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UNITED STATES PATENT OFFICE.

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MILEAGE-TICKET.

953,672.

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To all whom it may concern:

Be it known that I, LOUIS SMITH, a citizen of the United States, and a resident of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in 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, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to railroad mileage tickets of that class issued in large denominations of mileage, as for one thousand miles, and designed for the individual use of the purchaser.

The invention has for its objects to simplify the use of such tickets and reduce the cost of production thereof, and to provide a ticket having features of safety such as will prevent the unwarranted or unauthorized use of the ticket by others than the purchaser of the ticket.

The invention consists in the matters hereinafter set forth and more particularly pointed out in the appended claims.

My improvements are herein shown as applied to the continuous strip form of mileage ticket on which the mileage numerals are printed in consecutive order from end to end thereof. The ticket may, however, have the form of leaves or pages bearing the mileage numerals and other characteristic features thereof and bound in the form of a book and inclosed in the cover provided therefor.

As shown in the drawings:—Figure 1 is a plan view of my improved ticket showing the cover opened flat with the folded ticket lying on one of said covers. Fig. 2 is a plan view of one of the covers, showing the agent's stub attached thereto and a portion of the coupon ticket strip. Figs. 3 and 4 illustrate modifications of the ticket.

As shown in the drawings, A A¹ designate the two sections or members of the cover which are hinged together at a, and B designates a strip-form of mileage ticket therein.

My improved mileage ticket, whether it be made of a continuous strip or of a plurality of pages or sheets bound in book form, is divided transversely into a plurality of coupon sections B¹ B², each bearing a group of mileage numerals, each group containing a pre-

determined number of mileage numerals, there being preferably the same number of mileage numerals on each coupon section. The mileage numerals of the entire ticket are arranged consecutively from one terminal of the ticket to the other. These numerals are usually arranged in multiples of five, ten or other number admitting of easy computation in the use of the ticket. Associated with each of said groups is a coupon space which is subdivided or provided with lines to receive, in addition to the name of the road issuing the ticket and the ticket number, other data with respect to the history of a trip in exchange for which a portion of the ticket is given such, for instance, as the train number, the date of the trip, and the terminal stations of said trip, as well as space for notation with respect to baggage.

Another characteristic of my ticket is embraced in the arrangement of the mileage numerals in compact groups whereby the ticket may be materially shortened as compared to mileage tickets now in common use. The number of mileage numerals embraced in each group of a given ticket depends somewhat upon whether or not the ticket is to be used for local or through transportation. Where the ticket is used principally for local uses, the groups will be made up of a comparatively small number of mileage numerals as, for instance, ten or twenty miles, but where used for longer hauls on through trips the groups may contain from twenty-five to fifty or even one hundred miles. In either event the mileage numerals are so arranged that any given number of such numerals may be readily detached or torn from the ticket proper, as where the aggregate number of miles does not correspond with the multiple by which the mileage numerals are divided.

The ticket shown in Figs. 1 and 2 embraces, in addition to the coupon sections B¹ containing the groups of mileage numerals, the usual agent's and auditor's stubs B² B³, respectively, at one end, and at its other end a second auditor's stub B⁴, which latter is designed to be attached to the cover A¹ at b, in a manner to be again readily detached from the cover as by pasting said stub lightly thereto, or otherwise attaching it to the cover.

The mileage numerals of the ticket shown in Figs. 1 and 2 are arranged in two spaces b¹ b², the former extending transversely

across the ticket between the coupon sections and the other located at the sides of the coupon sections parallel with the side margin of the strip. As shown in Figs. 1 and 2, each section bears a group of mileage numerals indicating twenty miles. In Fig. 4 a generally similar arrangement is shown wherein but a single line of mileage numerals b^3 extend transversely across the ticket between the coupon sections, each group representing ten miles.

In Fig. 3 is shown a form of ticket in which a group of mileage numerals b^4 are arranged transversely across the ticket at the top of the section to represent twenty-five miles. The arrangement of the mileage numerals partially or wholly across the ticket, as shown, is of considerable advantage, inasmuch as the ticket may be materially shortened with the result of occupying less space and making the ticket more readily handled.

C C designate spaces on the coupon sections of the several forms of tickets shown which are divided by lines into smaller spaces to receive data relative to the history of a trip. The coupons shown in Figs. 1, 2 and 4 are thus sub-divided to provide a space c which bears the name of the railroad issuing the ticket, the number of the ticket and, as herein shown, the cover number, spaces c^1 in which are entered the starting and destination stations of a given trip in exchange for which a portion of the mileage is given, and other spaces c^2 c^3 in which is entered the train number and the date upon which the trip is made. Additional spaces c^4 may be provided at the end margin of each coupon space upon which is adapted to be indorsed information with respect to the baggage if any. The several coupon sections are divided from each other by heavy division lines b^5 to facilitate the calculation in the use of the ticket and the detachment of the sections from the strip.

In the form of ticket shown in Fig. 3, the coupon C is divided by horizontal lines into a plurality of spaces c^5 c^6 which are transversely ruled and properly headed to provide columns in which are entered the train numbers and dates, starting and destination stations of trips and information with respect to baggage. Such plurality of spaces are provided to admit of the mileage of a given section being used for a less number of miles than that represented by the group, and at the same time to provide spaces for the entry of the complete history of each trip. For instance, in this form of ticket the group embraces twenty-five mileage numerals and five of said spaces c^5 are provided, thereby admitting the use of each coupon for five trips and providing spaces for entry on the coupon thereof of all the information desired with respect to the his-

tory of each trip. Likewise the coupons of the other forms of tickets shown may be arranged for the partial use of the mileage thereon. In the use of the ticket thus described, the agent's stub B^2 is removed from the ticket at the time the ticket is sold, while the auditor's stub B^3 is removed with the first mileage detached from the ticket. When more than one coupon section be removed for a given trip, the data with respect to the history of the trip is entered on the first coupon section of the part of the strip detached, so that all of the information with respect to a given trip accompanies the part of the ticket taken up for that trip. When the entire ticket has been thus taken up and is returned to the auditor's office, the several parts thereof will show a complete record of the use of the ticket and will afford a check whereby the auditor may determine whether or not the ticket has been properly or improperly used. For instance, if the record shown by the ticket indicates that the purchaser of the ticket has traveled from one point to another on the road without indicating a corresponding use of mileage, this will be a subject for query and reoccurrences of such conditions involving the same purchaser and the same conductor will be sufficient to warrant the proper authorities of the transportation company instituting such proceedings as are usual to detect irregularities in the use of the tickets and other violations of the contract with or rules of the company.

It is the intent in the use of the ticket described that the cover be made of substantial material and that it be used interchangeably with a number of tickets. Said cover bears a permanent number, as indicated at a^1 in Fig. 1. When the conductor or agent detaches a portion of the ticket for transportation he enters said number in the space indicated by c^6 on the coupon on which the other information referred to is indorsed.

As a means whereby the auditor may keep track of the numbers of the successive tickets being used by the holder of said cover, the auditor's stub B^4 is provided with spaces b^6 b^7 one to receive the number of the cover and the other to receive the number of the ticket next purchased by the holder of the cover and which will be substituted for the ticket of which said stub B^4 forms a part. It is the intent that the conductor or agent taking up the last mileage of a ticket shall leave said stub in the cover and when a new ticket is purchased the agent shall detach the stub B^4 of the old ticket and turn it in to the auditor together with the agent's stub B^2 of the new ticket. Thus the auditor will have at hand serial information as to tickets used by a person holding a cover designated by a given number.

As a further means to provide for con-

venient identification of the holder of the cover and to prevent the use of an improperly numbered ticket with a holder, the number of which is thus registered with the auditor, the cover A is designed to bear the likeness of the holder, indicated at D in Fig. 1. When a person purchases a cover and a ticket he will furnish a photograph of himself and will indorse his signature across the face of the photograph. The number of the cover will also be indorsed on the photograph. Thereafter said photographic likeness shall be reproduced and impressed upon or attached to the cover in some suitable manner to constitute a permanent part of the cover. Thus the cover bears not only a likeness of the person authorized to use the cover and the ticket purchased for use therewith, but also an unalterable reproduction of his signature and the number of the cover, which latter number must agree with the number indicated at *a*¹ on the cover.

The cover member A is provided with the usual tearing strip E which may be provided with an offset *e* to facilitate the detachment of the mileage numerals which are disposed transversely of the strip.

I claim as my invention:—

1. A mileage ticket divided transversely into a plurality of like sections bearing thereon consecutive mileage numerals arranged in groups, one group on each section, there being a like number of mileage numbers in each group, each section bearing appropriately designated spaces to receive data relative to a trip history, including the train number and date, starting and destination stations, as well as the ticket number and name of the company issuing the ticket, substantially as and for the purpose set forth.

2. A mileage ticket divided transversely into a plurality of like sections bearing thereon consecutive mileage numerals arranged in groups, one group on each section, there being a like number of mileage numerals in each group, certain of the numerals of each group extending transversely across the ticket between adjacent sections, each section bearing appropriately designated spaces to receive a trip history, including the train number and date, starting and destination stations, etc., as well as the ticket number and name of the company issuing the ticket, substantially as and for the purpose set forth.

3. A mileage ticket and cover, said cover being adapted for interchangeable use with different tickets and bearing a permanent number, the mileage ticket being divided transversely into a plurality of sections and arranged with spaces bearing consecutive mileage numerals, each section bearing the ticket number and also an appropriately designated space to receive the cover number, substantially as and for the purpose set forth.

4. A mileage ticket and cover, said cover being adapted for interchangeable use with different tickets and bearing a permanent number, the mileage ticket being divided transversely into a plurality of like sections bearing thereon consecutive mileage numerals arranged in groups, one group on each section, there being a like number of mileage numerals in each group, each section bearing the ticket number and also an appropriately designated space to receive the cover number, substantially as and for the purpose set forth.

5. A mileage ticket and cover, said cover being adapted for interchangeable use with different tickets and bearing a permanent number, the mileage ticket being divided transversely into a plurality of like sections bearing thereon consecutive mileage numerals arranged in groups, one group on each section, each section bearing the ticket number and appropriately designated spaces to receive the book number and the data relative to the history of trips for which the ticket or parts thereof are received in exchange.

6. A mileage ticket and cover, said cover being adapted for interchangeable use with different tickets and bearing a permanent number, the mileage ticket being provided with an auditor's stub that is suitably attached to the cover by means permitting of its ready detachment, and bearing appropriately designated spaces to receive the book number and the number of the next ticket to be used in the cover.

In testimony, that I claim the foregoing as my invention I affix my signature in the presence of two witnesses, this 19th day of March A. D. 1907.

LOUIS SMITH.

Witnesses:

WILLIAM L. HALL,
GEORGE R. WILKINS.