

W. F. DWIGHT.

RAILROAD TICKETS AND STAMPS.

No. 184,147.

Patented Nov. 7, 1876.

Fig. I.

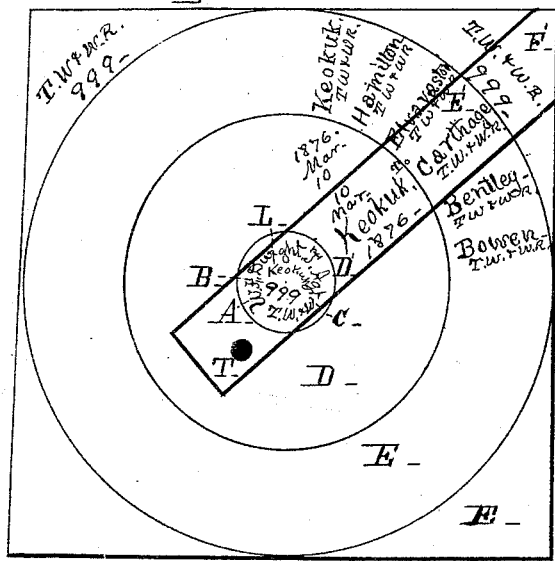
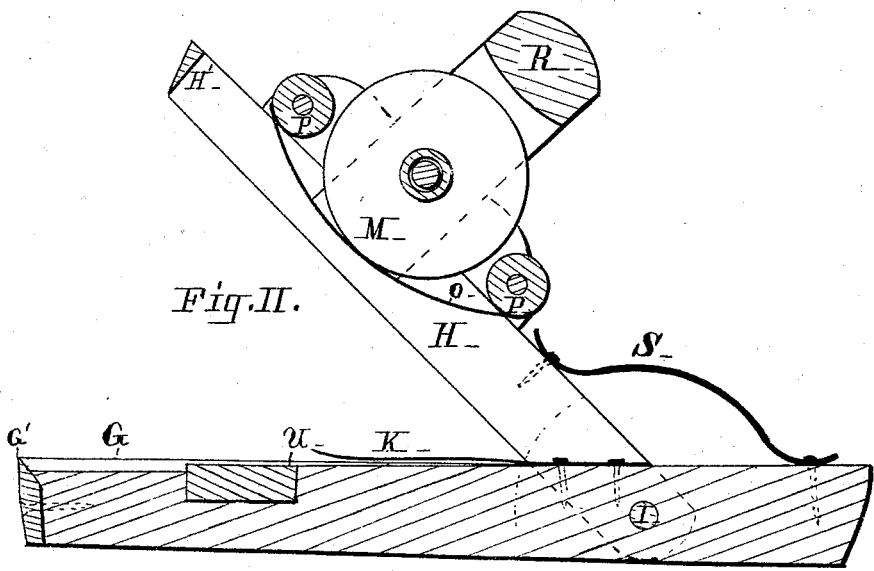


Fig. II.



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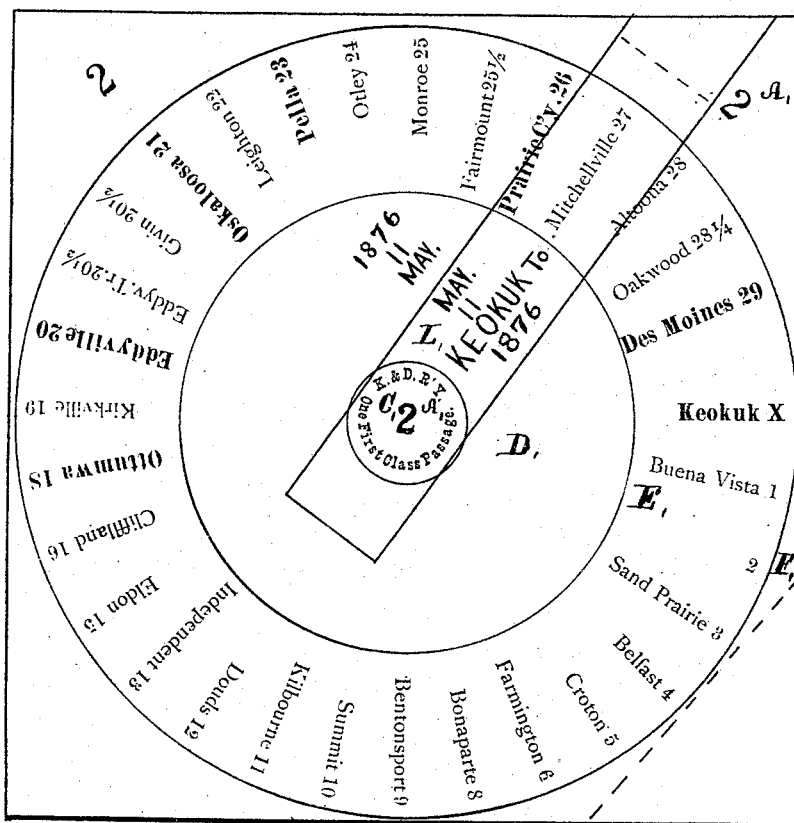
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Fig. III,



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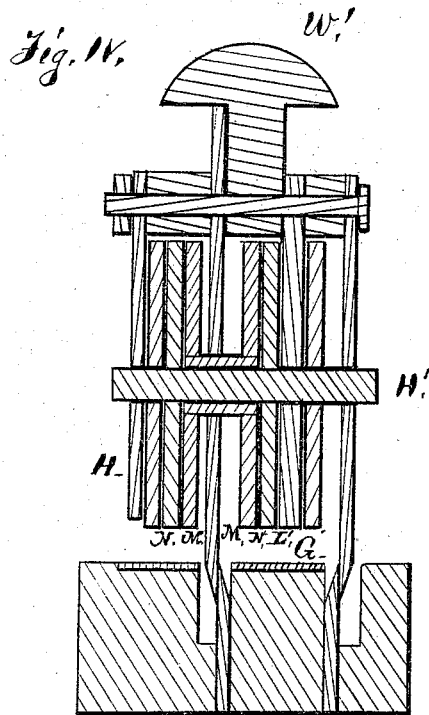
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UNITED STATES PATENT OFFICE.

WILBUR F. DWIGHT, OF KEOKUK, IOWA.

IMPROVEMENT IN RAILROAD TICKETS AND STAMPS.

Specification forming part of Letters Patent No. **184,147**, dated November 7, 1876; application filed March 20, 1876.

To all whom it may concern :

Be it known that I, WILBUR FISK DWIGHT, of Keokuk, Lee county, Iowa, have invented new and useful Improvements in Railway Tickets and Stamps, which are made substantially as set forth hereinafter, referring to the accompanying drawings, in which—

Figure I shows the face of the ticket and ticket-blank. Fig. II is a vertical section of ticket-stamp. Fig. III, Sheet 2, shows a ticket and ticket-blank slightly varied in details. Fig. IV, Sheet 3, shows a vertical cross-section through the dating wheels and cutters shown in Fig. I.

This invention consists in a railway-ticket, the blank from which it is formed, the stamp by which it is formed, and the process of forming the same from the blank, substantially as set forth hereinafter.

Fig. I shows the ticket-blank. This is formed of suitable paper, with suitable portions printed thereon. In the center is a printed portion, containing a serial number, A, the name of the officer issuing the ticket-blanks B, with or without other features. These form a circle, or are within an inch circle in the center. The ticket-blank is square, or of other suitable shape, with certain concentric spaces—the printed central space C, the blank space D, the space E, with the names of the stations printed radially, and the outside margin F, with corner spaces, on two of which are printed the name of the road and the number of the ticket, to identify the blank when the ticket is removed.

The space C contains features which may be varied somewhat, as shown in Fig. III, but such as may be adopted to give validity to the ticket, so that no names of stations can be cut from the blank, or otherwise made, which can form a valid ticket with it.

The apparatus has two parts, G H, hinged together at I. The bottom part G has parallel sides, with cutting-edges the width of the ticket apart. The part H has two blades arranged to cut down outside of the edges of part G, forming shears to cut the top and bottom edges of the ticket, and arranged at the end to cut across the ticket to remove it. A spring-finger, K, is arranged on part G, so the ticket-blank can be pushed under it. This is

arranged so the name of the station to be sold to will show fairly beside the finger when the blank is in proper position for forming the ticket to that station, the finger acting as a guide in adjusting the blank, and holding it securely while forming it.

When the blank is in position, the part H, held up by spring S, is forced down and cuts out a ticket from the blank, as shown in Fig. I, containing the center space C, a portion of spaces D and E containing the name of the station sold to. At the same time the name of the station sold at and the date are stamped on the ticket portion in blank space D. The name of the station, L, sold at is stamped by a die, which fits into an impression-matrix below. The date of the year is also made by a die. The month and day are printed in the ordinary way by impression-wheels M N, having suitable inked ribbons. These wheels are mounted on concentric shafts, which bear another set of like wheels, arranged to date the blank outside of the ticket on space D. The initials of the road are printed, so as to come on the ticket, either around the central space C or under the names of the stations.

The part cut out forms the ticket, containing the names of the stations sold to and from, the date, and the number of the ticket, with the name of the general ticket agent. The blank as left contains the number of the ticket, and, by the position of the part removed, shows to what station the ticket was sold. This is kept by the ticket-seller as his record and voucher for the ticket in settlement with the company.

The same blank can be used to form a ticket to any station on the road from any station on it. If there are too many stations to go well on one blank, they may be divided to form two or more blanks, with separate names on each. The same blanks may be used to make tickets either way; or two sets may be used, one for each way.

The name of the station sold at is, when desired, printed in the central space C at L, and omitted from space D. This requires printing separate lots of tickets for the separate stations, but avoids necessity for stamping the ticket. The date also may be omitted, or applied in other ways. A portion of the matter

may be printed or stamped on the back of the form or ticket, to make the face more clear. The list of stations if too long for one side is divided, and a portion put on the reverse, and opposite the others. In this case the name of the terminal station on the side stamped considered good, and that on the reverse canceled.

I claim—

1. The combination of two cutters, two dating-stamps, so connected as to stamp duplicate dates, and a station-stamp, all arranged to act together to form a passage-ticket, substantially as set forth.

2. The combination of two revolving dating-stamps, so connected as to turn and stamp alike, and two cutters, all arranged to cut out a ticket from a form and date both the parts at one action, substantially as set forth.

3. The combination of two cutters, arranged to cut at one action opposite sides of a ticket, and a stamp, arranged to act with the cutters to form a complete passage-ticket, substantially as set forth.

4. The improved article of manufacture from which both a ticket and an automatic record can be made, consisting of a form, having a

validity space and a list of stations around the validity space, and duplicate numbers or peculiar identifying marks, arranged so that a ticket can be made to any one of the stations by cutting out the validity space and any one of the names as a terminal point with one of the numbers, and at the same time a record can be made by leaving all the other names and one number to identify the ticket and show where it was to, substantially as set forth.

5. The improved article of manufacture from which both a ticket and an automatic record can be made, consisting of a form, having a list of stations and duplicate numbers or peculiar identifying marks, arranged so that a ticket can be made to any one of the stations by cutting it out with the name of that station and one of the numbers, and leaving the other names of the list on the two sides of it, together with one of the numbers, all connected together as an automatic record of the ticket, substantially as set forth.

WILBUR FISK DWIGHT.

Witnesses:

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