(No Model.)

M. Y. CAMPBELL.

RAILROAD MILEAGE TICKET.

No. 445,368. Patented Jan. 27, 1891.

Fig. 1.

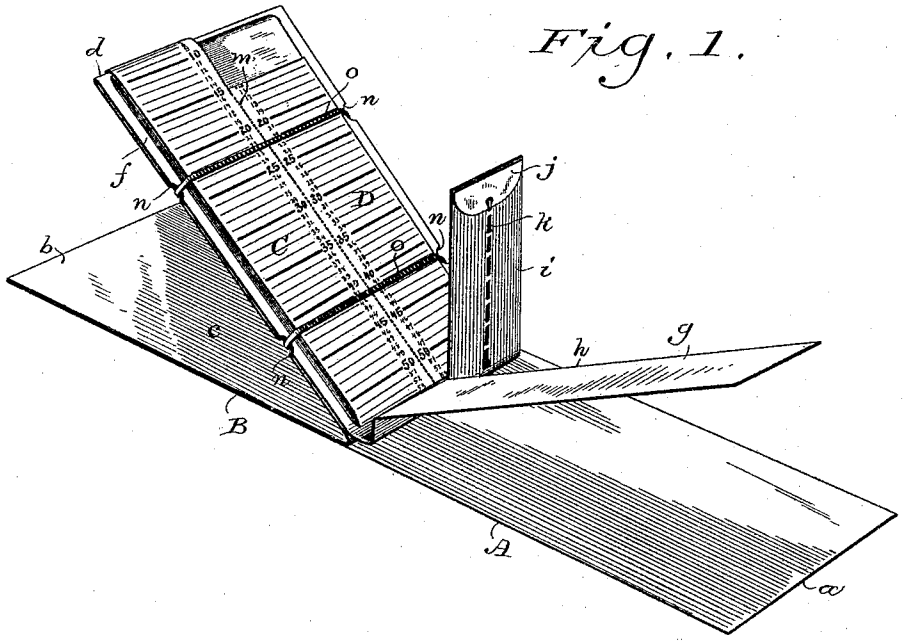
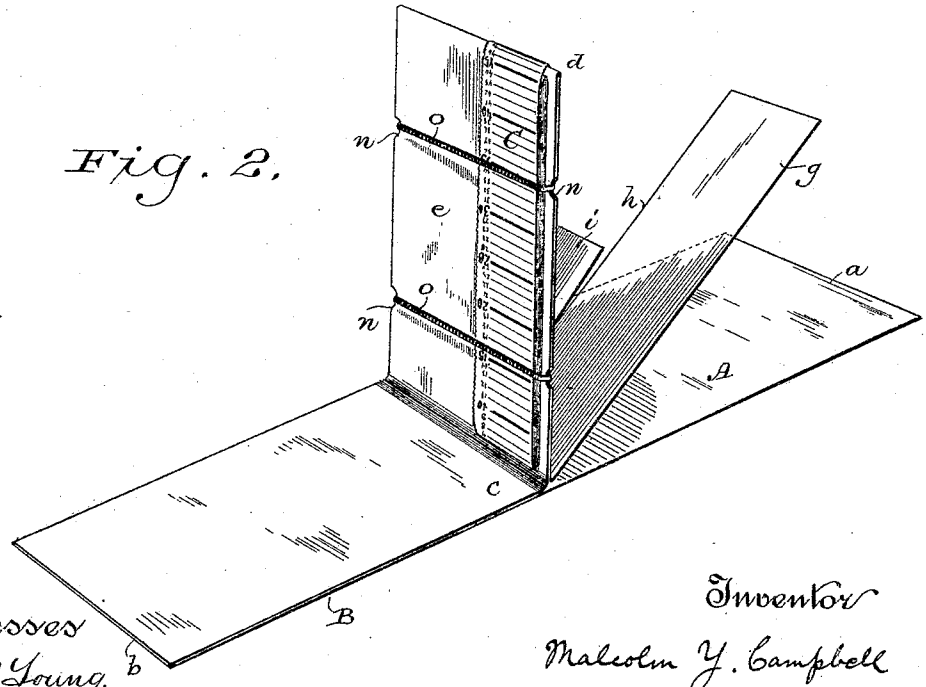


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

MALCOLM Y. CAMPBELL, OF MILWAUKEE, WISCONSIN.

RAILROAD MILEAGE-TICKET.

SPECIFICATION forming part of Letters Patent No. 445,368, dated January 27, 1891.

Application filed August 3, 1888. Serial No. 281,845. (No model.)

To all whom it may concern:

Be it known that I, MALCOLM Y. CAMPBELL, of Milwaukee, in the county of Milwaukee, and in the State of Wisconsin, have invented certain new and useful Improvements in Railroad Mileage-Tickets; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to railroad mileage-tickets; and it consists in certain peculiarities of construction, as will be fully set forth hereinafter, and pointed out in the claims.

In the drawings, Figure 1 is a perspective view of my device open, showing the front side of the operative portions; and Fig. 2 is a like view from the rear.

The ticket case or cover is made preferably from a single strip of stiff paper—such as fine Manila or stencil-board paper—starting from the end *a* to the point *b*, and then bent back half the length, forming the section *c*, pasted down upon the said half, and thence brought up from the center to the point *d*, (the section *e* thus formed being preferably a trifle less in length than the half of the portion from *a* to *b*, which portion forms the covers A B,) and then the paper is brought down to the center, forming the section *f*, (the two center sections *e f* being pasted together, if desired,) and from this point the paper is brought out in a leaf or section *g* of about half the width of the strip of paper, with a straight inner edge *h*, as shown, and a loose section *i* of the paper of the same width, preferably, as the leaf *g*, but less length, is secured by means of an elastic band or cord *k* to some portion of the case or cover, as shown, so that the said piece *i* (which is preferably re-enforced at its top end by a metal strip *j*) may be drawn bodily away from the center of the case or cover and automatically returned to place when released.

The ticket is made in a continuous strip C D, with a central longitudinal row of perforations or indentations *m*, and the portion D on the right of this row is the ticket proper, while the left-hand portion C represents a duplicate check or voucher, and while both parts are marked identically with lines representing miles and appropriately numbered, only the right-hand portion is to be removed, the conductor or collector marking on said left-hand portion the number of miles torn from the right-hand portion, together with any other required data, such as his name or initials, or the name of his road or division, date, &c., so that when the right-hand portion of the ticket is finally used up the remaining left-hand portion will give a complete record of the ticket used.

When ready for use, the entire ticket-strip is folded on the right-hand or front side of the center of the case, (on the section *f*,) the sections *e f* comprising such center being preferably notched, as shown at *n n*, and held to place by the rubber bands *o o*, and as fast as the mileage-pieces are removed from the right-hand side the remaining left-hand strip C is folded over on the back of the said center piece, (on the section *e*,) beneath the rubber bands, as shown in Fig. 2.

To facilitate the separation of the said mileage portions I utilize the previously-named parts *g* and *i*. The part *g* is laid back against the portion C of the ticket-strip, just covering it, and while it is held there with one hand a short pull on the part D will separate the two sections of the said ticket-strip along the row of perforations or indentations *m* the requisite distance, and then the right-hand portion D is pulled up as many miles as necessary, and the right-hand piece *i* is drawn up from the center till its straight upper edge is just on a line with the last mile to be torn out of the said portion D of the ticket and held firmly in place while the said right-hand portion is torn across and off against said edge and the requisite entry made on the corresponding left-hand portion C, as before described.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A continuous railroad mileage-ticket case consisting of a single strip of suitable paper bent back upon itself to the center and then bent up and doubled to form the support for the ticket proper, and thence extended outward in a section of reduced width intermediate between the central ticket-support and the front cover portion.

2. In a railroad mileage-ticket, the combi-

nation, with the casing, of a loose strip of less width and length than the casing and independent thereof, and having an upper straight edge and secured to said casing by an elastic band or cord.

3. In a railroad mileage-ticket, the combination, with the casing, of a longitudinally-perforated continuous ticket and a central ticket-support, and a leaf of reduced width secured thereto and having a straight side edge.

4. In a railroad mileage-ticket, the combination, with the casing, of a longitudinally-perforated continuous ticket and a central ticket-support, a leaf of reduced width secured thereto and having a straight side edge, and a loose strip having an upper straight edge secured to said casing by an elastic band or cord.

5. In a railroad mileage-ticket, the combination, with the casing, of a central ticket-support, a continuous ticket-strip divided by a central longitudinal row of perforations or indentations folded and held to said central support by rubber bands, a leaf of reduced width with a straight side edge secured to said casing, a loose strip with an upper straight edge, and an elastic band or cord connecting said loose strip and the casing.

In testimony that I claim the foregoing I have hereunto set my hand, at Milwaukee, in the county of Milwaukee and State of Wisconsin, in the presence of two witnesses.

MALCOLM Y. CAMPBELL.

Witnesses:
H. G. UNDERWOOD,
WILLIAM KLUG.