

T. C. DAVISON,
RAILROAD TICKET,
APPLICATION FILED FEB. 28, 1901.

951,632.

Patented Mar. 8, 1910.
2 SHEETS—SHEET 1.

extension
Contract
No 7
No 6
No 5
No 4
No 3
No 2
No 1
Agents, etc.

TRANSFERS AT SUSP. BRIDGE

ROADS	DEPOTS
ERIE	A
GR. TRUNK	A, B
MICH. CENT.	B
N.Y.C. & H.R. RR	B
WABASH RR.	A, B.

TRANSFER IN BUFFALO

ROADS	DEPOTS
ERIE	C
GR. TRUNK	D, E
L.S. & M.S.	A
MICH. CENT.	A
N.Y.C. & H.R.	A
N.Y.C. & S.T.L.	C
WABASH	C

TRANSFERS IN CHICAGO

ROADS	DEPOTS
A.T. & S.F.	A
BURL. ROUTE	C
C. & A.	D
C. & N.W.	B
G. & Q.W.	B
C. M. & S.T.P.	C
C. R. I. & P.	E
C. & G.T.	A
ERIE	A
L.S. & M.S.	F
MICH. CENT.	F
N.Y.C. & S.T.L.	F
ILL. CENTRAL	F
WABASH	A

TRANSFERS IN KANSAS CITY

ROADS	DEPOTS
A.T. & S.F.	A, B
BURL. ROUTE	A
C. & A.	A
C. & Q.W.	C
C. M. & S.P.	B
C. R. I. & P.	B
UNION PACIFIC	A

Form 110 ONE PASSAGE NOT GOOD IF DETACHED

ISSUED BY
MOUNTAIN & PRAIRIE R.R.

LOCKPORT " LYONS " BATAVIA " Canandaigua " GENEVA " SYRACUSE " UTICA " HERKIMER " FOND A NY " Schenectady " TROY " ALBANY " HUDSON " YONKERS " NEW YORK "

M. & P. R.R. A.T. & S.F. C. & N.W. C. & Q.W. WABASH RR. C. R. I. & P. RR. BURL. ROUTE " ILL. CENT. " N.Y.C. & S.T.L. " N.Y.C. & H.R. RR. " ERIE RR. " WABASH RR. " (NYC & H.R. RR.)

VIA ROUTE BETWEEN PUNCH MARKS

Co. Bluffs. Buffalo. CHICAGO. COUNCIL BLUFFS

IF NOT USED INSERT L PUNCH HERE X

If extension Coupon at top of Contract is used fill in route and destination below.

VIA TO

TRANSFER IN KANSAS CITY BETWEEN LINES USING DIFFERENT DEPOTS.

2d FIRST CLASS UNPUNCHED OTHERWISE SECOND CLASS

Form 110 ONE PASSAGE NOT GOOD IF DETACHED

ISSUED BY
MOUNTAIN & PRAIRIE R.R.

FROM STATION STAMPED ON BACK TO

Council Bluffs or Kansas City.

2d FIRST CLASS UNPUNCHED OTHERWISE SECOND CLASS

If extension Coupon at top of Contract is used fill in route and destination below.

VIA TO

IF NOT USED INSERT L PUNCH HERE X

CHICAGO. COUNCIL BLUFFS. Co. Bluffs. Buffalo.

VIA ROUTE BETWEEN PUNCH MARKS

M. & P. R.R. A.T. & S.F. C. & N.W. C. & Q.W. WABASH RR. C. R. I. & P. RR. BURL. ROUTE " ILL. CENT. " N.Y.C. & S.T.L. " N.Y.C. & H.R. RR. " ERIE RR. " WABASH RR. " (NYC & H.R. RR.)

LOCKPORT " LYONS " BATAVIA " Canandaigua " GENEVA " SYRACUSE " UTICA " HERKIMER " FOND A NY " Schenectady " TROY " ALBANY " HUDSON " YONKERS " NEW YORK "

M. & P. R.R. A.T. & S.F. C. & N.W. C. & Q.W. WABASH RR. C. R. I. & P. RR. BURL. ROUTE " ILL. CENT. " N.Y.C. & S.T.L. " N.Y.C. & H.R. RR. " ERIE RR. " WABASH RR. " (NYC & H.R. RR.)

VIA ROUTE BETWEEN PUNCH MARKS

Co. Bluffs. Buffalo. CHICAGO. COUNCIL BLUFFS

IF NOT USED INSERT L PUNCH HERE X

If extension Coupon at top of Contract is used fill in route and destination below.

VIA TO

TO POINT INDICATED.

AGENTS STUBS NOT GOOD FOR PASSAGE

FORM 110

MOUNTAIN & PRAIRIE R.R.

Witnesses:
Charles J. Quinn
John H. Bristow

Inventor:
T. C. Davison
By Rector & Adams
Attys

T. C. DAVISON.

RAILROAD TICKET.

APPLICATION FILED FEB. 28, 1901.

Patented Mar. 8, 1910.

2 SHEETS—SHEET 2.

951,632.

ISSUED BY
MOUNTAIN & PRAIRIE R.R.

CHICAGO
TO
BUFFALO OR SUSP. BRIDGE.
AS INDICATED BY PUNCH MARKS.
2d

IF extension Coupon at top of Contract is used fill in route and destination below.

VIA. TO
IF NOT USED INSERT L PUNCH HERE X

CHICAGO. SUSP. BRIDGE
Co. Bluffs. BUFFALO

VIA ROUTE BETWEEN PUNCH MARKS

M&P R.R. A.T.&S.F.R. C&N.W.R. WABASH R.R. C.R.I.&P.R. ILL. CENT. FOND. NY. SCHENECT. TROY. ALBANY. HUDSON. PEERSKILL. YONKERS. NEW YORK.

LOCKPORT NY. ROCHESTER. LYONS. BATAVIA. Genesee. GENEVA. SYRACUSE. UTICA. HERKIMER. FOND. NY. SCHENECT. TROY. ALBANY. HUDSON. PEERSKILL. YONKERS. NEW YORK.

Form 110 ONE PASSAGE NOT GOOD IF DETACHED

Coupon No 5

ISSUED BY
MOUNTAIN & PRAIRIE R.R.

CHICAGO
TO
BUFFALO OR SUSP. BRIDGE.
AS INDICATED BY PUNCH MARKS.
2d

IF extension Coupon at top of Contract is used fill in route and destination below.

VIA. TO
IF NOT USED INSERT L PUNCH HERE X

CHICAGO. SUSP. BRIDGE
Co. Bluffs. BUFFALO

VIA ROUTE BETWEEN PUNCH MARKS

M&P R.R. A.T.&S.F.R. C&N.W.R. WABASH R.R. C.R.I.&P.R. ILL. CENT. FOND. NY. SCHENECT. TROY. ALBANY. HUDSON. PEERSKILL. YONKERS. NEW YORK.

LOCKPORT NY. ROCHESTER. LYONS. BATAVIA. Genesee. GENEVA. SYRACUSE. UTICA. HERKIMER. FOND. NY. SCHENECT. TROY. ALBANY. HUDSON. PEERSKILL. YONKERS. NEW YORK.

Form 110 ONE PASSAGE NOT GOOD IF DETACHED

Coupon No 4

ISSUED BY
MOUNTAIN & PRAIRIE R.R.

COUNCIL BLUFFS OR KANSAS CITY
TO CHICAGO.
AS INDICATED BY PUNCH MARKS.
2d

IF extension Coupon at top of Contract is used fill in route and destination below.

VIA. TO
IF NOT USED INSERT L PUNCH HERE X

CHICAGO. SUSP. BRIDGE
Co. Bluffs. BUFFALO

VIA ROUTE BETWEEN PUNCH MARKS

M&P R.R. A.T.&S.F.R. C&N.W.R. WABASH R.R. C.R.I.&P.R. ILL. CENT. FOND. NY. SCHENECT. TROY. ALBANY. HUDSON. PEERSKILL. YONKERS. NEW YORK.

LOCKPORT NY. ROCHESTER. LYONS. BATAVIA. Genesee. GENEVA. SYRACUSE. UTICA. HERKIMER. FOND. NY. SCHENECT. TROY. ALBANY. HUDSON. PEERSKILL. YONKERS. NEW YORK.

Form 110 ONE PASSAGE NOT GOOD IF DETACHED

Coupon No 3

Witnesses:
H. B. Barrett
John A. B. Barrett

ISSUED BY
MOUNTAIN & PRAIRIE R.R.

CHICAGO
TO
BUFFALO OR SUSP. BRIDGE.
AS INDICATED BY PUNCH MARKS.
2d

IF extension Coupon at top of Contract is used fill in route and destination below.

VIA. TO
IF NOT USED INSERT L PUNCH HERE X

CHICAGO. SUSP. BRIDGE
Co. Bluffs. BUFFALO

VIA ROUTE BETWEEN PUNCH MARKS

M&P R.R. A.T.&S.F.R. C&N.W.R. WABASH R.R. C.R.I.&P.R. ILL. CENT. FOND. NY. SCHENECT. TROY. ALBANY. HUDSON. PEERSKILL. YONKERS. NEW YORK.

LOCKPORT NY. ROCHESTER. LYONS. BATAVIA. Genesee. GENEVA. SYRACUSE. UTICA. HERKIMER. FOND. NY. SCHENECT. TROY. ALBANY. HUDSON. PEERSKILL. YONKERS. NEW YORK.

Form 110 EXT ONE PASSAGE NOT GOOD IF DETACHED

Extension Coupon

ISSUED BY
MOUNTAIN & PRAIRIE R.R.

NEW YORK CENT. & HUDSON RIVER RR
BUFFALO OR SUSP. BRIDGE
TO
POINT BETWEEN PUNCH MARKS.
2d

IF extension Form EXT. 110 at top of Contract is used fill in route and destination below.

VIA. TO
IF EXT. TICKET NOT USED INSERT L PUNCH HERE X

CHICAGO. SUSP. BRIDGE
Co. Bluffs. BUFFALO

VIA ROUTE BETWEEN PUNCH MARKS

M&P R.R. A.T.&S.F.R. C&N.W.R. WABASH R.R. C.R.I.&P.R. ILL. CENT. FOND. NY. SCHENECT. TROY. ALBANY. HUDSON. PEERSKILL. YONKERS. NEW YORK.

LOCKPORT NY. ROCHESTER. LYONS. BATAVIA. Genesee. GENEVA. SYRACUSE. UTICA. HERKIMER. FOND. NY. SCHENECT. TROY. ALBANY. HUDSON. PEERSKILL. YONKERS. NEW YORK.

Form 110 ONE PASSAGE NOT GOOD IF DETACHED

Coupon No 7

ISSUED BY
MOUNTAIN & PRAIRIE R.R.

CHICAGO
TO
BUFFALO OR SUSP. BRIDGE.
AS INDICATED BY PUNCH MARKS.
2d

IF extension Coupon at top of Contract is used fill in route and destination below.

VIA. TO
IF NOT USED INSERT L PUNCH HERE X

CHICAGO. SUSP. BRIDGE
Co. Bluffs. BUFFALO

VIA ROUTE BETWEEN PUNCH MARKS

M&P R.R. A.T.&S.F.R. C&N.W.R. WABASH R.R. C.R.I.&P.R. ILL. CENT. FOND. NY. SCHENECT. TROY. ALBANY. HUDSON. PEERSKILL. YONKERS. NEW YORK.

LOCKPORT NY. ROCHESTER. LYONS. BATAVIA. Genesee. GENEVA. SYRACUSE. UTICA. HERKIMER. FOND. NY. SCHENECT. TROY. ALBANY. HUDSON. PEERSKILL. YONKERS. NEW YORK.

Form 110 ONE PASSAGE NOT GOOD IF DETACHED

Coupon No 6

Inventor
T. C. Davison
By R. A. O'Brien
Attys.

UNITED STATES PATENT OFFICE.

TOM C. DAVISON, OF OMAHA, NEBRASKA, ASSIGNOR OF SIXTY-TWO AND ONE-HALF ONE-HUNDREDTHS TO ROBERT A. SMITH, OF OMAHA, NEBRASKA.

RAILROAD-TICKET.

951,632.

Specification of Letters Patent.

Patented Mar. 8, 1910.

Application filed February 28, 1901. Serial No. 49,227.

To all whom it may concern:

Be it known that I, TOM C. DAVISON, a citizen of the United States of America, residing at Omaha, in the county of Douglas, in the State of Nebraska, have invented a certain new and useful Improvement in Railroad-Tickets, of which the following is a description, reference being had to the accompanying drawings, forming part of this specification.

My invention has for its object the provision of a railroad ticket comprising a plurality of coupons upon each of which the entire route of the ticket, over a plurality of different lines of road, may be unalterably indicated by punch marks, and which shall also preferably include one or more transfer coupons upon each of which the route of the ticket shall be likewise indicated by punch marks and fraudulent claims based upon unused transfer coupons be prevented. Also the provision of a ticket of such character that a single form of ticket may be made to cover a wide variety of routes between a given selling station or a plurality of selling stations upon an initial line of road and a plurality of destination stations upon a terminal line of road, and upon which ticket the destination station and intermediate route may be unalterably indicated by punch marks. And, finally, the provision, with such a ticket, of an extension coupon by means of which the ticket may be extended to read to any station upon any line of road connecting with the main terminal line which the given form of ticket is primarily intended to reach. I accomplish these results by means of a novel form of ticket, which I designate a "multiplex coupon ticket" and a sample of which is illustrated in the accompanying drawings in which—

Figure 1 is a diagrammatic outline of a ticket form composed of a contract and an agent's stub, and seven intermediate coupons, and also provided with an extension coupon at the end adjacent the contract; Fig. 1^a a view of the index printed upon the ticket; Fig. 2 a full sized view of the agent's stub and the first two coupons; Fig. 3 a similar view of the next three coupons; and Fig. 4 a similar view of the next two cou-

pons, the contract, (the latter being broken away), and the extension coupon.

In the ticket form shown in the drawings each coupon (including the agent's stub) is provided, primarily, with the names of the initial and terminal lines of road, the names of the principal stations upon the terminal line, and with the names of the various intermediate lines of road over which the ticket may be made to read when properly punched with the ordinary Stromberg punch. These names are arranged in such relative positions upon the respective coupons that when the latter are folded upon one another in reverse order, in the usual manner, the corresponding names upon the coupons will register with each other and permit all of the coupons to be punched at once, to indicate upon each of them the destination point to which the ticket is sold, and the intermediate lines of road. Each coupon is also provided with the names of the junction points of the connecting lines of road between the initial and terminal lines, so that such junction points may be likewise unalterably indicated upon each coupon by punch marks. Where a single form of ticket is supplied to all of the selling stations upon the initial line of road the ticket agent will stamp the name of the selling station upon the face or back of the agent's stub and the first coupon, and preferably upon the backs of the remaining coupons also, when he issues the ticket; but where a special supply of tickets is furnished any large selling station upon the initial line, as is often done, the name of such selling station may be stamped or printed upon the face of the ticket in a space provided for that purpose.

A more specific explanation of my improved ticket may now be given, and a better understanding of it obtained, by reference to the particular ticket form shown in the accompanying drawings, which is intended to cover all the regular selling routes between stations upon the Mountain & Prairie R. R. (a fictitious road) and all of the stations upon the N. Y. C. & H. R. R., the latter being the main terminal line which the ticket is intended to reach, but from which the ticket may be extended to reach

any station upon any connecting line of road by means of the extension coupon at the upper end of the ticket, adjacent the contract, as hereafter explained. In the ticket shown in the drawing the initial line of road is assumed to have terminals at Omaha, Council Bluffs, and Kansas City, so that these three names are printed in a group upon each coupon, as the first set of junction points in the routes intended to be covered by the ticket. The next junction point is Chicago, which is assumed to be common to all of the routes intended to be covered by the ticket, and is therefore printed by itself in the space reserved for junction points. This junction point is assumed to be reached from Omaha and Council Bluffs and Kansas City by nine different lines of road, and the names of such nine roads are therefore printed in a group in the space reserved for the names of the various roads over which the ticket may be made to read. There are assumed to be six different lines of road leading from Chicago to Suspension Bridge and Buffalo, at each of which latter points the N. Y. C. & H. R. R. has a terminal, so that the names of these two junction points are printed in the space reserved for junction points, while the names of the six different lines of road are printed in a second group in the space reserved for the names of the roads.

The name of the initial or issuing road is printed upon each coupon as usual, and in the present instance also printed at the top of the space reserved for the names of the intermediate lines of road upon each coupon, although the latter is not essential. The name of the terminal line is also printed upon each coupon, in the present instance at the bottom of the space reserved for the names of the intermediate lines of road, and is also in the present instance printed in more conspicuous form upon the agent's stub, Fig. 2. Each coupon has also printed upon it, in the present instance in a single vertical row, the names of the principal stations upon the terminal line of road, but to enable the ticket to be issued to reach other less important stations upon the terminal line a blank space is left in the list of names of the principal stations, in which the ticket agent may write the name of any other station to which it may be desired to issue the ticket.

The ticket is also provided with transfer coupons, for use at junction points between connecting lines of road occupying different stations, and provision is made for preventing any fraudulent claim by the transfer companies upon coupons not actually used at any given junction point in the route over which the ticket is issued, as hereafter explained.

The ticket illustrated in the drawings has been punched to read from a selling station

upon the Mountain & Prairie R. R. to Syracuse, New York, on the line of the N. Y. C. & H. R. R., via Council Bluffs, Chicago, and Buffalo, and the initial and terminal lines of road and the intermediate lines of the C. & N. W. Ry. and the L. S. & M. S. Ry. To this end, Council Bluffs is indicated by the punch marks in the first group of junction points as being the first junction point in the route for which the ticket is sold. Inasmuch as the junction points in the first group are all reached by the initial line of road it is not necessary that such line be indicated by punch marks. The C. & N. W. Ry. is indicated by punch marks in the first group of roads as the line of road by which Chicago is to be reached from Council Bluffs. Buffalo is indicated as the next junction point, and the L. S. & M. S. Ry. as the line of road by which it is to be reached from Chicago. These punch marks and indications are identical on all of the coupons and the agent's stub so that each of said coupons and said stub will unalterably indicate the destination point to which the ticket is sold and the intermediate lines of road over which it reads, and in connection with the name stamped upon the face or back of the ticket will also show from what point the ticket was sold.

The first coupon, adjacent the agent's stub, has in the present instance printed upon it the words, "From station stamped on back to Council Bluffs or Kansas City," and as Council Bluffs is indicated by the punch marks this coupon shows upon its face that it is good for passage from the selling station stamped upon the back of the coupon to Council Bluffs.

The second coupon in the ticket form is a transfer coupon for use at Kansas City between lines of road using different depots, but as the ticket shown in the drawings reads via Council Bluffs instead of Kansas City this transfer coupon will not be used, although it will necessarily be left in the ticket as issued and delivered to the purchaser. The ticket agent can either mark it void with a pen when he issues the ticket, or leave it unmarked, and in either event the conductor who takes up coupon No. 1 will detach and take up this transfer coupon with it, or else, if left upon the ticket, it will be taken up by the conductor who takes up coupon No. 3.

The third coupon has printed upon it the words, "Council Bluffs or Kansas City to Chicago, via route indicated," which, taken with the punch marks in the coupon, shows upon the face of the coupon that it is good for passage from Council Bluffs to Chicago via the C. & N. W. Ry.

The fourth coupon is a transfer coupon for use in Chicago between lines of road using different depots, and as the C. & N.

W. Ry. by which the passenger reaches Chicago, and the L. S. & M. S. Ry. by which the passenger leaves Chicago, use different depots, this transfer will be left in the possession of the passenger when he reaches Chicago and used by him in paying for his transfer from one depot to the other. Printed upon the back of the ticket form, in the present instance upon the back of the contract, is an index list of the different depots at each of the junction points named on the ticket form, together with the names of the roads by which the different depots are used, as shown in Fig. 1^a. By reference to this index the agent issuing the ticket, as well as the conductors who examine it, can readily determine whether the various transfer coupons contained in the ticket form are required to be used by the passenger in the route over which the ticket reads, so that the ticket agent may cancel, or the conductor may take up, the coupons not required for use; and inasmuch as the route of the ticket is unalterably indicated by punch marks in the transfer coupons, as well as in the other coupons of the ticket, it follows that even if the ticket agent should fail to cancel and the conductor should fail to take up any coupons not required for the passenger's use, and they should fall into the hands of the transfer companies and be presented for payment the fraud would be at once detected. Thus, in the case of the second coupon in the ticket shown in the drawings, which is a transfer coupon to be used in Kansas City, such coupon shows upon its face that the ticket reads via Council Bluffs, so that it would manifestly be impossible for the transfer companies to secure payment for this coupon if it should come into their possession. In the case of the fourth coupon, which is a transfer coupon for use in Chicago, a reference to the index on the back of the ticket will show the ticket agent or conductor that the C. & N. W. Ry. line uses depot "D" in Chicago, while the L. S. & M. S. line uses depot "E," so that this transfer coupon will be required by the passenger at Chicago, and it will accordingly be left in his possession by the conductor who takes up coupon No. 3.

Coupon No. 5 has printed upon it, "Chicago to Buffalo or Suspension Bridge, as indicated by punch marks," and the punch marks in the coupon show that the coupon is good for passage from Chicago to Buffalo via the L. S. & M. S. Ry.

Coupon No. 6 is a transfer coupon for use in Buffalo or Suspension Bridge between lines using different depots, but a reference to the index on the back of the ticket will show that the L. S. & M. S. line and the N. Y. C. & H. R. line use the same depot in Buffalo, so that this coupon will be taken up by the conductor who takes up the pre-

ceding coupon; or, should he fail to do so and it should fall into the hands of the transfer companies, the latter would not be able to collect for it.

The seventh coupon, immediately adjacent the bottom of the contract, bears the words, "New York Cent. & Hudson Riv. R. R., Buffalo or Susp. Bridge to point between punch marks," while the punch marks in the coupon show that it is good for passage from Buffalo to Syracuse on the line of said railroad.

The contract portion of the ticket form, which is not shown in full in the drawings, may be of the usual or any suitable character, and where the extension coupon at the top of the contract is not used it will be taken up by the conductor who takes up the last coupon, as usual.

In issuing the above described ticket from a station on the Mountain & Prairie railroad to Syracuse upon the line of the N. Y. C. & H. R. R., as described, the extension coupon at the upper end of the contract will not be required for use and will be removed from the ticket by the agent who issues the ticket. I have, however, shown this extension coupon in full in Fig. 4 for the purpose of illustrating and explaining the manner in which the ticket shown in the drawing would be issued to reach a station on some other line of road connecting with the N. Y. C. & H. R. R. In the present instance this extension coupon bears the name of the issuing road, the list of destination points on the main terminal line, the groups of names of the lines of roads intermediate the initial and terminal lines, and the groups of names of junction points—all corresponding to the regular coupons and agent's stub of the ticket. It also has printed upon it the words, "This extension is good via — from — to —," and below the same the further words, "From point between punch marks via route and to destination indicated with pen and ink above." Now, if instead of a ticket reading from the selling station on the Mountain & Prairie R. R. to Syracuse, New York, a ticket reading from said station to a station on some line of road connecting with the N. Y. C. & H. R. R. at Syracuse had been required, all of the coupons and the agent's stub would have been punched precisely as they were punched for the issue of the ticket to Syracuse, and the extension coupon would have been punched in like manner, and the blank spaces provided upon the extension coupon would have been filled in with the name of such connecting road, the name of the destination point on the main terminal line indicated by the punch marks, and the name of the final destination point upon the connecting line. Thus, if the ticket had been issued to read

to Watertown, New York, on the line of the R. W. & O. R. R., said blank spaces would have been filled in so as to read, with the accompanying printed matter,

5 "This extension coupon good via R. W. & O. R. R. from Syracuse to Watertown," as shown in Fig. 4.

If a ticket reading to some point on a line of road connecting with the N. Y. C. & H. R. R. at Albany were required, Albany would be indicated by punch marks on all of the coupons and the agent's stub in the list of stations on the line of the N. Y. C. & H. R. R. (all of the coupons and the agent's stub being otherwise punched precisely as in the issue of the ticket to Syracuse or to a station on a line of road connecting with the N. Y. C. & H. R. R. at Syracuse) and the extension coupon be filled out with the name of the connecting road and final destination station thereon. Thus, in issuing the ticket so as to read to Springfield, Massachusetts, on the B. & A. R. R., Albany (instead of Syracuse) would be indicated by punch marks in the list of stations on the line of the N. Y. C. & H. R. R. and the extension coupon filled in so as to read, "This extension coupon good via B. & A. R. R. from Albany to Springfield."

Each of the regular coupons of the ticket and the agent's stub is provided with a blank space to be filled in with the name of the connecting road and the final destination point in event the extension coupon is used, and has printed upon it in the present instance the words, "If extension coupon at the top of the contract is used, fill in route and destination below;" and also the words, "If Ext. ticket not used insert L-punch here X," as shown in the drawings. In issuing the ticket to Syracuse as the final destination point, as hereinbefore described, each coupon and the agent's stub would be punched with the L-punch at the point indicated for that purpose, but if the extension coupon were employed and the ticket issued to read to Watertown, or to Springfield, the blank spaces on each coupon and the agent's stub would be filled in with a pen so as to read, "Via R. W. & O. R. R. to Watertown" or "Via B. & A. R. R. to Springfield," as the case might be.

Inasmuch as the extension coupon is punched in precisely the same manner as the regular coupons and the agent's stub it will itself exhibit (assuming the name of the selling station to have been stamped upon its back) the starting and destination stations and the entire route of the ticket, so that the accounting officers of the final road will have in this coupon a complete record of the ticket; and inasmuch as the junction point at which the final road connects with the main terminal line of the ticket is unalterably indicated by punch marks in the list of

stations on the main terminal line it is not possible to change the extension coupon in such a way as to make it read from any other station upon such connecting line.

The extension coupon has printed upon it the same form number as the other coupons and the agent's stub, so that it cannot be used in connection with any other ticket, the form number preferably having the abbreviation "Ext." affixed to it.

As will be understood from the foregoing description, my improved ticket form may, independently of the extension coupon described, be issued for passage from any station upon a given initial line to any station upon a given terminal line by any intermediate connecting lines of road, so that a single ticket form may be made to take the place of a very large number of forms heretofore required, while in connection with the extension coupon described it may be issued for passage not only from any station upon a given initial line to any station upon a given terminal line, but to any station upon any and all lines of road connecting with said terminal line; and in the former instance the route of the ticket and destination point are unalterably indicated entirely with punch marks, and no writing whatever required, while in the latter instance the entire route of the ticket, with the exception of the final connecting line, is likewise unalterably indicated by the punch marks, and the only writing required is the insertion of the name of such connecting line and the name of the final destination station thereon.

If it be desired to provide a ticket form of the character above described which shall reach the stations upon any one of a plurality of terminal lines, instead of the stations upon a single terminal line as illustrated, and which in connection with the extension coupon can be made to reach any station upon any line of road connecting with any one of said plurality of terminal lines, the coupons will be sufficiently enlarged to receive the additional lists of stations upon the additional terminal lines, the form of the ticket and the manner of issuing it remaining otherwise the same, as will be readily understood.

Having thus fully described my invention, I claim—

1. A railroad ticket form composed of a plurality of railway-passages coupons and one or more intermediate transfer coupons, each and all of said coupons being provided with the name of the issuing road and a list of stations on a given terminal line and a plurality of groups of names of intermediate connecting lines and junction points, whereby the ticket may be issued for passage from a station on the initial line to a station on the terminal line by any one of a plurality of routes each made up of

a plurality of different lines of road, and a coupon exhibiting the complete route of the ticket be provided for each line of road and for transfers at said junction points; substantially as described.

2. A railroad ticket form composed of a plurality of railway-passage coupons and one or more intermediate transfer coupons, each and all of said coupons being provided with the name of the issuing road and a list of stations on a given terminal line and a plurality of groups of names of intermediate lines of road and junction points, and said ticket form having printed upon its back an index designating the different stations or depots at the several junction points, and the particular lines of road using the respective depots; substantially as described.

3. A railroad ticket form comprising a plurality of coupons each of which is provided with the name of the issuing line and lists of the terminal and intermediate junction points and intermediate connecting lines, and a supplemental extension coupon having means for indicating the name of a terminal line diverging or leading from any one of the terminal junction points and also for indicating the name of the final destination or station upon said diverging line; substantially as described.

4. A railroad ticket form comprising a plurality of coupons each of which is provided with lists of different lines over which the journey may be taken and with a list of stations upon a given main terminal line, and a supplemental extension coupon having means for indicating the name of a line diverging or leading from any one of said stations upon the main terminal line and for indicating the name of the final destination or station upon said diverging line; substantially as described.

5. A railroad ticket form comprising a contract and a plurality of coupons by which the ticket may be issued to any one of a plurality of stations upon a given terminal line, and a supplemental extension coupon bearing the names of the stations upon such terminal line and provided with appropriately designated spaces for the reception of the name of any road connecting with said terminal line and the name of any station upon said connecting road, whereby the ticket may be extended to read to any station upon any such connecting line of road; substantially as described.

6. A railroad ticket form comprising a contract and a plurality of coupons by which the ticket may be issued to any one of a plurality of terminal points, and a supplemental extension coupon provided with the names of such terminal points and with appropriately designated spaces for the reception of the name of any line of road leading from such terminal points and the name of

any station upon such line, whereby the ticket may be extended to read to any station upon any line of road leading from such terminal points; substantially as described.

7. A railroad ticket form comprising a contract and a plurality of coupons by which the ticket may be issued to read to any one of a plurality of terminal points over a plurality of lines of road, and a supplemental extension coupon provided with the names of such terminal points and the names of the intermediate connecting lines, and with appropriately designated spaces for the reception of the name of any line of road leading from such terminal points and the name of any station upon such connecting line, whereby the ticket may be extended to read to a station upon any line of road leading from such terminal points.

8. A railroad ticket form comprising a contract and a plurality of coupons by which the ticket may be issued over a plurality of lines of road to any one of a plurality of stations upon a given terminal line, and a supplemental extension coupon provided with the names of the stations upon said terminal line and the names of the intermediate connecting lines, and with appropriately designated spaces for the reception of the name of any line of road connecting with said terminal line and the name of any station upon said connecting line, whereby the ticket may be extended to read to any station upon any such connecting line of road; substantially as described.

9. A railroad ticket form comprising a contract and a plurality of coupons by which the ticket may be issued to any one of a plurality of stations upon a given terminal line, and a supplemental extension coupon provided with the names of the stations upon the terminal line and the names of the intermediate connecting lines between the initial and terminal lines, and with appropriately designated spaces for the reception of the name of any line of road connecting with said terminal line and the name of any station upon said connecting line, whereby the ticket may be extended to read to any station upon any such connecting line and the extension coupon made to exhibit the entire route of the ticket from the initial line to the final destination station on said connecting line; substantially as described.

10. A railroad ticket form comprising a contract and a plurality of coupons by which the ticket may be issued to any one of a plurality of stations upon a given terminal line of road, and a supplemental extension coupon bearing the names of the stations upon the terminal line and a plurality of groups of names of connecting lines of road between the initial and terminal lines, and a plurality of junction points between such

lines, and provided with appropriately designated spaces to receive the name of any line of road connecting with said terminal line and the name of any station upon such connecting line; substantially as described.

11. A railroad ticket form composed of a contract and a plurality of regular coupons and a supplemental extension coupon, each and all of said coupons having printed thereon the name of the issuing line and a list of stations upon a given terminal line and a plurality of names of lines of road intermediate the initial and terminal lines, and the extension coupon being also provided with appropriately designated spaces to receive the name of any line of road connecting with said terminal line and the name of any station upon such connecting line, whereby the ticket may be issued so that each and all of said coupons will exhibit the route of the ticket from the initial line to a given station upon the terminal line, while the extension coupon will exhibit the route

of the ticket from such station upon the terminal line to the final destination station upon the connecting line; substantially as described.

12. A railroad ticket form comprising a plurality of passage coupons each of which is provided with lists of different lines for the journey and with a list of stations upon a terminal line or lines, and a supplemental or extension coupon having means for indicating the name of a line diverging or leading from any one of said stations upon the terminal line and for indicating the name of the final destination or station upon said diverging line, said passage coupons being also provided with indicating means similar to that on the supplemental coupon for extending the ticket; substantially as described.

TOM C. DAVISON.

Witnesses:

EDWARD RECTOR,

JOHN H. BERKSTRESSER.