attached, and if the tickets are not needed for one terminal line they will do for some other line whose extension-cou-

pon is attached, thereby not only obviating the necessity of expending such large sums of money in printing so many different forms of long coupon-tickets, but also reducing greatly the labor of selling agents and the time and labor required by the auditing department, and much simplifying their work.

In the drawings, Figure 1 is a face view of the upper half of my improved extension coupon-ticket, showing its general arrangement. Fig. 2 is a face view of the lower part of the ticket, showing the part containing notice to conductors and instruction to agents.

Similar letters refer to similar parts throughout the several views.

Before proceeding further in describing my invention, in order to illustrate it more fully and set forth the additional purpose for which it is especially adapted, I will take, for example, the Chicago, Milwaukee, and St. Paul Railroad, which has a great number of way-stations. Now, by the use of any other form of ticket than mine, it is either necessary to use a blank line in connection with a printed list of a few of these stations, and write on the blank line the name of any station desired as a point of destination other than those printed in the list, or to print the names of the stations desired in a dividable list. In the first case the use of the blank line is decidedly objectionable to a number of railroads, because it necessitates considerable labor on the part of the selling agents, it being necessary to write the destination in each and every coupon, beside being unsafe and liable to be changed. The other method makes the ticket excessively long and costly; but in my invention the stations are printed in dividable lists on several extension-coupons, the first of which, being nearest the contract, would contain the stations nearest Chicago, and the coupon containing the names of the stations farthest from Chicago would be the first coupon nearest the agent's stub; and if a person desired to fraudulently change the destination of the ticket by removing a coupon, it would only reduce the value of it. Opposite the station-names may also be printed the number of miles distant from Chicago, if necessary.

In the drawings, A A represent the ticket, 100

which is printed in form as shown, and separated at the lines indicated by *x x*, in order to reduce the size to suit the paper upon which it is drawn. This ticket A consists of the agent's stub F and series of extension-coupons E E, corresponding in number to the roads for which the ticket is intended to be used. The stub F and coupons E are all in one piece, and divided by perforated lines, so as to be easily folded and separated. The stub F and each coupon E show by suitable notices thereon the various roads over which the passenger buying the ticket has to pass. The point of departure is marked upon all by means of the agent's stamp that sells the ticket.

C is the contract, which contains the usual wording, as shown, and D is the notice to conductors.

B B are the ordinary coupons now in use.

The manner of using my herein-described ticket is as follows: When the agent at any one of the selling-stations of the issuing road is applied to by a passenger for a ticket to Albany, New York, for instance, the agent takes the ticket and doubles it over, face outward, at the perforated line between the two halves of the extension-coupons, on which he finds Albany, and punches it on either side of the name "Albany," or otherwise marks or punches it, and then separates the ticket at the point at which he has doubled it over, stamps the ticket, and hands it to the passenger, retaining the agent's stub and that part of the ticket attached to it, and returns the same to the auditor with the amount received for the ticket written on the line provided for the same. In the same manner the agent would proceed to sell the ticket to any other point on any road having the extension-coupons with list of coupon-stations attached. Should the ticket be sold to any point on any

road so that the extension-coupons of any one or more roads would be left attached to the ticket, then such coupons not to be used would be rendered void by punching, marking, or erasing. The agent's stub, being received at the auditing department of the issuing road, informs that department of the sale of the ticket, the point at which it was sold, the form to which it belongs, the class of ticket, its number, the amount received for it, the road over which it reads, the point of destination, and the road on which said point is situated; and each coupon, if so desired, may contain the names of the different roads over which the ticket reads, together with the points of departure and destination, the form number, the consecutive number, the class-marks, punch-marks, the name of the issuing road, and the road over which the extension-coupon reads.

In case the ticket should be used for only one terminal line, the manner of selling and using will be very nearly the same as in the case just described, and the number of forms and the expense to railroads would be materially reduced. The ticket may contain as many stations as desired, and may have one or more blank lines on which to write the names of these stations.

What I claim as my invention, and desire to secure by Letters Patent, is—

The coupon-ticket A, having dividable extension-coupons E, each appropriated to a separate one of several roads leading from a given distant point, and provided with a duplicate list of stations on such roads, substantially as described, and for the purpose set forth.

W. EDWARD J. RILEY.

Witnesses:

FRANK PARDON,
GEO. D. LEE.