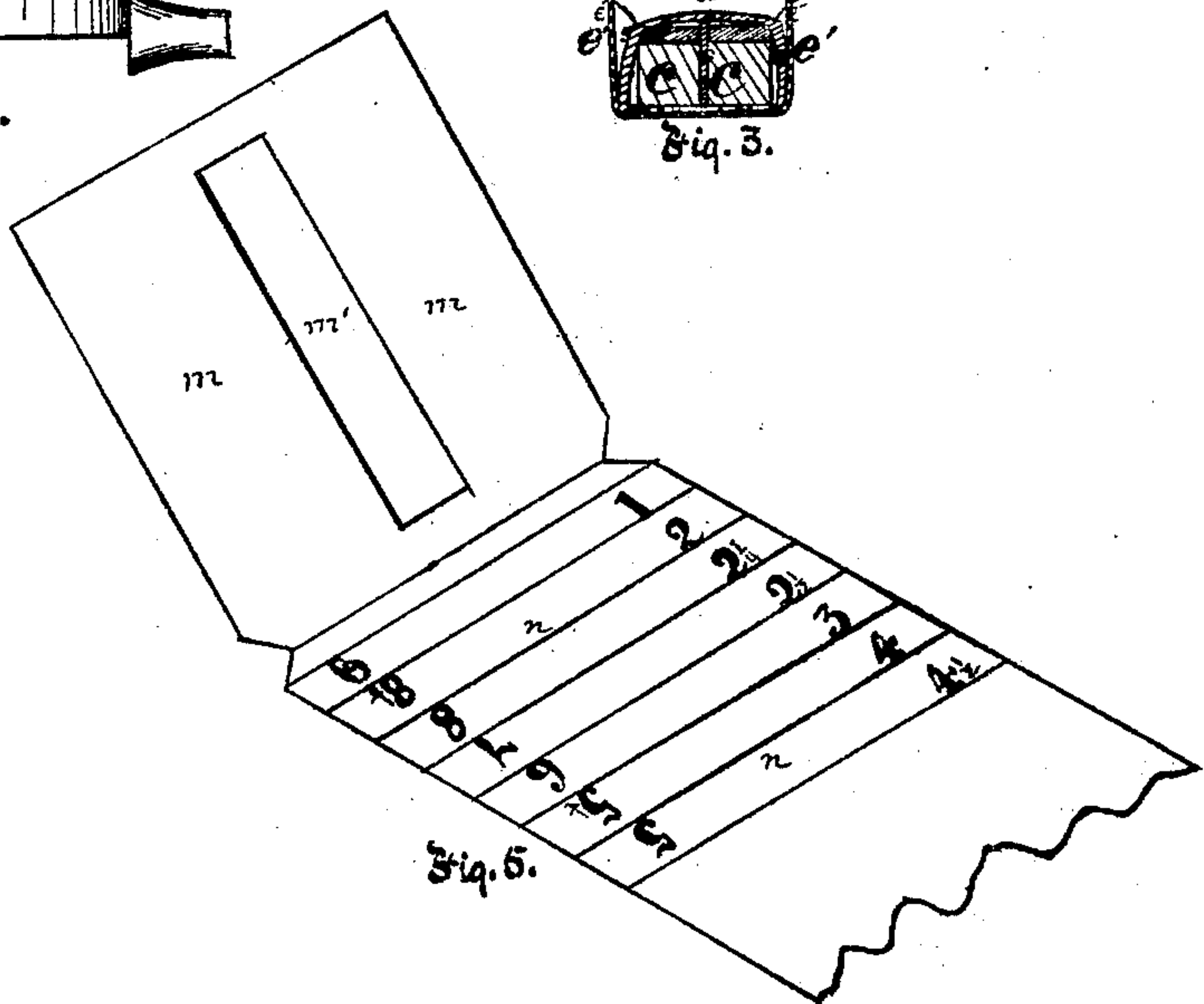
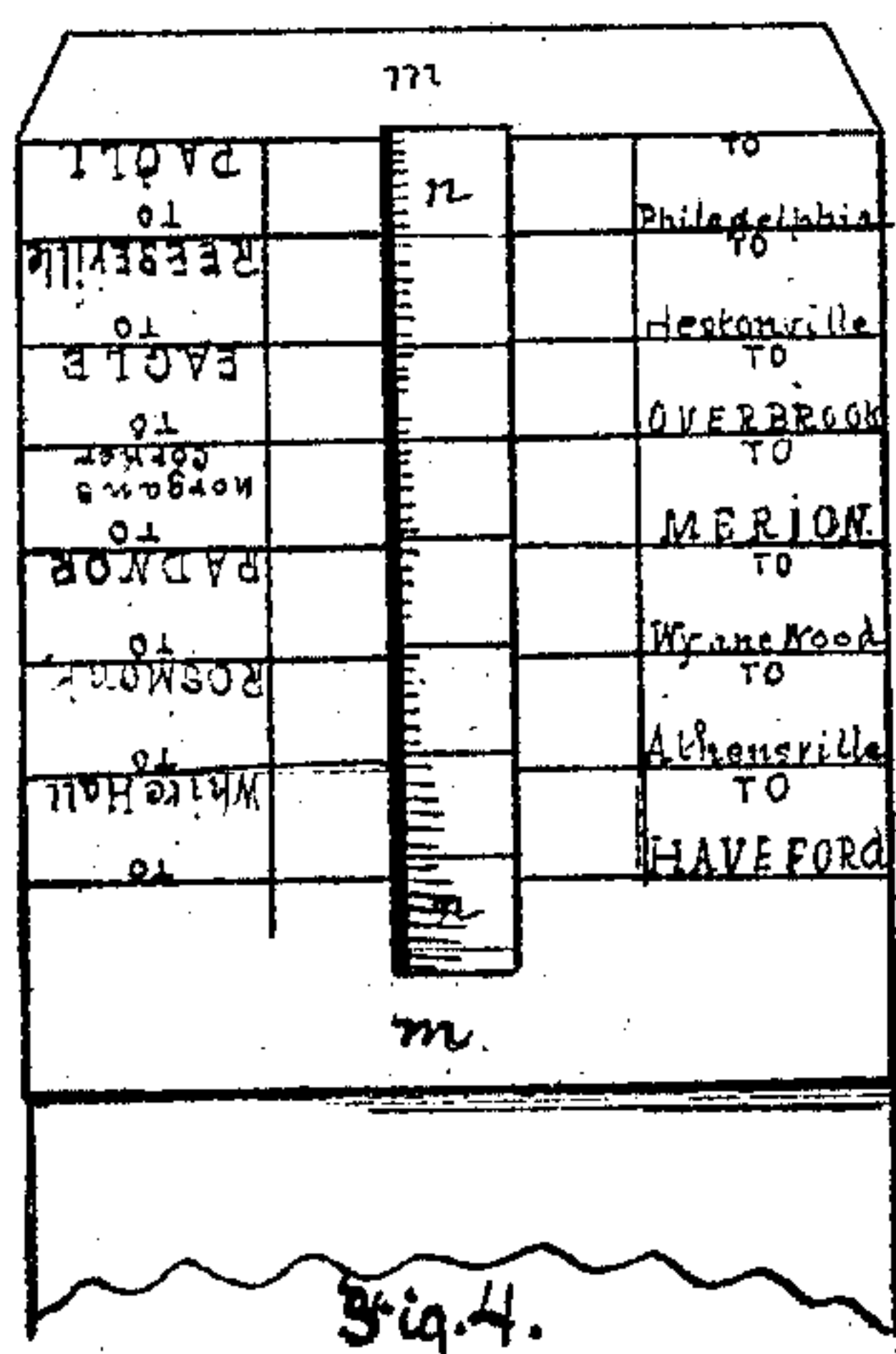
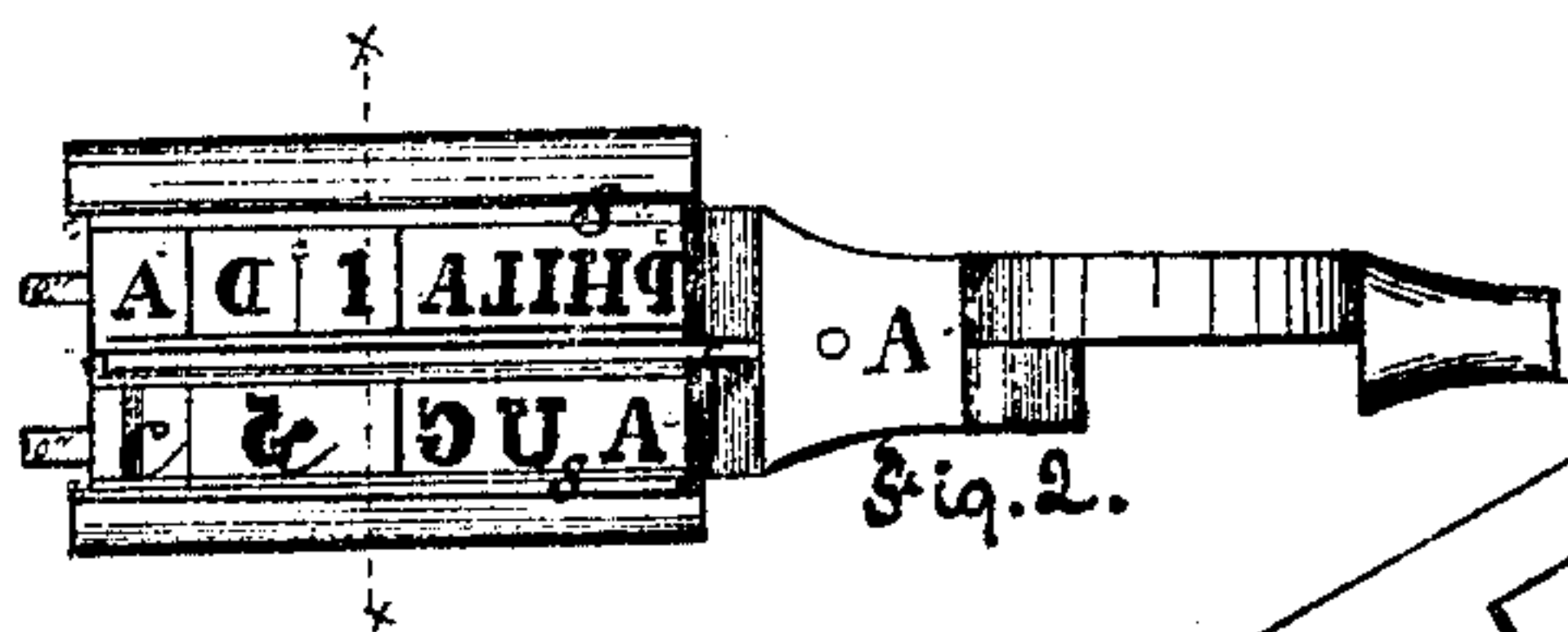
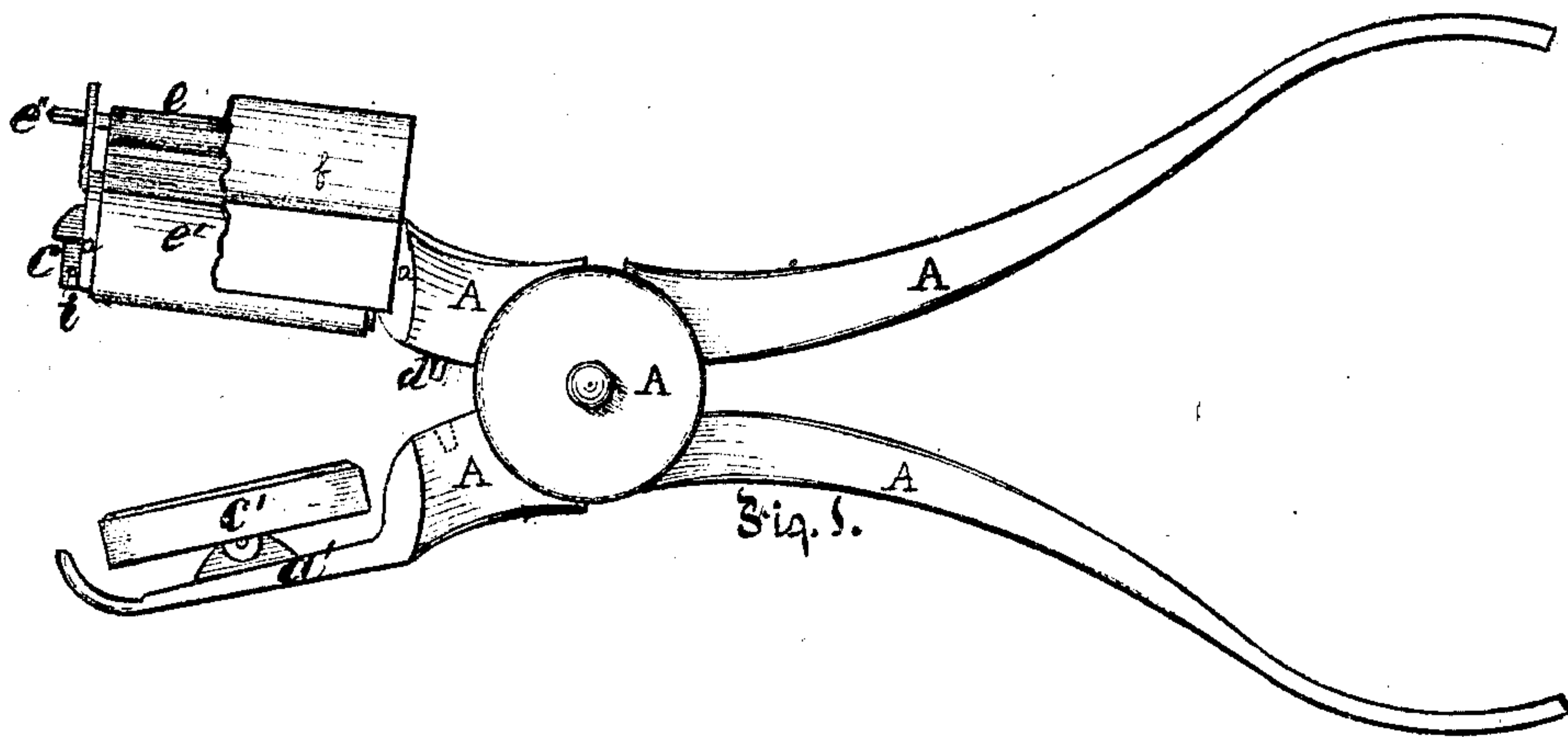


C. A. Chamberlin,

Ticket.

No. 108107.

Patented Oct. 11, 1870



Witnesses:
W. W. B. B. B.
Thos. R. Kew

Inventor:
C. A. Chamberlin,
by Bakewell & Johnston
his Attys.

UNITED STATES PATENT OFFICE.

CHARLES A. CHAMBERLIN, OF PITTSBURG, PENNSYLVANIA.

IMPROVEMENT IN RAILROAD-TICKETS.

Specification forming part of Letters Patent No. 108,107, dated October 11, 1870.

To all whom it may concern:

Be it known that I, CHARLES A. CHAMBERLIN, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Railroad Ticket and Stamp; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawing, making a part of this specification, in which—

Figure 1 is a plan view of the stamping-pliers. Fig. 2 is a face view of the stamping jaw and dies. Fig. 3 is a cross-section thereof through the line *x x*, Fig. 2. Fig. 4 is a face view of my improved ticket and tab folded together; and Fig. 5 is a perspective view of the same unfolded, showing the full face of the tab, the stamp and ticket shown being particularly designed for use with each other.

Like letters of reference indicate like parts in each.

The nature of my invention consists in the making of improved tickets for railroad use, and is especially designed for the use of conductors in collecting fares from ticketless passengers, the particular object being to prevent frauds on the part of conductors in making incorrect returns of the fares by them collected.

To enable others skilled in the art to make and use my invention, I will describe its construction and manner of use, first briefly indicating the kind of stamp I find most convenient for use, though other suitable stamping devices may be employed.

In a pair of pliers, *A*, a cushion, *c'*, is attached to one jaw, *a'*, and removable dies *c* are arranged in boxes *s*, or in other suitable manner, in the opposite jaw *a*. The ribbon *e'*, coiled on spools *e e*, furnishes the coloring-matter.

A punch, *d*, for punching the ticket at the same time that the dies stamp it, is arranged in the rear end of the jaw *a*.

My improved form of ticket, as shown in Figs. 4 and 5, consists of a slotted ticket, *m*, and a tab, *n*, attached thereto, or forming part thereof.

On the face of the ticket *m*, in one or more columns, is printed, in regular order, the names of the stations at which stoppages are made in the route of the conductor. On the

corresponding face of the tab *n*, and in the same order, and at the same distances from each other, are printed the arithmetical numbers of such stations.

A slot, *m'*, extending parallel or nearly so with the column of names of stations, is made in the ticket *m*, and the ticket and tab are so folded or lapped so that, by a single imprint of the die or dies *c c* in the jaw *a*, a record of the name of the place at which the passenger gets aboard can be made on the face of the ticket opposite to the name of the station to which he pays fare, and, by the same imprint, the number of the former station can be made through the slot *m'* on the face of the tab *n* opposite the printed number of the latter station. At the same time the punch *d* cancels both the ticket *m* and the tab *n*. The conductor then tears the ticket and tab apart, gives the ticket to the passenger, who then has a record of both termini of his route and of all intermediate stations.

The tab *n* is kept by the conductor, and by him returned to the office of the company. The number which he has stamped on it and the printed number opposite such stamp indicate the termini of the route for which he has collected fare, and, consequently, the amount of fare for which he must account.

For stamping the tickets and tabs I use any desired arrangement of dies which will do the work. That shown in the drawing has a die for the date, which is so arranged as to print the date on the ticket, whereby the passenger will be prevented from using that ticket on any succeeding day. This die may, also, as an additional precaution, contain the number of the train or other convenient designation in lieu thereof. This die needs to be changed daily. The other die (preferably cast) contains the name and number of the station, arranged so that when the ticket and tab are inserted between the jaws *a a'* and an imprint taken, as described, the name of the station (Philadelphia, as shown in the drawing) will be printed on the ticket, and the number of the same station (1) through the slot *m'* on the tab below.

The conductor should be provided with one of these dies for each stopping-station in his route, and, of course, he will change this die

between each two stations. This he can readily do by the use of a hook, which engages a hook or eye, *i*, on the end of the die.

As the die works in slides or in a box, changing is the work of a moment; but other means of changing may be substituted for that described.

In order to make the tickets and tabs in compact form, I have shown in each two columns of printed matter and the slot in the middle of the ticket. If so preferred, such matter can be arranged in each in a single column, and the ticket, instead of a slot, *m'*, may have a part cut away on one edge, so as to uncover a part of the tab. In such case the die containing name and number of station should be made so as by a single imprint to record the name of the station on the ticket and the number on the tab.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A ticket and tab folded against or lapping onto each other, and one slit or cut away, so as to uncover a portion of the other, whereby both may be stamped by a single imprint, substantially as described.

2. A ticket and tab, the one containing the names and the other the numbers of stations, such names and numbers being correspondingly arranged on the two, and one being slotted or cut away, so as to uncover a portion of the other, substantially in the manner and for the purposes hereinbefore set forth.

In testimony whereof I, the said C. A. CHAMBERLIN, have hereunto set my hand.

C. A. CHAMBERLIN.

Witnesses:

JOHN GLENN,
G. H. CHRISTY.