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COMBINED STOP-OVER CERTIFICATE, TICKET HOLDER, AND RECEIPT THEREFOR.

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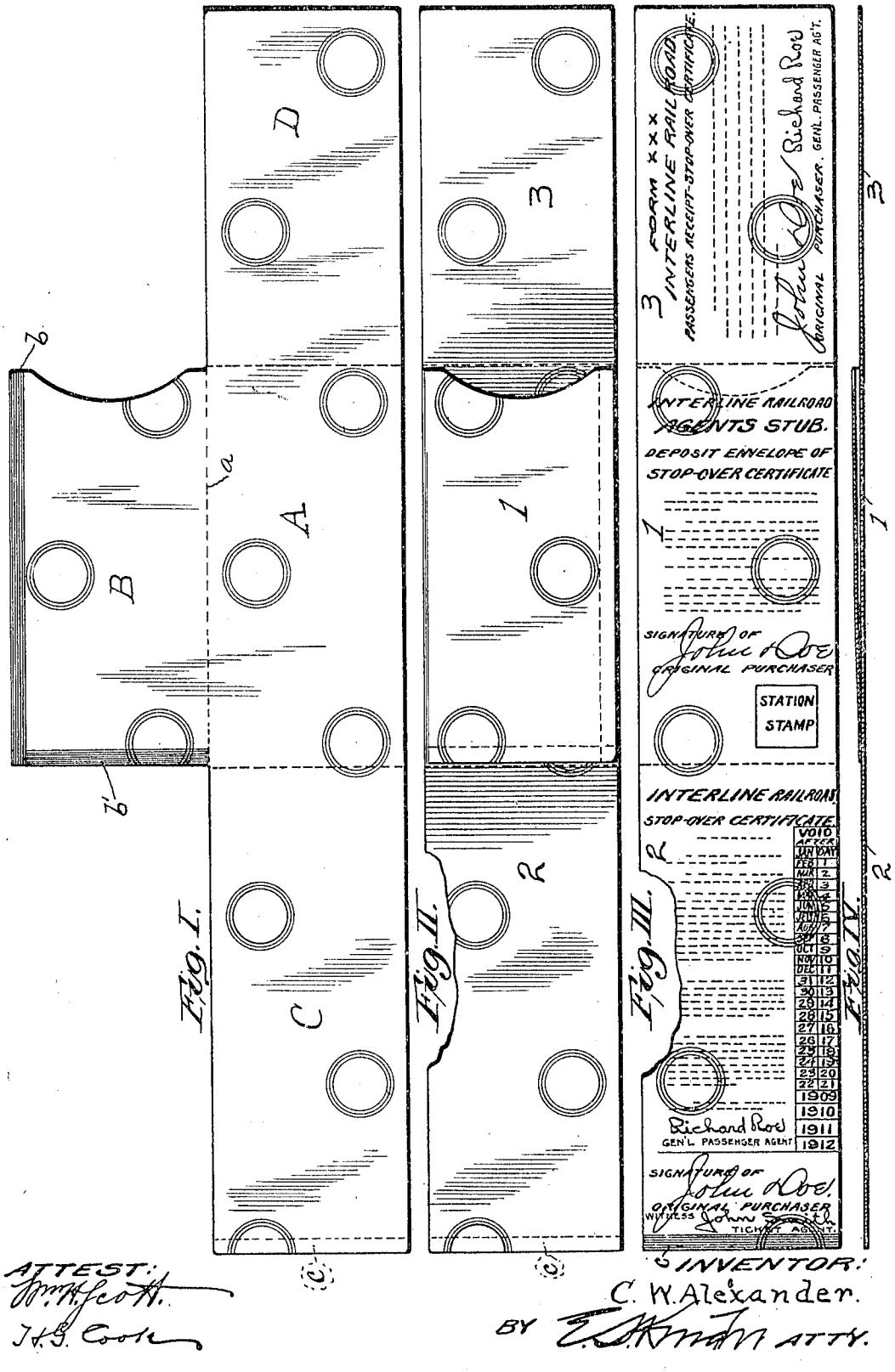

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COMBINED STOP-OVER CERTIFICATE, TICKET-HOLDER, AND RECEIPT THEREFOR.

954,242. Specification of Letters Patent. Patented Apr. 5, 1910.

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To all whom it may concern:

Be it known that I, CHARLES W. ALEXANDER, a citizen of the United States of America, residing at the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Combined Stop-Over Certificates, Ticket-Holders, and Receipts Therefor, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to a transportation device made in a single piece and adapted to be issued by a validating agent of a railroad company in connection with a passenger ticket permitting a stop-over by a passenger.

The device comprises a stop-over certificate, a holder or envelop for a railroad ticket, and a receipt to be issued by the agent when the railroad ticket is deposited with such agent by the passenger, to be retained by him pending the termination of the stop-over and the tender of the receipt to him, in order that the passenger's ticket may be validated and the correctness of the stop-over shown in connection with the ticket.

The object of the invention is to expedite the handling and exchange of railroad tickets where stop-overs are provided for, by affording records of the tickets, a stop-over certificate and a receipt combined with each other, and to simplify the accounting and handling of the adjuncts to tickets in connection with which stop-over privileges are given.

A further object of the invention is that of providing a holder or envelop in which the passenger ticket may be carefully preserved without becoming confused with other tickets and also means for identification of the passenger.

Figure I is a rear view of the blank from which my device is made. Fig. II is a rear view of the device, the auxiliary central section being folded onto the main central section and secured to the latter so as to provide a longitudinal pocket. Fig. III is a face view of the device. Fig. IV is a central longitudinal section taken through the device.

In the accompanying drawings:—I have shown in Fig. I the blank from which my device is made and which comprises a main central section A, an auxiliary central section B, extending laterally from the main section at one of its side edges and adapted to be folded onto the central main section on the scored line *a*, the auxiliary central section being gummed at its inner end *b* and its outer side edge *b'* in order that it may be pasted to the section A at its outer side edge opposite that to which the section B is connected in the blank and at one of its ends. The entire blank herein described is made of a single piece of paper that has a uniform pattern in it, in order that when any of the sections of the blank and of the device to be produced therefrom are separated from each other, the patterns on the sections may be matched, with the object in view of determining whether or not they were originally incorporated with each other.

The sections A and B, when the section B has been folded onto the section A and pasted thereto, as provided for by the gum *b* and *b'*, produce a deposit envelop 1, which also serves as an agent's stub and is intended to be used by a validating agent. The section C provides a stopover certificate 2, while the section D provides a passenger's receipt 3.

My devices are intended to be used entirely in the hands of validating agents, or other ticket agents of railroad companies by whom tickets may be properly validated in the event that they are issued with the intent of stop-overs being made by the passengers between the commencement and termination of transportation for which the tickets are issued.

To illustrate the manner in which my device is utilized, I will recite the following as an example of its use: When the holder of a ticket reaches a point at which a stop-over is to be made during a trip over the railroad of a railroad company from whom he has purchased the ticket, he delivers his ticket to the validating agent at such point. The validating agent, as a first procedure, makes the necessary memorandum on the agent's stub or deposit envelop 1 of one of my devices respecting the ticket delivered to him by the passenger, and requires the passenger to affix his signature at the proper point on said stub. The agent then deposits the ticket in the envelop of my device and separates the passenger's receipt 3 from the stub or envelop, thereby leaving only the stub or envelop and the certificate 2 intact with each other. The agent then, after stamping the receipt, delivers it to the passenger, to be retained by him as a means for

identification of the railroad ticket which has been deposited and is to be returned to the passenger on the return of the receipt at the termination of the stop-over.

When the passenger tenders his receipt, hereinbefore referred to, at the end of the stop-over to again gain possession of his railroad ticket, he is required by the agent to write his signature upon the receipt, in the presence of such agent, in order that the agent may make a comparison between such signature and the signature previously made upon the agent's stub or envelop 1 for the purpose of determining the identity of the holder of such receipt, and with the object in view of detecting fraud, if such should be attempted by the presentation of the receipt by any one other than the original purchaser of the railroad ticket which has, during the stop-over permitted, been held by the agent. As a final procedure, the agent requires the passenger to affix his signature at the point provided therefor to the stop-over certificate 2 and in turn witnesses this signature by his own, and also punches, or otherwise marks, the stop-over certificate in such manner as to indicate that the stop-over made by the passenger has been a proper one and that the railroad ticket, which has been in the hands of the agent, will be a valid one until a date indicated upon the stop-over certificate. The agent then attaches the stop-over certificate to the railroad ticket by the gummed end *c* in order that it may serve to show validation of the ticket and the necessary facts respecting the stop-over permitted when the ticket was originally issued. It will therefore be seen that the validating agent may readily prevent fraud being practiced upon the railroad company by the transfer of railroad tickets from original purchasers to others, in contradiction of the terms under which the tickets are originally sold, namely, that they are to be used by original purchasers only.

I claim:—

A device of the character described, consisting of a central main section providing an agent's stub, a single detachable section at one end of, and in line with, the central main section, providing a passenger's receipt stop-over certificate, a single detachable section at the other end of, and in line with, the central main section, having a gummed end for attachment to a ticket, and providing a stop-over certificate, and an auxiliary central section, having a gummed inner end and a gummed side edge at the inner face thereof and adapted to be folded onto the main central section and provide a ticket holder; the stop-over certificate being adapted to be folded lengthwise over the ticket holder during retention by the agent and to be detached therefrom for uniting to the ticket.

CHARLES W. ALEXANDER.

In the presence of—
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