(No Model.) 2 Sheets—Sheet 1.

W. J. PERDUE.

RAILROAD TICKET.

No. 559,599. Patented May 5, 1896.

Fig. 1.

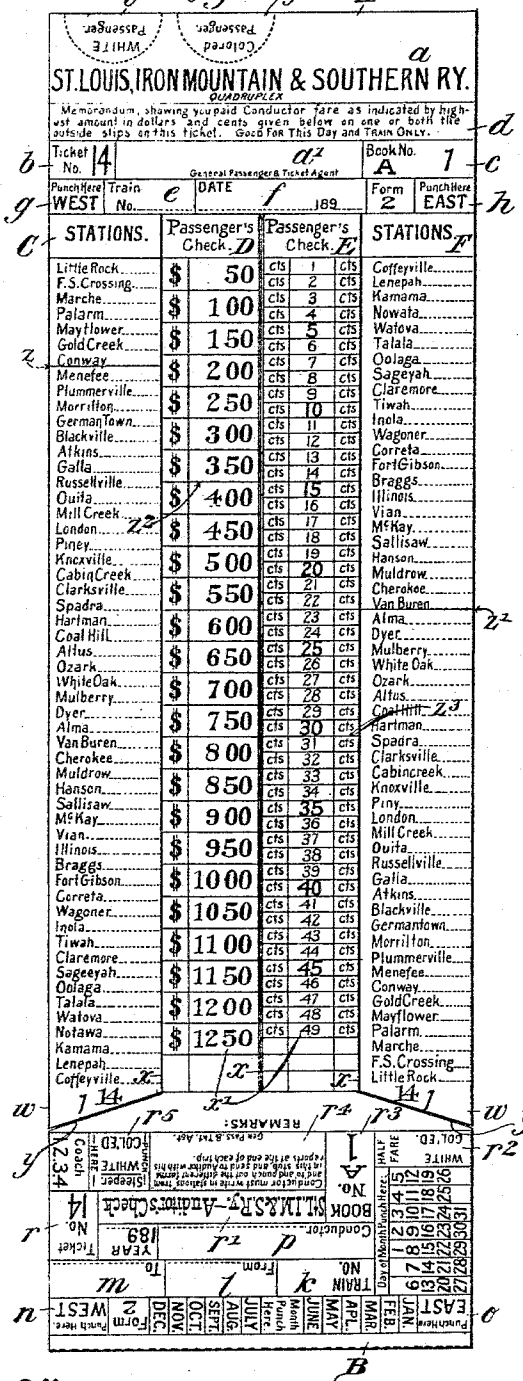
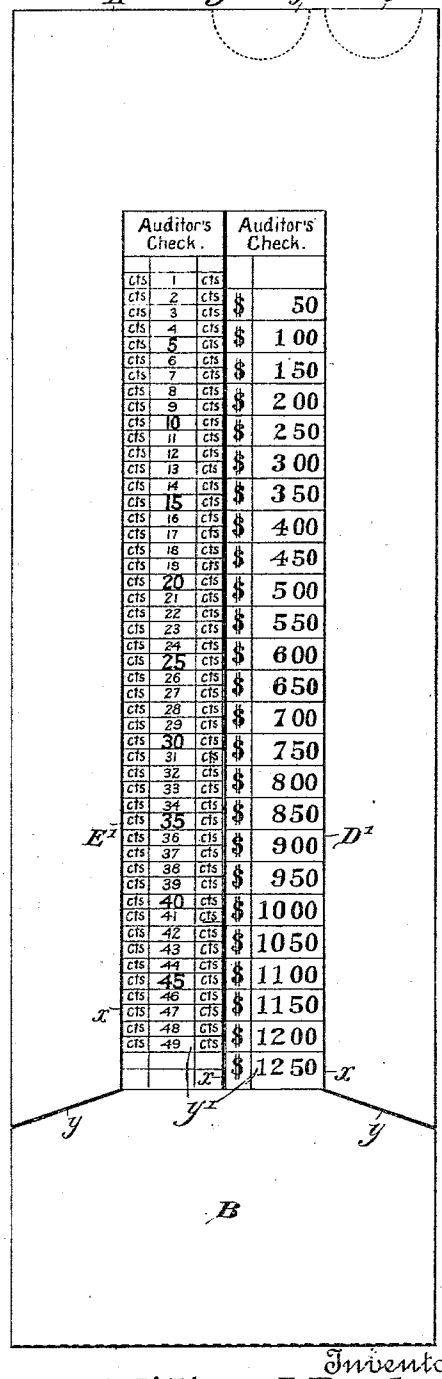


Fig. 2.



Witnesses;
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Guy E. Davis

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(No Model.)

2 Sheets—Sheet 2.

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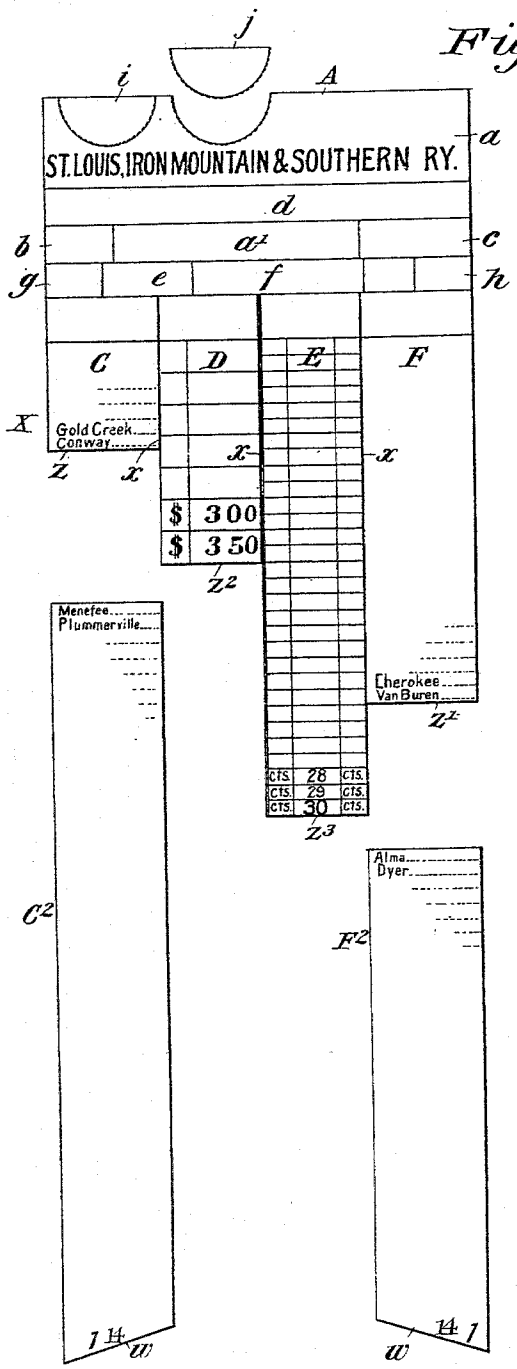
Fig. 3.



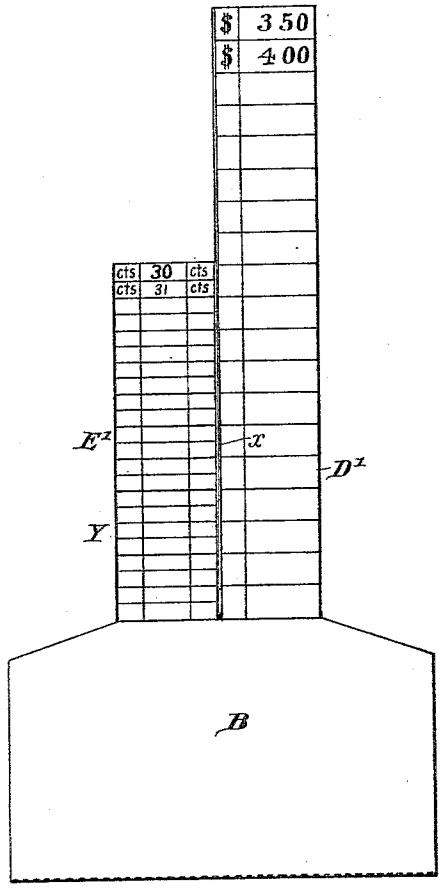
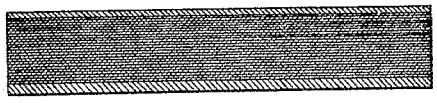


Fig. 4.



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UNITED STATES PATENT OFFICE.

WILLIAM J. PERDUE, OF FORT SMITH, ARKANSAS.

RAILROAD-TICKET.

SPECIFICATION forming part of Letters Patent No. 559,599, dated May 5, 1896.

Application filed February 11, 1896. Serial No. 578,880. (No specimens.)

To all whom it may concern:

Be it known that I, WILLIAM J. PERDUE, a citizen of the United States of America, residing at Fort Smith, in the county of Sebastian and State of Arkansas, have invented certain new and useful Improvements in Railroad-Tickets, of which the following is a specification.

This invention relates to that class of railroad-tickets known as "conductors' cash-fare" tickets, in which a part of the ticket is given to the passenger as a receipt for his fare and another part containing a record of the amount received by the conductor is retained by him and turned in to the auditor. Such tickets have primarily in view the protection of the passenger and railroad company against the dishonesty of conductors.

The object of my invention is to improve railroad-tickets of this class so as to afford more complete protection both to the passenger and to the company without imposing undue labor upon the conductor.

In the accompanying drawings, Figure 1 is a front view of one of my cash-fare tickets. Fig. 2 is a view of the opposite side thereof. Fig. 3 is a view of the several parts of the ticket separated, and Fig. 4 is a transverse section through a book or pad of the tickets.

It will be understood that the tickets are made of paper or other suitable material, arranged in book or pad form, as indicated in Fig. 4, each book or pad containing any desired number, preferably one hundred tickets.

A indicates the passenger's end of the ticket or passenger's check, and B indicates the auditor's end of the ticket or auditor's check.

In the passenger's check, near the top thereof, is a space *a* for the name of the railroad, a space *b* for the number of the ticket, and a space *c* for the number of the book. Information for the passenger as to the use of the ticket is printed at *d*, and there are spaces *e* and *f* for the number of the train and the date of the trip, respectively. At *g* and *h* are spaces containing, respectively, the words "West" and "East" (or they might contain the words "North" and "South") for the purpose of indicating the direction in which the train is moving on the trip when the ticket is issued. At *i* and *j* are semicircular spaces, one containing the words "White passenger" and the other the words "Colored passenger." The peripheries of the semicircles are indented or perforated in order that the semicircular pieces may be readily removed. The signature of the passenger-agent or ticket-agent may be inserted in the space *a'*.

At the opposite end of the ticket, in the auditor's check, there are characters indicating the months of the year, the days of the month, and also the year, a space *k* in which to insert the number of the train, and spaces *l* and *m* in which to insert, respectively, the place from which and the place to which the passenger is traveling. Spaces *n* and *o* are provided to indicate the direction in which the train is moving, while spaces *p* and *r* are for the purpose of indicating the name of the conductor and the number of the ticket. The words "Auditor's check" are printed in the space *r'*, and in this space may also be printed the name of the road. In the space r^2 are printed the words "Half-fare," "White," "Colored" to indicate, when punched, that a half-fare only is collected and that the passenger is either white or colored. In the space r^3 is printed the number of the book, and in the space r^4 are printed instructions to the conductor, and in this space there is also room for the signature of the passenger-agent or ticket-agent. In the space r^5 are printed the words "Sleeper," "White," "Colored," and also the word "Coach" and the numbers "1," "2," "3," and "4."

The ends A and B of the ticket are connected by four strips C, D, E, and F. These strips are separated by three longitudinal slits or slots *x*. These strips are all connected at the top to the passenger's check A, and the strips D and E are connected at the bottom to the auditor's check B. The outside strips C and F, however, are separated from the auditor's check B by slits or slots *y*, which are preferably inclined, as shown.

In the column C are arranged the names of the several stations on the road—for instance, as shown, from Little Rock to Coffeyville. In the column F are similarly arranged the names of the stations, but in reverse order—viz., Coffeyville to Little Rock. In the column D are arranged a series of characters indicating

sums of money, as shown, increasing in value by the difference of fifty cents between each two characters, from fifty cents to twelve dollars and fifty cents. In the column E are arranged characters indicating cents, from one cent to forty-nine cents, inclusive.

On the opposite side of the ticket, as shown in Fig. 2, there are columns D′ and E′, corresponding to the columns D and E on the front side. The characters are the same as in the columns D and E and are similarly arranged with the exception that in the column D′ the first character, "50¢," is arranged one step or space below the corresponding character on the front side of the ticket, and in the column E′ there is a similar difference. The exact manner of arranging the characters is not important—that is to say, the values may increase by a difference of one dollar, twenty-five cents, or other desired amount. The characters selected are, however, preferred.

The columns D and E on the front of the ticket are designated "Passenger's check," while the corresponding columns D′ and E′ on the back of the ticket are designated "Auditor's check."

In issuing a ticket the conductor removes one of the pieces i or j to indicate whether the passenger is white or colored. The date of the ticket having been indicated, he writes in the number of the train on the passenger's check and punches either g or h to indicate the direction in which the train is moving. On the auditor's check he fills in the number of the train, the place from which and to which the passenger is traveling, (if the passenger boards the train at a flag-station,) inserts his own name, and indicates properly the date when the ticket is issued. He also on this check punches to indicate whether the passenger is white or colored, in the space r^2 if a half-fare is collected, or in the space r^5 if a full-fare is collected, indicating in the latter case the number of the coach or the number of the sleeper in which the passenger is located. In this way, should disputes arise or evidence be required to convict a conductor of dishonesty, witnesses may be readily obtained. If the train is going west, for instance, the conductor having filled out the passenger's check and auditor's check, as above directed, should tear the west-side strip C beneath the name of the station where the passenger boards the train and should tear the east-side station-strip F beneath the name of the station to which the fare is paid, (or vice versa if the train is going east.) The two pieces torn out from the columns C and F should be allowed to fall to the floor of the car. The conductor should then tear the strips D and E to indicate the fare collected and the detached portion of the ticket should be handed to the passenger. If a passenger boards the train at a flag-station not indicated in the list of stations on the ticket, the conductor should write the name of the station in the blank spaces provided for the purpose in the auditor's check, and should properly tear the strips C and F.

Assuming that the passenger is traveling from Conway to Van Buren, the conductor should tear off the lower part of the column C on the line z under the word "Conway" and the column F on the line z' under the word "Van Buren." The ends C^2 and F^2 of the strips C and F fall to the floor. To indicate the fare collected, the conductor severs the passenger's end of the ticket from the auditor's end by means of a suitable ruler or other device. Assuming the fare to be three dollars and eighty cents, the conductor will cut the column D on the line z^2 under the characters "$3.50" and the column E on the line z^3 under the characters "30¢." The ticket will then be separated, as shown in Fig. 3. The passenger receives the part of the ticket marked X, while the conductor retains the part marked Y to be turned in to the auditor. It will be observed that the part marked Y also shows that three dollars and eighty cents have been collected, the characters being so arranged on the reverse side of the ticket that the characters at the ends x' on the front side of the ticket will correspond with the characters y' at the reverse side, no matter on what lines the strips are separated.

The conductor cannot so alter the auditor's check as to indicate that he has received a less amount than was paid by the passenger, because if he further tears from the strips D and E which are attached to the auditor's check he will raise the amounts instead of diminishing them. The conductor should be prohibited from picking up the remnants C^2 and F^2, and in case of necessity these remnants may be collected at the end of any trip by a detective or "spotter," who could compare them with the corresponding checks of the passengers and auditor, the number of the book and the number of the ticket being indicated at w on both remnants.

Should the conductor first tear off a less amount than is actually paid, ostensibly by mistake but for the real purpose of changing the ticket afterward, and should he correspondingly incorrectly indicate the stations, it may be readily detected by reason of the fact that instead of there being two remnants C^2 and F^2 these remnants would be divided. It will thus be seen that all contingencies are provided for, and that there is no possible chance of dishonesty on the part of the conductor without detection.

In tearing the strips C and F to indicate the places between which the passenger is traveling the starting-point should be indicated on the strip with the names of the stations arranged in proper order, while the stopping-point should be indicated on the other strip. Thus if a passenger is traveling from Conway to Van Buren he is going west, and the strip is torn on the line z under "Conway" in the column on the west-side station-strip C and on the line z' under "Van

Buren" in the east-side station-strip F; but if he is traveling from Fort Smith to Conway he will be going east, and the strip F should first be torn beneath the words "Fort Smith", and the strip C beneath the word "Conway;" or, to take another example, if the passenger were traveling from Conway to Marche, the strip would be torn under the word "Conway" in column F and under "Marche" in column C. Each time, however, that a ticket is issued the space *g* or *h* is punched to indicate the direction of travel.

I claim as my invention—

1. A railroad-ticket having at one end a passenger's check and at the opposite end an auditor's check, said checks being connected by four strips separated by three slits or slots, all of said strips being connected to the passenger's check and two of them to the auditor's check, the two outside strips being disconnected from the auditor's check, and two of said strips having columns of characters designating sums of money and the other two outside strips containing the names of the stations of the road arranged in reverse order.

2. A railroad-ticket having a passenger's check at one end and an auditor's check at the other, strips separated by slits or slots connecting the passenger's check and the auditor's check and containing the names of the stations along the road, arranged in reverse order, and characters indicating sums of money, the said two outside strips which contain the names of the stations being separated by slots *y* from the auditor's check, the two central strips containing characters designating sums of money having on the opposite side of the sheet similar characters designating similar sums of money, substantially as and for the purpose specified.

In testimony whereof I have hereunto subscribed my name.

WILLIAM J. PERDUE.

Witnesses:

C. E. CARSTARPHEN,

T. P. WINCHESTER.