

(No Model.)

J. REID.
RAILWAY TICKET.

No. 487,294.

Patented Dec. 6, 1892.

ABC Ry. CONDUCTOR'S CASH FARE SLIP.

Passengers will notice that the LOWER figures in each column show the full amount paid to Conductor.

J. H. Reid
Genl. Ticket Agt

a^1	a^2	a^3
1 Dollar	10 Cents	1 Cent
2 Dollars	20 Cents	2 Cents
3 Dollars	30 Cents	3 Cents
4 Dollars	40 Cents	4 Cents
5 Dollars	50 Cents	5 Cents
6 Dollars	60 Cents	6 Cents
7 Dollars	70 Cents	7 Cents
8 Dollars	80 Cents	8 Cents
9 Dollars	90 Cents	9 Cents

A. B. C. Ry.
Conductor's Cash Slip Stub.
To be returned with report.

From _____
To _____
No. Train _____ Date _____ 189__

Record to be Retained by Conductor

From _____
To _____
_____ 189__ \$ _____

FIG. 1.

ABC Ry. CONDUCTOR'S CASH FARE SLIP.

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FIG. 4.

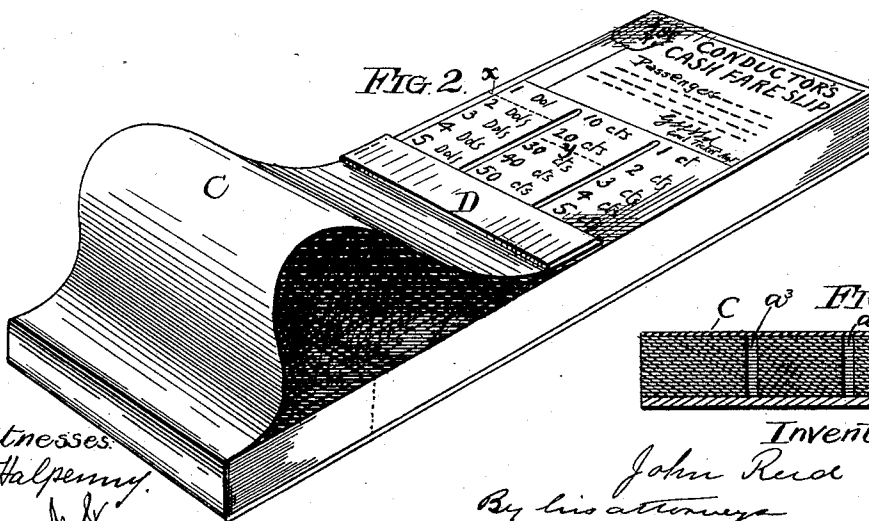


FIG. 2.

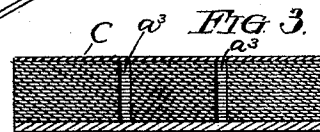


FIG. 3.

Witnesses:
J. Halpern
George A. Stone

Inventor:
John Reid
By his attorneys
Quincy & Hopkins

UNITED STATES PATENT OFFICE.

JOHN REID, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE RAND, McNALLY & COMPANY, OF SAME PLACE.

RAILWAY-TICKET.

SPECIFICATION forming part of Letters Patent No. 487,294, dated December 6, 1892.

Application filed January 2, 1892. Serial No. 416,875. (No model.)

To all whom it may concern:

Be it known that I, JOHN REID, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Railway-Tickets, of which the following is a specification.

The present invention relates to a ticket or slip having two or more columns so arranged that upon receipt of a fare the conductor may tear the ticket in two on such a line that both pieces of the ticket will indicate the amount received, so that if the piece having the figures of smaller denomination be given to the passenger and the other piece be forwarded by the conductor with his report to the auditor the defrauding of either the passenger or the company is prevented. The figures indicating the amounts may be arranged in two columns—one for dollars and the other for fractions thereof—or in three columns—one for dollars, one for dimes, and the third for cents. I do not claim to be the inventor of either of these arrangements, and so far as my present invention is concerned it is immaterial whether the figures be arranged in only two columns or in more than two columns, or whether the figures or words in said columns denote cash paid, miles traveled, stations passed, or anything else. The first ticket of this character was provided with a row of perforations that extended vertically between the columns, and with other rows of perforations that extended horizontally between the several figures of the columns. This enabled the division of the ticket on the proper lines; but great care had to be exercised in order to avoid tearing too far in any direction. With a view to enabling the tearing of the ticket more expeditiously, and at the same time lessening the liability to tear it beyond the desired point, a continuous slit has been cut between the columns and a straight-edge provided for dividing the columns horizontally; but even this slit does not accomplish the desired result, because it cannot be distinctly seen by the conductor. With a view to overcoming these objections I remove a strip of the paper from between the columns, thereby forming an open slot of such width that it can

be easily seen, and it is in this that my present invention consists.

In the accompanying drawings, which is made a part of this specification, Figure 1 is a plan view of one of the improved tickets. Fig. 2 is a perspective view of a number of them bound together in book form. Fig. 3 is a transverse section of such a book. Fig. 4 is a plan view of one of the tickets after it has been divided up.

The ticket A is provided with three separate columns of figures a a' a'' . The figures of the column a represent dollars, and run from "1" to "9"; those of the column a' represent dimes and run from "10" to "90," (the ciphers being added in order that the amount may be read in cents,) and those of the column a'' represent cents and run from "1" to "9." The proper denominating words are shown placed after each number of the several columns; but, if desired, instead of this arrangement the word "Dollars" may be placed at the head of the column a and the word "Cents" at the head of each of the other columns. Between the columns are open slots a^3 , formed by cutting out a strip of the paper on which the ticket is printed. The ticket is preferably provided with a stub B, on which the conductor may keep a record, and a number of them are numbered consecutively and bound together in a book, as shown in Figs. 2 and 3, the front cover C being flexible and provided with a straight-edge D.

Suppose now a passenger pays a fare of one dollar and twenty-five cents. The conductor draws the straight-edge D down from the top of the ticket until the figure "1" of the dollar-column a is disclosed. He then tears the ticket along the straight-edge, commencing at the left-hand edge of the ticket and continuing inward until the first slot a^3 is reached, as shown by the dotted line x in Fig. 2. He then draws the straight-edge down farther until the "2" (or "20") of the dime-column is disclosed and in similar manner tears through this column from the first slot a^3 to the second one, as shown by the dotted line y . He then draws the straight-edge down still farther until the "5" of the cent-column is disclosed, and tears through this column to

the right-hand edge of the ticket. This divides the ticket into two pieces A' and A², as shown by Fig. 4. The figures on the bottom end of the part A', which is handed to the passenger, shows the amount that he has paid, and the figures on the upper end of the part A², which is detached from the stub B and sent to the auditor, enables him to readily compute the amount. In this way a receipt A' and an auditor's check A² for any amount within the amount provided for on the ticket may be made, and when once made the auditor's check can never be altered to the conductor's advantage, because its remaining figures are all such as cannot be used in expressing an amount less than that receipted for.

My present invention resides in the use of the open slots *a*³ of considerable width instead of slits between the columns, said slots being formed by removing strips of the paper on which the ticket is printed, and it is not material, so far as my said invention is con-

cerned, how many of said columns are used or what the character of the matter of which they are made up, whether figures, words, or both figures and words. The advantage of the wide slot is that it can be plainly seen, especially when a number of the tickets are bound together, and, furthermore, it produces an effect that can be perceived by the sense of touch as soon as the tearing reaches it. The danger of tearing too far is thus doubly guarded against.

What I claim as new, and desire to secure by Letters Patent, is—

A railway-ticket having matter arranged thereon in columns and an open slot between said columns, formed by removing a strip of the paper on which the ticket is printed, substantially as set forth.

JOHN REID.

Witnesses:

L. M. HOPKINS,
N. C. GRIDLEY.