(No Model.)

T. F. HARRINGTON.

RAILWAY MILEAGE TICKET.

No. 512,878. Patented Jan. 16, 1894.

FIG. 1.

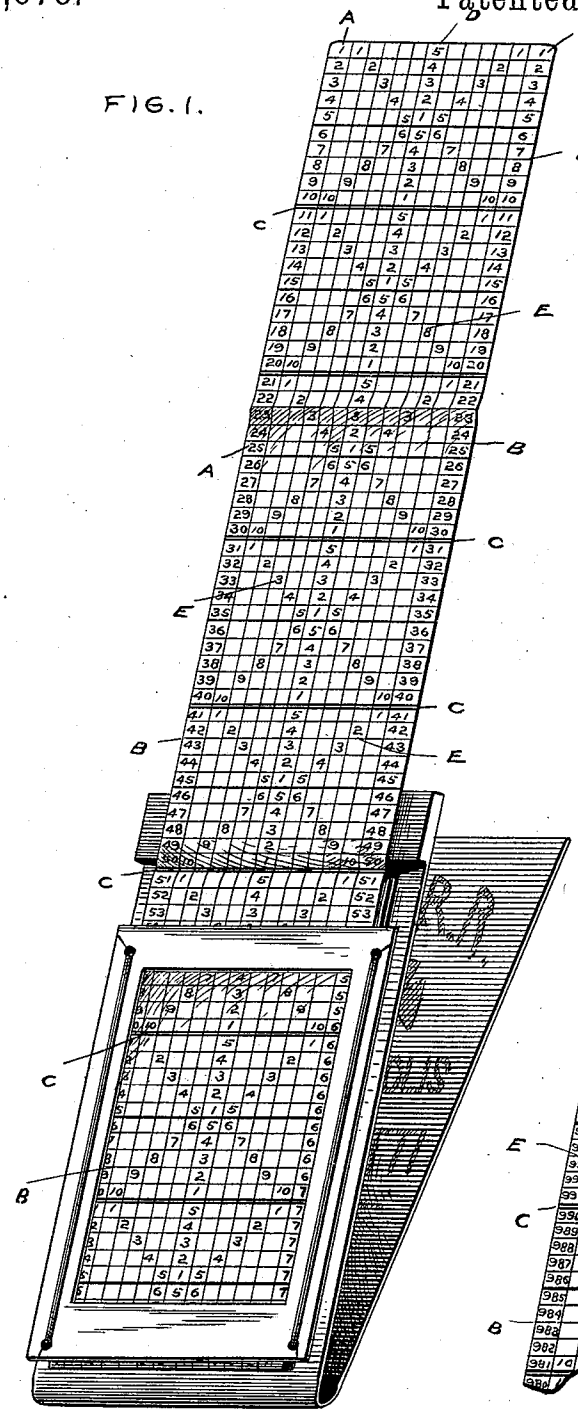
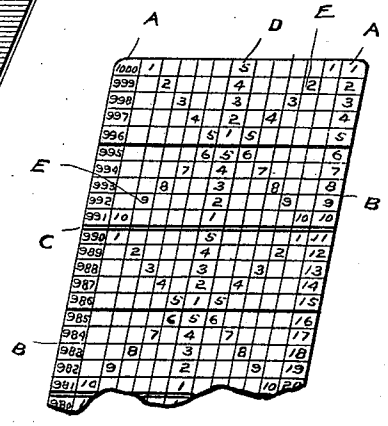


FIG. 2.



Witnesses
H. D. Healy.
C. B. Griffith.

Inventor
Thomas F. Harrington
By his Attorney
C. C. Jacobs.

THE NATIONAL LITHOGRAPHING COMPANY,
WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

THOMAS F. HARRINGTON, OF INDIANAPOLIS, INDIANA.

RAILWAY MILEAGE-TICKET.

SPECIFICATION forming part of Letters Patent No. 512,878, dated January 16, 1894.

Application filed September 13, 1893. Serial No. 485,440. (No model.)

To all whom it may concern:

Be it known that I, THOMAS F. HARRINGTON, of Indianapolis, county of Marion, and State of Indiana, have invented certain new and useful Improvements in Railway Mileage-Tickets; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, in which like letters refer to like parts.

My invention relates to improvements in railroad mileage or coupon tickets, and will be understood from the following description.

In the drawings Figure 1 represents one of my tickets held in a book of ordinary form. Fig. 2 is a detail showing a slight modification thereof.

Heretofore in tickets of this class, or what is known as thousand mile tickets, the coupons have been numbered consecutively from 1 to 1,000, and backward by tens from 1,000 to 1, but the objection to these tickets has always been that in tearing off any specified number of coupons representing miles there is always a difficulty in quickly discovering exactly how many to tear off, and as a rule the number of coupons left on the ticket has to be written down and the number to be taken off subtracted therefrom before the proper number can be ascertained. In my book the object is to do away with all this, and to have a ticket so arranged that at a glance the conductor can without delay tear off the proper number of coupons from the ticket.

As shown in the drawings, the ticket is divided into a number of vertical columns, the two outside ones, A, beginning at the outer end of the ticket with 1, and numbering consecutively downward the total of miles or coupons which the ticket represents.

B are horizontal lines between each coupon, each fifth one being heavy and alternately black and red dividing the ticket up into divisions of five coupons each, the red lines C serving as counters for each ten coupons. In the central vertical column D of the ticket, beginning at the outer end, the coupons are numbered in a reverse order in red figures from 5 to 1, between the red and black lines, all through the ticket. In the intermediate columns, between the center and outside ones, each section of five coupons is numbered diagonally, as at E, beginning at the end of the ticket at 1 down to 5 and 6, which are next to the center column, and on opposite sides of the black lines, thence diagonally down to the outer column to 10, which ends at the red lines, and each section of ten coupons all through the ticket is numbered in a similar manner. It will be seen that the coupons of the ticket being numbered consecutively, and the ticket being also divided up into sections of five and ten coupons each, by distinguishing lines, the conductor can readily count and tear off the correct number of coupons from the ticket without stopping to figure at all, and no matter at what point the coupons have previously been torn off there are never more than four coupons on either side of one of the distinguishing black or red lines, and owing to this the tearing off of the coupons can be quickly and correctly done, and as there is a slight horizontal line B between each numbered coupon they can be correctly detached without tearing through the center of some as is often the case.

The consecutive numbering of the coupons in lines A might readily be changed so that one would read down and the other up in consecutive numerical order, and thus the one column would show the total number of coupons used, and the other would show the number of coupons yet unused on the ticket. This modification is shown in Fig. 2 of the drawings.

Nothing new is claimed on the book herein shown, as any ordinary book manufactured for the purpose of holding railroad tickets of this class may be used.

The name or initials of the railway using my coupons may be imprinted upon each of the series in any suitable manner.

What I claim as my invention, and desire to secure by Letters Patent, is the following:

1. A mileage ticket composed of one mile coupons divided by horizontal lines of differing colors into alternate series of five and ten coupons, each series of five coupons numbered in the central column down the ticket, in a reverse order to the numbers of the coupons and each series of ten coupons numbered consecutively in reverse diagonal lines meeting

at the central line throughout such series, substantially as shown and described.

2. A mileage ticket composed of mile coupons divided by horizontal and vertical lines, each series of five separated by a distinguishing horizontal line, and each series of ten coupons divided horizontally by a distinguishing line of different color, each series of five numbered consecutively in the central vertical column, in a reverse order to the numbers of the coupons and each series of ten coupons numbered consecutively in reverse diagonal order in the intermediate vertical columns, substantially as shown and described.

3. A mileage ticket composed of mile coupons separated by horizontal lines, each series of five further marked by heavier lines, and consecutively numbered in the central vertical column, in a reverse order to the numbers of the coupons each series of ten coupons divided by a horizontal line of heavier or different color, and numbered consecutively in reverse diagonal order in the intermediate vertical columns, the entire series consecutively numbered downward on one of the outer vertical columns, and upward in the other outer vertical column, substantially as shown and described.

In witness whereof I have hereunto set my hand this 4th day of September, 1891.

THOS. F. HARRINGTON.

Witnesses:
E. B. GRIFFITH,
H. D. NEALY.