

(No Model.)

E. L. HOWARD.
Railroad Ticket.

No. 235,243.

Patented Dec. 7, 1880.

A.	B.	C.	D.
A16.	A16.	A16.	A16.
Transfer Coupon. WASHINGTON TO NEW YORK. ONE FIRST CLASS. Philadelphia TO New York. P.C.R.R.	Transfer Coupon. WASHINGTON TO NEW YORK. ONE FIRST CLASS. Baltimore TO Philadelphia. P.W.&B.R.R.	Conductor's Coupon. ONE FIRST CLASS. WASHINGTON TO NEW YORK. B.&O.R.R.	Passenger's Voucher. ONE FIRST CLASS. from WASHINGTON. John Hendrick, Pass. Agent.
If passenger stops over between Phila. & N.Y. the Conductor will punch this coupon and deliver it to the Ticket Agent who will stamp it with office and endorse amount of rebate.	If passenger stops over between Balto. & Phila. the Conductor will punch this coupon and deliver the same and all attached coupons, to the Ticket Agent who will stamp it with name of office and endorse amount of rebate.	Good only for a continuous ride and worthless if detached from Passenger's Voucher. CONDUCTOR WILL COLLECT THIS TICKET AS SOON AS TRAIN LEAVES WASHINGTON.	The passenger must retain this voucher, or full fare will be charged. To Stop Over at any Point the conductor must punch this voucher before arrival at the station. The voucher must then be presented to the Ticket Agent, who will pay the difference in fare between that paid by the Passenger and the fare to the stop over point.
Issued By B.&O.R.R.	Issued By B.&O.R.R. Guide Check. Take Penn. Central, R.R. (N.Y. Div.) from Philadelphia	Issued By B.&O.R.R. Guide Check. Take Phila., Wilmington & Balto. R.R. from Baltimore.	Issued By B.&O.R.R. NOT GOOD IF PUNCHED, Except for rebate.

Witnesses:

Robert A. Dimmick
Arthur L. Moncell.

Inventor:

Edward S. Howard
per Daniel Breed
Atty

UNITED STATES PATENT OFFICE.

EDWARD L. HOWARD, OF WASHINGTON, DISTRICT OF COLUMBIA, ASSIGNOR
OF ONE-HALF TO ROBERT A. DIMMICK, OF SAME PLACE.

RAILROAD-TICKET.

SPECIFICATION forming part of Letters Patent No. 235,243, dated December 7, 1880.

Application filed August 21, 1880. (No model.)

To all whom it may concern:

Be it known that I, EDWARD L. HOWARD, a citizen of the United States, residing at Washington, in the District of Columbia, have invented certain new and useful Improvements in Railroad-Tickets; and I 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, reference being had to the accompanying drawing, and to letters or figures of reference marked thereon, which form a part of this specification.

The accompanying drawing represents an enlarged face view of my improved railroad-ticket, which, for convenience of illustration and description, is made to cover the route from Washington, D. C., to New York city, though the ticket is intended and adapted for use on all railroads.

The main objects of my invention are, first, to prevent what is known as "scalping," or the resale of tickets; second, to compel local travelers to pay local rates.

My invention consists of a railroad-ticket having a passenger's voucher or coupon, and a coupon or coupons for each division of railroad to be traveled over. The passenger's voucher or coupon shows the starting-point, but not the destination, of the ticket, and each of the succeeding or conductor's coupons shows the whole route over which the ticket is good, and also the particular division of road covered by said coupon. The passenger's voucher and each of the succeeding coupons are provided with a catch-mark or sign, by which they may be identified as belonging to the same ticket.

My railroad-ticket, as represented in the accompanying drawing, contains four parts or sections, as A, B, C, and D, all having thereon printed directions, which need not be here repeated in detail, but the important features thereof will be described.

First, the most important feature of my improved railroad-ticket is the passenger's voucher D, designating the class and name of office or place from which the voucher and coupons are issued, but with the destination blank, together with the name of the general

passenger or general ticket agent of the railroad issuing the ticket; also, the necessary instructions to the passenger for stopping over and drawing rebate, all under a catch-mark applied to the voucher and series of coupons attached. This voucher is absolutely new as far as I am aware.

Second, a coupon, C, specifying the class, the starting and terminal point, giving the initials of the railroad issuing the ticket, a notification to the passengers that the ticket is good only for a continuous ride, instructions to conductor for collection of the ticket; also, attached thereto and detachable therefrom, a guide-check, E, stating the name of the connecting railroad which the passenger is to take at the terminal point of the railroad or section of road issuing the ticket, all under a catch-mark corresponding to that on the passenger's voucher.

Third, a coupon, B, specifying the starting and terminal points of the whole route, the class, and the initial and terminal points of the railroad or section of road covered by the coupon, together with the initials of said railroad; also, instructions to conductor and ticket-agents in case of the passenger stopping over at any intermediate point, and the initials of the railroad issuing the ticket; also, attached thereto and detachable therefrom, a guide-check, E', stating the name of the connecting railroad which the passenger is to take at the terminal point of the railroad or section of railroad covered by the coupon, all under a catch-mark corresponding to that on the passenger's voucher and the coupon C.

Fourth, a coupon, A, specifying the starting and terminal points of the whole route, the class, and the initial and terminal points of the railroad covered by the coupon, together with the initials of said railroad; also, giving instructions to conductors and ticket-agents in case of the passenger stopping over at any intermediate point, and the initials of the railroad issuing the ticket, all under a catch-mark corresponding to that on the passenger's voucher D, and the coupons B and C.

An agent's stub in the usual form may be attached, as in the ordinary ticket.

Use: The passenger's voucher D is to be

retained by him to the end of his route, and the first conductor detaches all the coupons marked A, B, and C, keeping the part C as his coupon or voucher for the first section of the road from Washington to Baltimore. If this first conductor leaves the train at Baltimore, he transfers the coupons A and B to the next conductor, who retains the coupon B as his voucher for the section of road from Baltimore to Philadelphia; and if this second conductor leaves the train at Philadelphia, he gives the transfer-coupon A to the conductor from Philadelphia to New York, as one of the vouchers for the last section of road, and this last conductor also collects the passenger's voucher D before reaching New York, as the second and necessary voucher in settling with the railroad company issuing the ticket at Washington. Thus the passenger and the three sections of the railroad are all represented by the four parts of the ticket, and all are secure, while the passenger is prevented from selling his voucher, as will yet be more fully explained.

Should the passenger wish to stop off at any intermediate station, he so notifies the conductor, as per instructions on his voucher, who punches the passenger's voucher D, and then transfers all the coupons yet in his possession to the ticket-agent at the stop-off station, where the passenger presents his punched voucher and receives the difference between the amount which he paid for his ticket, and the fare to the stop-over station. If the passenger should stop off without this notice to the conductor the coupons corresponding to the passenger's voucher would pass on in the hands of the conductor, and the passenger in such case can only get his draw-back by corresponding with the general office of the com-

pany. It will thus be seen that this ticket is only good for a continuous ride at through rates. If used for a local ride it must be at local rates.

My improved ticket serves the same purposes as the ordinary ticket, and, in addition thereto, the sale or transfer of the ticket is rendered impossible, as the passenger's voucher does not show the point of destination, and an intending purchaser has no security as to its true value. Conductors cannot resell the ticket, because the detaching of the passenger's vouchers renders the ticket worthless.

The ticket above described simply shows the route between Washington and New York, and the specification describes the method of using it over that route. It is, however, equally applicable to any other route, and is intended for general use over all railroads, the method of using being in every case substantially the same as described in the specification.

Having thus described my improvement, I claim and desire to secure by Letters Patent of the United States—

The above-described railroad-ticket, consisting of the transfer and conductor's coupon-sections, on which are expressed the starting and destination points, and the passenger's voucher-section, on which is expressed the starting-point but not the destination, all of the sections having a similar catch-mark by which they are identified as parts of the same ticket and the destination ascertained.

In testimony whereof I affix my signature in presence of two witnesses.

EDWARD L. HOWARD.

Witnesses:

G. E. HARRIS,

JOHN P. O'NEILL.