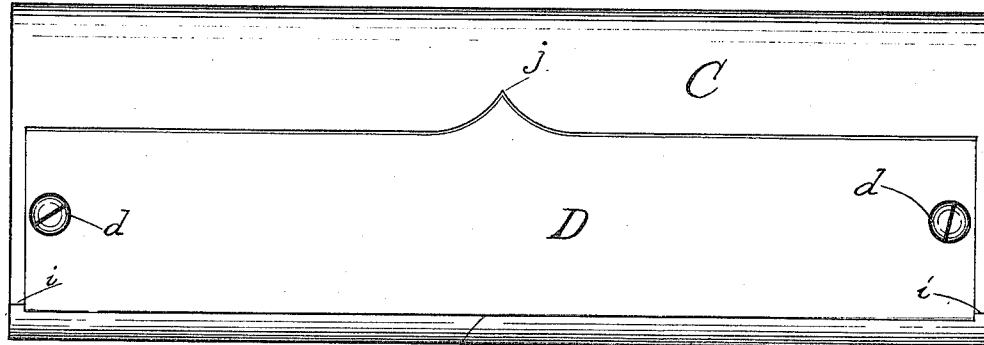
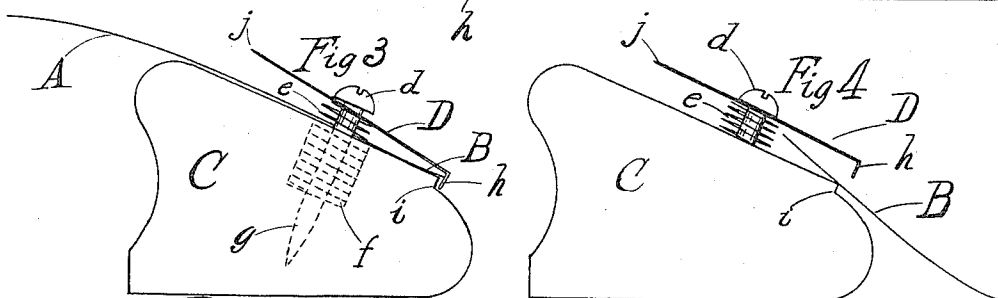


1,032,359.

Fig 1

67

Fig 2



WITNESSES

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RAILWAY-PASSAGE TICKET.

1,032,359.

Specification of Letters Patent.

Patented July 9, 1912.

Application filed February 29, 1912. Serial No. 680,706.

To all whom it may concern:

Be it known that I, JAMES D. GIBBS, a citizen of the United States, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented new and useful Improvements in Railway-Passage Tickets, of which the following is a specification.

My invention relates to that class of tickets known as multiple-destination local tickets having printed on them a list of stations representing destination points, any one of which may be unalterably designated as the proper destination of the ticket by means of a cutter provided with a point or projection which, in severing the ticket adjacent to the row of station names, leaves a notch or indentation in the severed edge of one part of the ticket opposite the elected station and a corresponding point or projection on the other portion, the latter being preserved by the selling agent as a record.

My invention relates more especially to improvement in the cutter which is fully described hereinafter with reference to the accompanying drawing, in which,

Figure 1 represents the printed ticket as having been severed into two portions, the passage portion A and the agent's stub portion B. Fig. 2 is the cutter comprising the base-block C and the cutter blade D mounted thereon. Figs. 3 and 4 are end views showing the manner of mounting and retaining the cutter blade in normal position, and the ticket A, B, in two different stages of the operation.

The ticket, it will be observed, is provided with the ordinary typographic matter on both the passage and agent's portions, having the list of stations *a* on both parts of the ticket, the usual class designations *b* and space *c* provided on each portion for the impression of the agent's stamp, which latter embraces the name of the issuing railway, the date of issue and the name of the station from which the ticket will be accepted for passage. Heretofore it has been the practice to stamp an impression of the agent's dater on the back of the ticket and without such impression the ticket is not valid for passage. Frequently this stamp impression on the back is relied upon to indicate the starting point of the ticket, but it is a fact that the conductor, in receiving tickets from passengers on crowded cars,

often fails to properly inspect the stamp impression on reverse side of the ticket, and as a result the railways are not infrequently imposed upon by unscrupulous persons.

The cutter, as in Fig. 2, consists of the base-block C, preferably of wood, having the cutter blade D mounted thereon by means of the screws *d* and depressibly held in normal position by the springs *e*. In order to provide space to accommodate a sufficient length of spring I bore in each end of the block to a limited depth a hole slightly larger in diameter than the spring, as represented by dotted lines *f* as shown in Fig. 3. The screws *d* are set in the solid wood at the bottoms of the holes, as also indicated by dotted lines *g*, and it will be seen that the cutter blade D will be held normally against the heads of the screws *d* by the pressure of the springs *e*.

In Fig. 3 the ticket, A, intact with its stub portion B is shown in proper position to be severed, while in Fig. 4 the passage portion A is supposed to have been severed and removed while the stub portion B is seen sliding from the inclined surface of the base-block C.

In the use of my cutter the operator first presses down the rear edge of the cutter blade D as in Fig. 3 so that the guide rim *h* contacts with the base-block behind the depression *i*, which latter, being slightly less in depth than the guide rim *h*, forms a perfect guide against which the ticket may be moved back and forth until the desired station name is directly under the joint *j* of the cutter, when the operator, by sliding his fingers forward on the cutter blade, depresses the entire blade firmly against the ticket, in which position the act of severing can be readily accomplished by first drawing the free ends of the ticket up against the point *j* until it cuts through the paper, after which the detachment is completed by tearing the ticket along the straight edges of the cutter blade. The pressure is then released and the blade assumes its normal position against the heads of the screws *d*, as in Fig. 4, allowing the stub portion B of the ticket to slide from underneath the blade, whereby the cutter is ready for the next operation.

Heretofore it has been the practice of ticket agents to remove the stub portions, which requires time and is frequently very

annoying when a number of passengers are waiting to be served. Furthermore, it has been the practice of ticket agents to gage the ticket by the eye before severing, which is not only slow and tedious but sometimes causes very inaccurate detachment when hasty action is required.

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

1. A ticket cutter comprising the slanting base-block having a shoulder or depression along one edge and a cutter blade having one of its edges turned at substantially right angles corresponding to depression in the block as and for the purpose specified.

2. A ticket cutter comprising the inclined

base-block C, having on one side the depression *i*, the cutter blade D having the point or projection *j* on one edge, the guide rim *h* on the opposite edge and means for holding the cutter blade in normal position above the block as shown and described.

3. A ticket cutter comprising the slanting base-block with depression *i*, the cutter blade with corresponding guide rim *h* and the point *j* adapted to sever the ticket A indicating destination by means of notch *k* and releasing stub B substantially as described.

JAMES D. GIBBS.

Witnesses:

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C. W. EAKEN.