

(No Model.)

A. ROKUSEK, E. B. HARVEY & P. SANFORD.
RAILROAD TICKET.

No. 464,690.

Patented Dec. 8, 1891.

A

<i>Single Trip.</i> <i>Edw. B. Harvey</i> <i>Chas. E. Sanford</i>	MARBLEHEAD	<i>The Lakeside & Marblehead R.R. Co.</i> <i>From Point Between Stamped "Destination Lines,"</i> <i>To Point Stamped Above "Destination Lines."</i>	MARBLEHEAD	<i>a</i>
	LAKE SIDE		LAKE SIDE	<i>a</i>
	PICOLO		PICOLO	<i>a</i>
	VIOLET		VIOLET	<i>a</i>
	<i>LS & M.S.R.R.</i> <i>LAKE SIDE</i>		<i>LS & M.S.R.R.</i> <i>LAKE SIDE</i>	<i>a</i>
	<i>MARBLEHEAD J.C.</i> <i>Mch. 4, 91.</i> <i>Train No. 1.</i>		<i>MARBLEHEAD J.C.</i> <i>Mch. 4, 91.</i> <i>Train No. 1.</i>	<i>B</i>

AGENTS STUB. HERE, AND PRINTING RECORD OF DATE, H. T.

Fig. 1.

C

<i>ROUND COUPON. Not if Detached Round Trip.</i> <i>D</i>	MARBLEHEAD	<i>The Lakeside & Marblehead R.R. Co.</i> <i>From Point Between Stamped "Destination Lines,"</i> <i>To Point Stamped Above "Destination Lines."</i>	MARBLEHEAD	<i>a</i>
	LAKE SIDE		LAKE SIDE	<i>a</i>
	PICOLO		PICOLO	<i>a</i>
	VIOLET		VIOLET	<i>a</i>
	<i>LS & M.S.R.R.</i> <i>LAKE SIDE</i>		<i>LS & M.S.R.R.</i> <i>LAKE SIDE</i>	<i>a</i>
	<i>MARBLEHEAD J.C.</i> <i>Mch. 4, 91.</i> <i>Train No. 1.</i> <i>645</i>		<i>MARBLEHEAD J.C.</i> <i>Mch. 4, 91.</i> <i>Train No. 4.</i> <i>645</i>	<i>B</i>

AGENTS STUB. HERE, AND PRINTING RECORD OF DATE, H. T.

Fig. 2.

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UNITED STATES PATENT OFFICE.

ALBERT ROKUSEK, EDWARD B. HARVEY, AND PHELPS SANFORD, OF CLEVELAND, OHIO; SAID HARVEY ASSIGNOR TO SAID ROKUSEK.

RAILROAD-TICKET.

SPECIFICATION forming part of Letters Patent No. 464,690, dated December 8, 1891.

Application filed November 3, 1890. Serial No. 370,201. (No model.)

To all whom it may concern:

Be it known that we, ALBERT ROKUSEK, EDWARD B. HARVEY, and PHELPS SANFORD, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Local Railroad Tickets and Ticket Systems; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to railroad-tickets, and has for its object to greatly economize the preparation of such tickets, largely decrease their number, and to greatly facilitate the handling and accounting of railroad-tickets; and the invention consists in the new and novel preparation, means of handling, and accounting, substantially as hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 represents a single-trip ticket; Fig. 2, a round-trip ticket.

A, Fig. 1, is a ticket having printed thereon the title of the railroad company, conditions and limitations, and other matter usually contained thereon, with a list of stations printed in column form in the central portion.

B is a detachable stub having a list of stations printed in column form precisely like that of the main ticket, and upon the right-hand margin of said stub are printed guide-marks *b b*, directly in line with the station-names, for a purpose hereinafter described.

In Fig. 2 a round-trip ticket is shown, consisting of a ticket C, having a like stub to that of B and also having a detachable going-coupon D. Upon each of these parts of the ticket are printed in column form a list of stations in the same manner as on the single-trip ticket, each part of the ticket having printed on their margins the usual information and instructions.

These tickets as described and represented are incomplete and useless, as they contain no directions as to starting and stopping points until they have been stamped as follows:

The tickets are good from any one station, either way, to any other station when stamped,

as the stamp directs. A stamp is provided for stamping all the several columns of stations simultaneously and just alike—as, for instance, the ticket shown is for a short-line road. If a person wants to go from Lakeside station to Marblehead junction, the agent or ticket-seller stamps the ticket as represented, the stamp showing the starting-station, and the destination-station is distinctly marked by the two lines, one on each side of the destination - station, the same stamp also giving the title of the railroad selling the ticket, and also date of sale, together with train-number, thus giving a complete history of the ticket upon its face. If it be a round-trip ticket, the going-coupon tells the starting-point in the same manner that the single-trip ticket does, and the return-coupon shows the starting and destination points in a reverse manner—that is, the station name between the stamped lines becomes the starting-point and the stamped station the destination-point.

In selling the ticket the station agent detaches the stub and files it away, preserving it as a voucher when making his report.

Each station on the road or division is provided with a stamping device for the use of the agent, and said stamping device has a guide-bar, with a mark or dot against which he lays the ticket, with the marginal mark “a” opposite the desired destination-station, then operates the device, stamping all the parts of the ticket precisely alike, as shown in drawings. The ink used in stamping is of a contrasting color, which readily distinguishes names or dates. With the use of this ticket and stamp it may now be readily seen that the agents need have only one of each class of tickets for the whole line or division of road, as one of each class serves for all the stations on a line or division, and the system for keeping account of tickets sold is simply by the tally of tickets taken up with the stubs retained, thus greatly simplifying and facilitating the work of preparing and handling tickets and providing a complete check against mistakes or fraudulent dealing, as well as a safeguard to prevent tickets being tampered with.

Having described our invention, we claim as follows:

1. A local railroad-ticket consisting of a passage-ticket having a list of all station-names printed thereon, a detachable stub
5 having a like list of all station-names, upon which a trip-terminus is designated, the starting-station indicated by stamping same above the desired destination-station name,
10 the date of sale stamped below said desired destination name, and lines above and below said destination-station name, substantially as described.

2. A railroad-ticket comprising a passage-
15 ticket, a detachable stub, and a detachable coupon, each of which has a list of stations printed thereon, the starting-point designated by a stamp, the destination designated by lines stamped to embrace the destination-sta-
20 tion, and on the going-coupon, and the starting

and destination on the return-coupon by the reverse order of designation reading, substantially as described.

3. A railroad-ticket consisting of a passage-ticket, a detachable reverse-stub, and coupon, 25 each having a list of stations printed in like form and each having the going-station, the destination-station, date of sale, and number of train designated by stamp in contrasting color upon their faces, substantially as de- 30 scribed.

In testimony whereof we sign this specification, in the presence of two witnesses, this 25th day of October, 1890.

ALBERT ROKUSEK.
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PHELPS SANFORD.

Witnesses:

C. H. DORER,
WARD HOOVER.