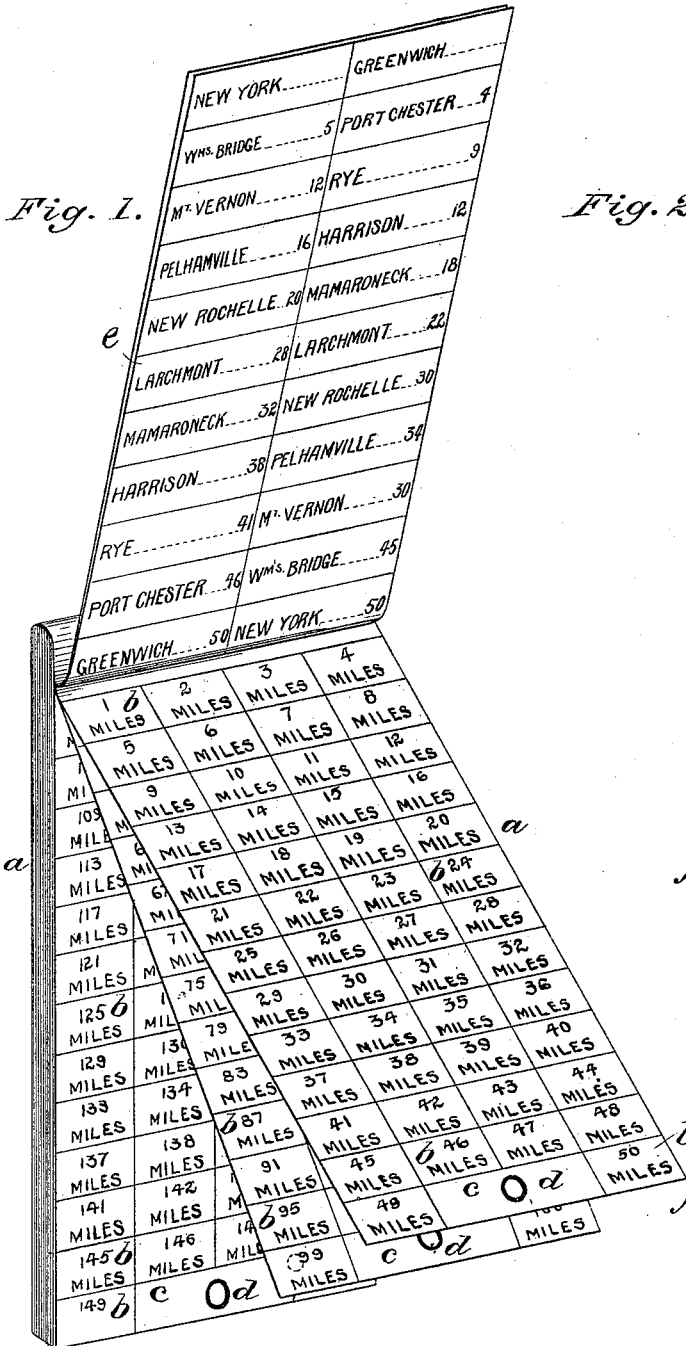


(No Model.)

C. J. KNAPP.
RAILWAY TICKET.

No. 304,529.

Patented Sept. 2, 1884.



FROM		HDS.		TENS		UNITS	
1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10

WITNESSES:
John R. Deemer
C. Sedgwick

INVENTOR:
C. J. Knapp
 BY *Munn & Co*
 ATTORNEYS.

UNITED STATES PATENT OFFICE.

CHARLES J. KNAPP, OF DEPOSIT, NEW YORK.

RAILWAY-TICKET.

SPECIFICATION forming part of Letters Patent No. 304,529, dated September 2, 1884.

Application filed February 14, 1884. (No model.)

To all whom it may concern:

Be it known that I, CHAS. J. KNAPP, of Deposit, county of Broome, New York, have invented a new and Improved Railway-Ticket, of which the following is a full, clear, and exact description.

This invention relates to that class of railway-tickets known as the "one-thousand-mile ticket," and seeks to provide a ticket arranged to promote convenience in the taking up or punching of the tickets by the conductors, and to enable the holder of the ticket to easily verify the mileage punched out of the ticket by the conductor.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both figures.

Figure 1 is a perspective view of a railway-ticket made in accordance with my invention and bound in book form, the book being shown open at the table of distances; and Fig. 2 is a rear elevation of the bound ticket, the rear cover of the book being open to show the coupons.

The invention will first be described in connection with the drawings, and then pointed out in the claim.

In the drawings, *a* represents the leaves of the ticket. These are bound in book form, and are each ruled upon one side into spaces or squares *b*, of fifty (more or less) in number. At the lower edge of each sheet, *a*, is left the canceling-space *c*. The spaces *b* are numbered consecutively throughout the book, from one (in this instance) up to one thousand, each space representing a one-mile ticket on the railroad that sells the book of tickets. In this instance each leaf *a* in the book is divided into fifty one-mile tickets or squares, and also the above-mentioned canceling space or square *c*, which is to be punched by the conductor, as indicated at *d*, when the mileage represented by each sheet becomes exhausted by the travel of the holder of the ticket. Bound in with the book of leaves *a* is the table of distances *e*. This may be placed at the back or front of the book, as desired. *f* represents the coupons. These are by preference bound in at the back of the book, and each leaf is perforated at *g*, to form two cou-

pons, and to enable them to be easily separated from each other, and also perforated at *g'*, to enable the upper coupons to be easily detached from the book. The coupons *f* are each ruled into spaces *ij*, which are marked, respectively, "To" and "From," and these spaces *ij* are each ruled into three rows of squares *k*, (nine squares in each row,) and the squares in each row are numbered, consecutively, from "1" to "9," and the rows of squares are marked, respectively, "Units," "Tens," and "Hundreds."

In using my new and improved tickets—say that the holder on his first trip rides ninety-nine miles—the conductor in punching the ticket will punch the "ninety-nine" mileage-square, as indicated in dotted lines in Fig. 1, and also the space *c* on the first sheet *a* of the ticket, which punching will indicate that the first sheet is exhausted, and that all but one mile in the second sheet *a* is exhausted. The conductor will then tear from the book a coupon, *f*, and punch out the unit (1) from the "From" space *j* and the 9 in "Units" and "Tens" of the "To" space *i*, as shown in dotted lines in Fig. 2, and this coupon the conductor will turn in at the railroad-office. When the holder of the ticket next goes upon the road, the conductor will likewise punch the mileage-spaces *b* in the second, third, or fourth leaf *a*, according to the number of miles covered, and the conductor will punch the coupon first in the "From" space *j*, punching out the 9 in units and tens spaces, and then in the "To" space *i*, according to the number of miles covered in this trip, which will indicate that the holder rides "From" ninety-nine miles, the distance covered by the previous trip, "To" the number of miles punched out in the ticket, whatever they may be, according to the distance covered. In this manner it will be seen that the conductor is saved much trouble in taking up the ticket, and that the exhausted leaves *a* are always left with the holder of the ticket, so that he can, by referring to the table of distances *e*, verify the correctness of the conductor in punching the tickets.

This ticket also has advantage in promoting convenience to the baggage-master, for if baggage be checked ninety-nine miles, that space on the ticket is to be punched by the baggage-

master with a "B" or some other significant
punch. The terms of the contract forbid the
baggage privilege (the free transmission of a
certain amount of baggage) on mileage pre-
5 viously exhausted in travel. A glance at the
ticket will show the baggage-master whether
the mileage has been exhausted, or whether
baggage has been checked for space not con-
sumed in travel.
10 Having thus described my invention, I claim
as new and desire to secure by Letters Patent—

The combination, with leaves *a*, marked
into mileage-spaces *b*, numbered and bound
into book form, of the table of distances *c* and
the coupons *f*, bound with the leaves *a*, sub- 15
stantially as and for the purposes set forth.

C. J. KNAPP.

Witnesses:

H. W. KNAPP,
JAS. H. KNAPP.