

T. A. JEBB. Railroad-Tickets.

No. 131,687.

Patented Sep. 24, 1872.

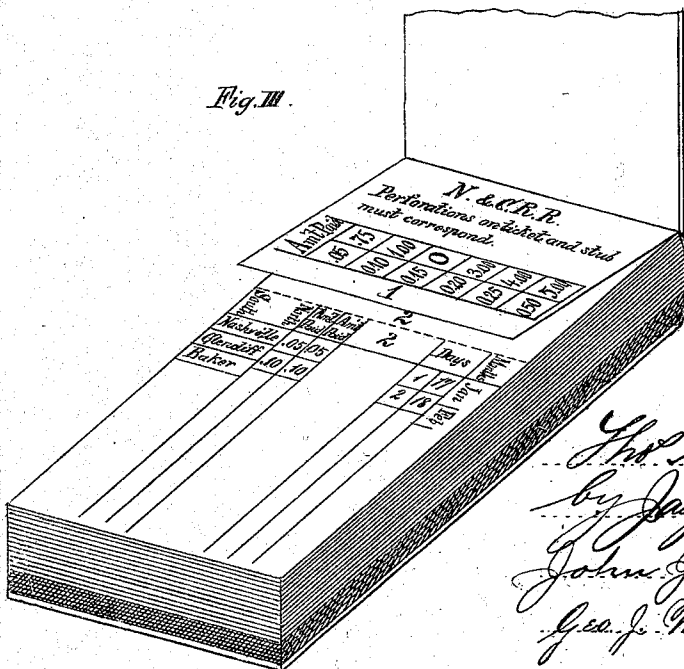
Fig. I.

N. & C. R. R.									
Perforations on ticket and stub must correspond.									
Am't Paid	75	1.00	1.25	1.50	2.00	2.50	3.00	4.00	5.00
18	18	18	18	18	18	18	18	18	18
South	North	Am't Paid	Am't Paid	18	Days	Months	Am't Paid	Am't Paid	Am't Paid
Oshville		.05	.05	1	7	Jan			
Glendish		.10	.10	2	18	Feb			
Baker		.15	.15	3	20	Mar			
Antioch		.20	.20	4	20	Apr			
Mt. View		.25	.25	5	21	May			
Kimbron		.30	.30	6	22	June			
Laverne		.40	.40	7	23	July			
Smyrna		.50	.50	8	24	Aug			
Henderson		.75	.75	9	25	Sept			
Corvance		1.00	1.00	10	26	Oct			
Chocoma		1.25	1.25	11	27	Nov			
Mt. Vernon		1.50	1.50	12	28	Dec			
Wooded		2.00	2.00	13	29	Jan			
Christiana		3.00	3.00	14	30	Feb			
Poderville		4.00	4.00	15	31	Mar			
Belle Buick		5.00	5.00	16		Apr			
Wartrace				17		May			

Fig. II.

N. & C. R. R.									
HALF FARE.									
Perforations on ticket and stub must correspond.									
Am't Paid	1.00	1.25	1.50	2.00	2.25	2.50	3.00	4.00	5.00
10	10	10	10	10	10	10	10	10	10
South	North	Am't Paid	Am't Paid	10	Days	Months	Am't Paid	Am't Paid	Am't Paid
Oshville		.05	.05	1	7	Jan			
Glendish		.10	.10	2	18	Feb			
Baker		.15	.15	3	20	Mar			
Antioch		.20	.20	4	20	Apr			
Mt. View		.25	.25	5	21	May			
Kimbron		.30	.30	6	22	June			
Laverne		.40	.40	7	23	July			
Smyrna		.50	.50	8	24	Aug			
Henderson		.75	.75	9	25	Sept			
Corvance		1.00	1.00	10	26	Oct			
Chocoma		1.25	1.25	11	27	Nov			
Mt. Vernon		1.50	1.50	12	28	Dec			
Wooded		2.00	2.00	13	29	Jan			
Christiana		3.00	3.00	14	30	Feb			
Poderville		4.00	4.00	15	31	Mar			
Belle Buick		5.00	5.00	16		Apr			
Wartrace				17		May			

Fig. III.



T. A. JEBB. Inventor
by J. J. Bourn. Atty.
Geo. J. Metzger. Witness

UNITED STATES PATENT OFFICE.

THOMAS A. JEBB, OF BUFFALO, NEW YORK.

IMPROVEMENT IN RAILROAD TICKETS.

Specification forming part of Letters Patent No. 131,687, dated September 24, 1872.

To all whom it may concern:

Be it known that I, THOMAS A. JEBB, of the city of Buffalo, in the county of Erie and State of New York, have invented an Improvement in Railroad Tickets, of which the following is a specification:

The keeping of a correct account of fares collected by a conductor, so as to enable the proper returns to be made, has been heretofore, even with honest conductors, a matter of considerable difficulty with the tickets ordinarily used, owing to the haste and confusions incident to the collection of fares and other duties of a conductor on a train of crowded cars. With conductors who have not the strictest notions as to honesty, ample opportunity is offered for speculation by making incorrect returns without fear of detection. The object of my invention is to provide simple means for readily and conveniently keeping a correct account of fares collected, and at the same time render the appropriation of funds by the conductor a matter attended with such liability of detection as to practically insure true and honest returns, even by those who would not hesitate to speculate if it could be carried on without danger of exposure. The invention consists of a book of fare-tickets provided with stubs numbered consecutively to correspond with the consecutive numbers of the tickets, and having printed thereon a list of the various amounts of fare charged between different stations on the road, while the tickets are provided with a duplicate list of such fares and a list of the stations, whereby the conductor, by punching the stub opposite the duplicate sum paid and punched from the ticket, is furnished (without requiring the use of a pencil) a correct record of the money collected, which record he is required to return to the office of the company; and by requiring him to lift and return the tickets, or by offering a rebate or premium to the passengers who shall present them at the office, any want of coincidence in the sum punched from any ticket and its stub will be detected by a comparison of the two, which the duplicate numbering of the stubs and tickets enables to be made.

In the accompanying drawing, Figure I is a face view of one of my combined tickets and stubs as printed and adapted for use on the Nashville and Chattanooga railroad; Fig. II is a similar view of a half-fare ticket; and Fig. III is a perspective view of a book of tickets like that shown in Fig. I.

The ticket A is printed with the names of the months, and with numbers from 1 to 31, both inclusive, from which the date is to be punched, with the names of the stations, with two duplicate columns of the amounts of fare paid, with the words north and south over the initial and final letters of the first station to indicate the direction of the train, and is numbered consecutively, (eighteen being the number of the ticket shown in Fig. I, and ten that shown in Fig. II,) all of which is described in a specification of an application previously filed by me. The stub B is printed with a list of fares—the duplicate of that printed on the ticket.

The conductor is required to punch the terminal stations of the distance paid for, and also to punch from the list of fares of both the stub and the ticket the numbers which correspond with the sum actually collected by him. In Fig. I the number "2.00" is represented punched from both ticket and stub, and indicates two dollars as the sum paid, while the initial letters of Nashville and Florence being punched under the heading "South" indicates that the fare is paid from Nashville to Florence.

This construction of a book of tickets enables single tickets to be used in place of duplicate tickets with substantially the same benefits as a convenient record and a prevention of fraud, while the same numbers form books of half the size, which can be used with greater convenience than books of duplicate tickets.

Fig. II represents a half-fare ticket, which I prefer to print on colored paper to readily distinguish it from full-fare tickets, and to bind in each book, at the back side, a number of such half-fare tickets, the relative number required for use being about one-tenth of the number of whole tickets.

To prevent counterfeiting I propose to spe-

cially manufacture the paper for the tickets with a water-mark of my initials—"T. A. J."—therein.

What I claim as my invention is—

A book of fare-tickets the stubs of which are consecutively numbered, and which have thereon a list of the various amounts of fare charged between different stations to correspond with the consecutive numbers and the

list of fares on the tickets, the latter having also thereon a list of the stations, substantially as and for the purpose hereinbefore set forth.

T. A. JEBB.

Witnesses:

JOHN J. BONNER,
GEO. J. METZGER.