

T. A. JEBB.

Fare-Ticket.

No. 128,629.

Patented July 2, 1872.

Fig. I.

Bu. Odo	○	22	Albany
Batavia	2	24	Schenectady
Rochester	3	20	Hoffmans
Palmyra	4	19	Amsterdam
Lions	5	18	Fonda
Clyde	6	○	Palatine Bridge
Port Byron	7	16	St. Johnsville
Syracuse	8	15	Little Falls
Mantius	9	14	Merkiner
Chittenango	10	13	Utica
Oneida	11	12	Rome

Fig. II.

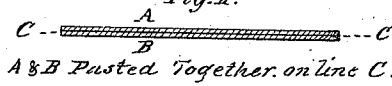
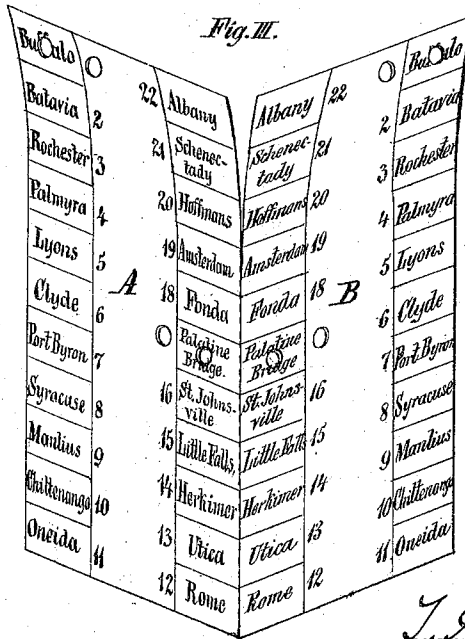


Fig. III.



Edward Wilhelm  
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# UNITED STATES PATENT OFFICE.

THOMAS A. JEBB, OF BUFFALO, NEW YORK.

## IMPROVEMENT IN FARE-TICKETS.

Specification forming part of Letters Patent No. 128,629, dated July 2, 1872.

### SPECIFICATION.

I, THOMAS A. JEBB, of the city of Buffalo, in the county of Erie and State of New York, have invented a new Passenger-Ticket for Conductors, of which the following is a specification:

My invention relates more particularly to what are known as cash fare-tickets, or, in other words, to such tickets as are given by conductors on railroads to passengers in exchange for cash paid by them for their fares.

The ordinary conductor's check given by the conductor to the passenger affords sufficient protection to the passenger, whether he goes directly through to the station he has paid to or stops over at any intermediate station. But the railroad company has no other protection than the record kept by the conductor, the correctness of which will depend on his integrity and the care and accuracy with which he makes the record or keeps account of the money collected by him.

My new ticket is designed not only as a protection to the company, but also as a convenience to the conductor in keeping his account.

Previous to my invention Letters Patent No. 99,125 were granted to John P. Whitehead, January 25, 1870, for an improvement in railroad tickets.

This patent describes a ticket printed in duplicate and folded in such manner that the names of the same stations will come opposite each other, so that in punching as usual opposite the stations, both tickets may be punched at the same time and in the same place, when the tickets are torn apart at the folded side and one ticket given to the passenger and the other retained by the conductor.

My improved ticket, which has the same object in view, consists of a duplex ticket, made of paper composed of two layers or leaves secured together, by pressure, mucilage, or other suitable means, so as to adhere slightly to each other, with the two sides printed in duplicate, with the names and numbers of the same stations or other matter immediately opposite each other, said ticket

being capable of being handled and punched as an ordinary ticket, after which the two layers of which it is composed are separated and one portion given to the passenger and the other retained by the conductor, as in the case of the folded duplicate ticket patented as aforesaid.

The following description of the manner in which I contemplate using my duplex ticket will show the utility and value thereof.

A conductor is first supplied and charged by the authorized agent of the company with any given number of tickets.

When a cash fare is paid the conductor is required to punch the duplex ticket at the points which indicate the terminal stations of the distance paid for—that is, where the passenger got on to the cars, and the station to which he has paid his fare. The conductor then separates the duplex ticket, after punching the same, giving to the passenger one portion and retaining the other, which will be duplicates of each other, and both punched or perforated at the same points or stations.

The duplicate retained by the conductor will thus furnish an accurate record of the number of fares and the amount of each collected by him, which, when returned to the office, will be placed to his credit, offsetting an equal number of the tickets he was originally charged with, while the passengers will have tickets which will answer every purpose of a regular station-agent's ticket, and which can be punched from station to station until the terminal or originally-punched station is reached, when it becomes worthless whether taken up by the conductor or not.

In the accompanying drawing, Figure I represents a face view of my ticket; Fig. II, a sectional view thereof; Fig. III, a perspective view, showing the ticket after it has been punched and partially separated.

The tickets may be made by folding and lightly cementing together a piece of cardboard of the required size, and then printing on both sides; or two sheets of paper be pressed and secured together, and then cut into tickets of the desired size. All that is required is that the duplicate parts be suffi-

ciently secured together to enable them to be used and handled without becoming loosened or separated, and at the same time fastened in such a manner as will enable them to be readily detached when required.

What I claim as my invention is—

A duplex passenger-ticket for conductors, when made of paper composed of two layers or thicknesses, pressed and secured together so

as to adhere to each other while being used and handled, and at the same time capable of being easily separated when required, as hereinbefore set forth.

T. A. JEBB.

Witnesses:

JOHN J. BONNER,

EDWARD WILHELM.