

R. McCOY.
RAILWAY TICKET.

Patented Feb. 23, 1892.

	b	b	b	b	b	b	c	d	A
0	9	8	7	6	5	4	3	2	1
1	0	9	8	7	6	5	4	3	2
2	1	0	9	8	7	6	5	4	3
3	2	1	0	9	8	7	6	5	4
4	3	2	1	0	9	8	7	6	5
5	4	3	2	1	0	9	8	7	6
6	5	4	3	2	1	0	9	8	7
7	6	5	4	3	2	1	0	9	8
8	7	6	5	4	3	2	1	0	9
9	8	7	6	5	4	3	2	1	0
10	9	8	7	6	5	4	3	2	1
11	0	9	8	7	6	5	4	3	2
12	1	0	9	8	7	6	5	4	3
13	2	1	0	9	8	7	6	5	4
14	3	2	1	0	9	8	7	6	5
15	4	3	2	1	0	9	8	7	6
16	5	4	3	2	1	0	9	8	7
17	6	5	4	3	2	1	0	9	8
18	7	6	5	4	3	2	1	0	9
19	8	7	6	5	4	3	2	1	0
20	9	8	7	6	5	4	3	2	1
21	0	9	8	7	6	5	4	3	2

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

UNITED STATES PATENT OFFICE.

RICHARD MCCOY, OF CRESTON, IOWA.

RAILWAY-TICKET.

SPECIFICATION forming part of Letters Patent No. 469,586, dated February 23, 1892.

Application filed May 25, 1891. Serial No. 393,982. (No model.)

To all whom it may concern:

Be it known that I, RICHARD MCCOY, of Creston, in the county of Union and State of Iowa, have invented a new and useful Improvement in Railway-Tickets, of which the following is a full, clear, and exact description.

This invention relates to what are known as "mileage-tickets" on railroads, usually carried in books, and from which portions are cut or torn off by the conductor corresponding with the drafts made upon the ticket during the successive trips or rides by the owner of the ticket till the whole ticket has been used up.

The invention consists in a novel ruled and numbered ticket of this description, substantially as hereinafter shown and described, whereby the counting or work of the conductor is greatly facilitated in determining the tearing of the ticket at the proper place each trip or passage made by the owner of the ticket, as hereinafter explained.

Reference is to be had to the accompanying drawing, which represents a face view of a mileage-ticket embodying my invention, the ticket, which may be of any desired length to take in any specified number of miles as the maximum, being here shown as broken away in direction of its length.

A indicates the strip or ticket, which may be carried in a book provided with a roller and be drawn out from under or over said roller as it is used for the conductor to tear off the necessary portion of the ticket corresponding with the passage or trip made at any one time; but the book itself forms no part of this invention.

The ticket itself, which is the subject of the invention, is constructed with ten longitudinally-ruled lines *b b*, commencing at the right hand and running to the left hand, and numbered, respectively, from 1 to 0 on the top cross-line *c* of the ticket. Each cross-line *c*, of which there are any number throughout the length of the ticket, indicates a mile. The figure 0 throughout the ticket is used, to economize space, to denote 10. The number 2 in the second cross-line is under or opposite the number 1 in the top cross-line 1, and number 2 in the third cross-line is opposite or under the number 1 in cross-line 2, and so

on throughout the ticket, each of the perpendicular or longitudinal lines or columns running from 1 to 0—that is, 10—in a downward direction, but in an irregular manner as regards the numbers—that is, the number 1 on the second cross-line *c* under number 10—that is, 0—on the left hand of the top cross-line, its number 2 opposite 1 to the right hand of said top cross-line, the number 2 in the third cross-line *c* being under number 1 in the second cross-line, and so on throughout the perpendicular or longitudinal columns till the number 10—that is, 0—is reached in said columns, respectively, when the numbers from 1 to 10, or 0, are repeated in them respectively throughout the whole length of the ticket, the number 1 in each succeeding cross-line being under 0 in the line above it and the number 2 under number 1 in the line immediately above it. This makes the numbers on the top cross-line to range successively from 1 to 0, or 10, toward the left, the numbers on the second cross-line *c* to read 1 0 9 8 7 6 5 4 3 2 from left to right, and the numbers on the third cross-line to read from left to right 2 1 0 9 8 7 6 5 4 3, and so on throughout the several series of cross-lines. The numbers in the several perpendicular or longitudinal columns are preferably printed, as denoted by light and stout lines, in different colors—as, for instance, the first to the right in red, the second column in black, and so on alternately or successively—and the number 0, representing 10, being made bolder or thicker throughout the ticket to facilitate the work of the conductor in tearing off the ticket as required and to make the 10 or 0, which always comes over a number 1 next below it, more noticeable. The space *d* to the right of the ticket is marked with "book" over the cross-lines throughout the length of the ticket at repeated intervals in the cross-lines to indicate the number of the book which should be inscribed thereon, and is further marked with the word "road" to indicate the particular road the ticket is designed to be used on, and which may be designated by the name of the road or initials thereof. Said space *d* is also marked with a sectional division of miles in tens opposite the successive numbers 0 or 10 throughout the longitudinal column to the right hand, as shown by the numbers 10 20 up to 120, and so

on. These figures or numbers are used to denote how many miles of the mileage ticket have been used.

To illustrate the working of this ticket: Supposing the owner desires to travel thirteen miles, the conductor would draw the ticket out of the book until the second number 3 on the first longitudinal column *b* to the right was exposed, when he would tear the portion of the ticket off under said number 3 crosswise, thereby showing that thirteen miles of the ticket has been used, and would retain such torn-off portion of the ticket, and here it should be remembered that the numbers from 1 to 10 run consecutively throughout the whole of the perpendicular or longitudinal columns, which makes the second number 3 in the first or right-hand longitudinal column to be included in such torn-off portion of the ticket. After said thirteen miles have been torn off from the ticket the top of the ticket left in the book will show the succeeding first or upper number 1 of the ticket to be on the eighth square or space from the right and in the third longitudinal column from the left, from which number the next count is made as the ticket is being used. Thus, supposing the owner of the ticket desires to travel seven miles farther, the conductor, counting from the last-named top-line number 1 downward in the same longitudinal column till he reaches number 7 therein, would tear off another crosswise portion of the ticket immediately under said number 7, thereby indicating that twenty miles of the ticket has been used up. This is repeated till the whole of the ticket has been used, each succeeding tear leaving an exposed number 1 on the remaining top of the ticket within the horizontal row at said top in one or other of the longitudinal columns to count from again, no matter on which horizontal line *c* the ticket is torn off.

Comparing this form of mileage-ticket with the ordinary one in use, the difference may be stated as follows: The ordinary ticket is constructed in strips, counting from one thousand to five thousand miles, and is very trying or perplexing to the conductor. Thus a passenger holding such a mileage-ticket and

desiring to go any considerable distance presents his ticket to the conductor, who first has to examine the number on top of the ticket and then add the distance that the passenger wishes to go to the number on the top of the ticket before tearing off the ticket; but with my improved ticket the conductor would always have on top of the ticket in one of the ten rows of numbers a number 1 to start from, and running down to 10, which would greatly facilitate the counting of the number of miles the passenger wished to go, and the conductor would tear off the ticket accordingly, each longitudinal column throughout its length repeating the count from 1 to 10, that makes the addition very easy, and the graduated number of miles in the longitudinal space *d* further assisting the count.

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

A mileage railroad-ticket having inscribed on its face ten longitudinal lines or columns to one side of a marginal space or column, having a mileage-graduation on it, and, further, having inscribed on its face a successive series of cross lines or spaces intersecting the longitudinal columns and each of which indicates a mile, said longitudinal columns having numbers ranging repeatedly from 1 to 10 down or along them within the cross lines or spaces and having said numbers throughout the several columns arranged substantially as described, with each number 1 immediately beneath a 10 symbol and the several numbers 1 in each successive column being each in a cross line or space next beneath the cross line or space having the number 1 of the next adjacent column in it throughout the whole series of longitudinal columns, so that on tearing the ticket on any of its cross-lines a number 1 will be left on top of the ticket in some one of the longitudinal columns to count from, essentially as set forth.

RICHARD MCCOY.

Witnesses:

GEO. W. CARNES,
FLORENCE BYERS.