(No Model.)

J. GILLESPIE.

RAILROAD TICKET.

No. 590,393. Patented Sept. 21, 1897.

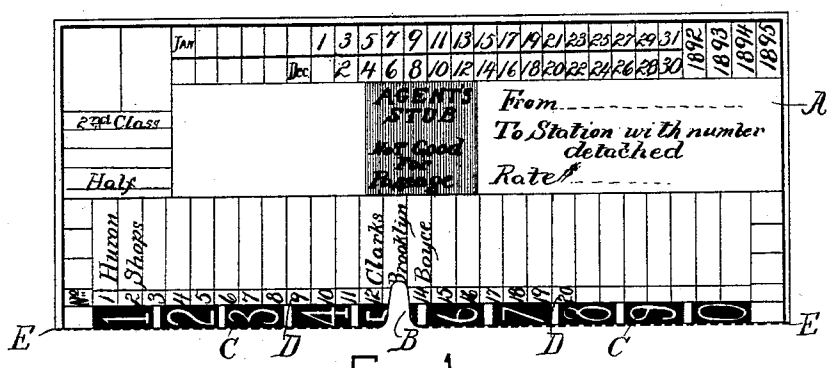


Fig. 1.

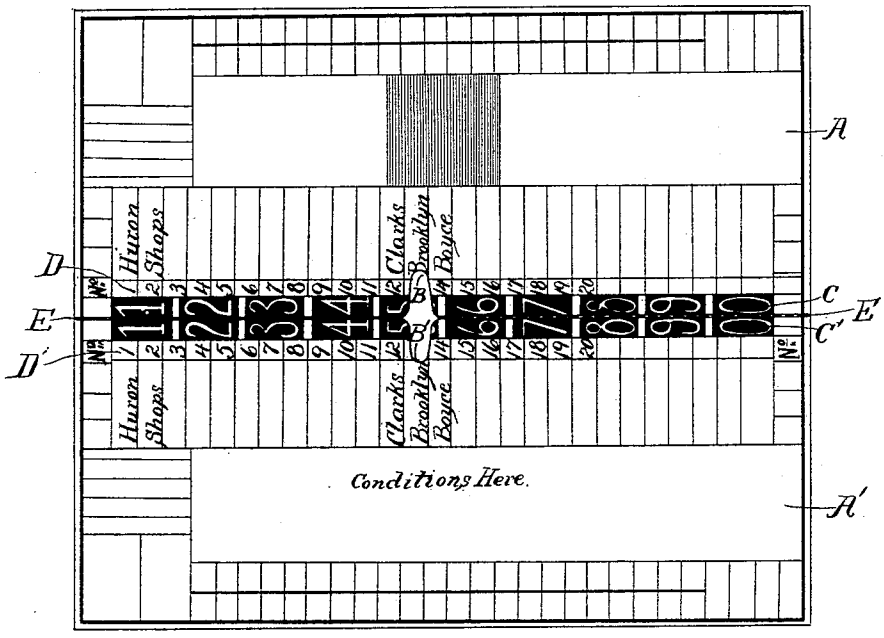


Fig. 2.

WITNESSES:
Edward Johnson
Maggie Hislop.

INVENTOR:
James Gillespie
per Fred W. Hersey
his Atty.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JAMES GILLESPIE, OF CHICAGO, ILLINOIS.

RAILROAD-TICKET.

SPECIFICATION forming part of Letters Patent No. 590,393, dated September 21, 1897.

Application filed May 9, 1892. Renewed February 17, 1897. Serial No. 623,897. (No model.)

To all whom it may concern:

Be it known that I, JAMES GILLESPIE, of the city of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Railroad-Tickets, of which the following is a specification.

My invention relates to that style of ticket known as the "duplex" or "two-part" ticket, one part being retained by the agent and the other given to the person for the passage. A coupon or cash-fare-receipt ticket may also come within the range of its use.

The object of my invention is to produce a ticket that cannot be fraudulently manipulated by either passenger or agent and upon which the stations, distance, or amounts collected may be quickly, accurately, and effectively indicated. I accomplish this by a means illustrated in the accompanying drawings, in which—

Figure 1 represents the duplex or two-part ticket folded for manipulation and the cut of the manipulator or cutter shown. Fig. 2 represents the ticket opened after the manipulation and ready to be separated.

Similar letters refer to similar parts throughout the views.

In the drawings, A represents the agent's part of the ticket known as the "agent's stub," while A′ represents the part to be used for the passage by the person. These two parts are alike in the matter of the names of stations and the various limit and classification marks, and when folded as shown in Fig. 1 the markings on the passage-ticket are directly below their corresponding ones on the agent's stub, so a punch-mark or cut through the stub will mark both alike.

In front of the name of each station is the station-number D D′, said number being the one that is ordinarily used to indicate the station. Between these numbers and the edge of the folded ticket, Fig. 1, is a set of numbers C C′, ranging in order from "1" to "0," said numbers being arranged so as to fill the entire marginal space allotted to the stations and are made by printing a dark space about the number, leaving said number the color of the paper.

Any other like arrangement may be used as would be found suitable—as, for instance, the use of letters instead of numbers—the object being to prevent the moving of the notch from one part of the ticket to another without detection, as the cutting of the notch from one part of a ticket and an attempt to place it in the one cut by the agent, and this would be easily detected on account of the disfigurement of the number or letter that would take place. This set of numbers or letters is upon each part of the ticket, as will be seen by reference to Fig. 2.

Between the two parts of the ticket is the perforated or cutting line E E, which will enable the two parts of the ticket to be separated readily.

In manipulating this ticket the folded ticket represented in Fig. 1 is taken by the agent and, with a cutter made for the purpose, a cut B B′ is taken out of the numbered edge of the ticket, said cut taking out the numbers D D′ opposite the name of the destination-station and also either a part or the whole of one of the protective numbers or letters C C′. The ticket is then classed and limited, as may be desired, after which the ticket is opened, as illustrated in Fig. 2, in which the two cuts B B′ are shown and also the two sets of numbers C C′ and D D′, which have been described. The ticket is then separated along the perforated or cutting line E E, one part being given for the passage and the other retained by the agent to be returned to the auditor.

By the use of this ticket the destination-station will be clearly and unalterably indicated.

This method of manipulation may also be used with the coupon-ticket used for passage on the various roads of a system of railroads. In this case the coupons are folded, each having the station name and number, and in each folded margin is placed the protective numbers or letters. Being folded in this way the cut or notch is made as in an ordinary duplex ticket, and the coupons may then be taken off as required, each having its proper mark and protective numbers. In cash-fare receipts the amounts of money are substituted for the stations, while the numbered or lettered margin is used to prevent any change or mistake on the part of agents or company as to the amount of money collected.

Having thus described my improvement,

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

In a railroad-ticket, a fold-line perforated or imperforated, columns on each side thereof designating stations, the spaces between these columns and the fold-line being occupied by arbitrary symbols, letters or figures, each of such length that when a portion of the ticket is punched out opposite to the name of a station, a portion of the symbol will be punched out and a portion will remain, the portion punched out being unfitted to match elsewhere in the column of symbols, as and for the purpose set forth.

JAMES GILLESPIE.

Witnesses:
EDWIN G. LANCASTER,
FRED W. HERSEY.