

(No Model.)

V. R. SHEPARD.  
PASSENGER TICKET.

No. 384,291.

Patented June 12, 1888.

Fig. 1.

*A*

*C*

*E*

*F*

**LONDON & GREAT NORTHERN RAILWAY**  
**Conductor's Cash Fare Receipt**

The holder of the detached check is entitled to one passage  
from                      to                       
on this day              and train No.              the regular fare  
             having been collected by me *B*

Book No.              Ticket No.               
Conductor's Cash Fare Check  
Good on this day and train only

To the Passenger Please observe whether the station between which you wish to ride and the amount of fare you have paid are correctly represented in this receipt. If it is wrongly filled out you can favor the company by reporting the error to                      & G.N.R.R. Offices London Eng.

*B*

*C*

*E*

*F*

Fig. 2.

*d'*

*A*

*C*

*E*

**LONDON & GREAT NORTHERN RAILWAY**  
**Conductor's Cash Fare Receipt**

The holder of the detached check is entitled to one passage  
from London to Leamington  
on this day 19th and train No. 7 the regular fare  
5s having been collected by me

Book No. 61 Ticket No. 549  
Conductor's Cash Fare Check  
Good on this day and train only

To the Passenger Please observe whether the station between which you wish to ride and the amount of fare you have paid are correctly represented in this receipt. If it is wrongly filled out you can favor the company by reporting the error to                      & G.N.R.R. Offices London Eng.

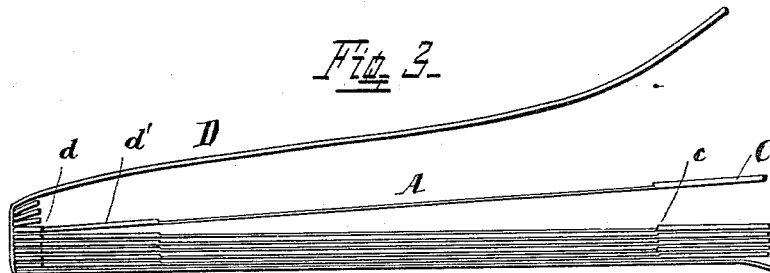
*E*

*d'*

*A*

*C*

Fig. 3.



Attest  
Carl Spengel.  
William J. Hartley.

Vinton R. Shepard  
by J. C. Harper.

Inventor.

Atty-

# UNITED STATES PATENT OFFICE.

VINTON R. SHEPARD, OF COVINGTON, KENTUCKY.

## PASSENGER-TICKET.

SPECIFICATION forming part of Letters Patent No. 384,291, dated June 12, 1888.

Application filed December 26, 1885. Serial No. 186,793. (No model.)

*To all whom it may concern:*

Be it known that I, VINTON R. SHEPARD, of Covington, county of Kenton, and State of Kentucky, have invented certain new and useful Improvements in Passenger-Tickets and Cash-Fare Receipts, of which the following is a specification.

My invention relates to passenger-tickets or fare-receipts; and it consists in a novel construction of the same, all as hereinafter set forth and claimed.

It is a matter of common knowledge that railroads and other carriers suffer from the dishonesty of their employes, and that, on the other hand, employes are unjustly suspected by their employers.

My object is to provide a ticket and receipt which will protect both employer and employe, the one from loss financially and the other from loss in reputation, and at the same time be simple and inexpensive.

In the drawings, Figure 1 shows a cash-fare receipt with certain blank spaces prepared with composition. Fig. 2 shows the same with the blank spaces filled out. Fig. 3 is a side view of an open book of my improved cash-fare receipts and shows the thickened ends.

A is the ticket or receipt, which may be printed in any desired form or wording, leaving such blank spaces B as may be preferred. These blank spaces are then prepared with composition, so as to provide a suitable writing-surface, and yet would at once disclose any erasures or alterations that might be attempted of words or figures on such surface. There are a large number of compositions that would accomplish this result, and I do not limit myself to those described. Preferably I use black printer's ink, lamp-black, or other dark substance as a foundation, and then, as a second coating, I use a preparation of spermaceti, wax, and turpentine, or a composition of similar character, and, finally, I use ocher or other suitable coloring material to bring these blank spaces to as near a uniform color with the body of the ticket or receipt as is practicable. In the method above described black is the foundation color. The spermaceti, wax, and turpentine, or composition of similar character, are added to give and preserve a good writing-surface, so as to give an oiliness and

elasticity that will insure bringing the black to the surface in case the writing on the surface is attempted to be disturbed. The wax gives body and consistency to the surface. This composition also receives and holds the coloring, so that it cannot be rubbed off or marred, and keeps the writing surface smooth and soft and prevents it from hardening, as would otherwise occur. The ocher or other coloring is used to give these blank spaces a similar appearance to the body of the ticket or receipt. It will be readily seen that these colors may be reversed or others substituted in their place, and I do not limit myself to the materials or arrangement specified.

In place of spermaceti, wax, and turpentine, I have found that a preparation of spermaceti, wax, and sperm-oil answers the purpose admirably; also, the same with turpentine added.

A writing-surface may also be prepared by using the spermaceti, wax, and turpentine or similar composition on colored paper, the coloring of the paper furnishing the background.

Dotted lines *c* indicate perforations by which check C, which I preferably use, may be readily torn from the ticket or check. Dotted lines *d* indicate perforations by which the ticket or check can be conveniently separated from the book D, in which they are bound. In binding the tickets into books the ends *d'* and checks C may be thickened, so as to keep the tickets from resting upon each other and injuring the composition, if that is found necessary.

E represents the number of the book, and F the numbers of the tickets.

The blank spaces treated with my composition secure a good writing-surface for a lead-pencil, and the writing upon it is more distinct than would be produced by the same lead-pencil on paper not prepared thus, and, as has been previously stated, any attempt at erasure or alteration of the words or figures written on such surfaces would so mix the colors as to produce an unsightly blot, which could not in any way be removed or concealed, and would furnish indisputable evidence that it had been tampered with.

There are several methods in which these cash-fare receipts and tickets may be used. Preferably I would pursue the following method: Before taking a train out the conductor

will be furnished with a book of tickets, which will be charged against him. Whenever in his rounds through the train he finds a passenger who has not provided himself with a ticket, the conductor will ascertain the distance which he wishes to travel, collect the fare fixed by the company for that distance, and issue one of my tickets so filled out as to show the date upon which this passenger made his journey, the particular train upon which he rode, the station at which he took the train, and the station at which he left it, the amount of fare he paid, and the conductor's name. The ticket filled out will be torn from the book and handed to the passenger for his inspection. When the passenger has examined it, the conductor will take it up, separate the check from the receipt, punch the check and hand it to the passenger as evidence that his fare is paid, and retain possession of his receipt.

In case of a dispute between the conductor and passenger as to the distance the passenger is entitled to travel, reference can be had to the receipt in the conductor's possession, which the passenger has examined and pronounced correct, and which corresponds in number with the check he holds himself. The record thus made, after inspection by the passenger, would also be an important protection to the railroad company against unfounded claims.

Upon arriving at the end of his "run," the conductor will turn over to the proper officer of the company whatever number of receipts he has in his possession, together with the tickets of various kinds which he has collected and the cash fares he has collected. The number of receipts which he turns over must of course correspond with the number of cash-fare tickets he has torn from the book which had been furnished him, and the amount of cash which he turns over must equal the aggregate amount of fares represented by the receipts. Thus cut off from all opportunity to retain the receipts of cash-fare tickets which he has issued, or of issuing them incorrectly—that is, for less than the amount of fare the passenger has

paid—or of altering them after they are issued, there is but one method remaining by which the dishonest conductor can defraud the company—viz., by neglecting to issue a ticket when a cash fare is collected; but that would be an omission which the dullest "spotter" could not fail to note, and one which other passengers, as well as the one paying the fare, would soon learn to observe, and in many cases, prompted by the hope of some slight reward from the railroad company, to report to its proper officials. To take such a chance a conductor will need to be as foolhardy as he is dishonest, and it can be assumed that instances of that sort will be rare.

No claim is made to any particular form of wording of these tickets or receipts. It is obvious that these prepared blank surfaces may be used for many purposes, and I do not limit myself to passenger-tickets and cash-fare receipts or palace drawing-room or sleeping-car tickets.

I claim and desire to secure by Letters Patent—

1. A ticket or card having a writing-surface composed of a foundation of some positive color with a preparation of spermaceti, wax, and turpentine, or similar composition spread thereon, and the whole covered by a coating of coloring material of the desired color, substantially as shown and described.

2. A ticket or card having a central portion of uniform thickness with thickened end portions, substantially as and for the purpose set forth.

3. A book of tickets or receipts, A, having blank spaces B, prepared with a composition, substantially such as described, and also provided with checks C and ends *d*, the said ends and checks being thickened, substantially as and for the purpose set forth.

VINTON R. SHEPARD.

Witnesses:

J. C. HARPER,

WILLIAM S. HARTLEY.