

(Model.)

W. B. SHATTUC.
Railroad Ticket.

No. 239,859.

Patented April 5, 1881.

Fig. 1.

TITLE PAGE.

COUPON TICKET No. F 55
COUPON TICKET ISSUED TO _____

GOOD FOR
ONE THOUSAND MILES TRAVEL
ON THE
NEW YORK, PENNSYLVANIA AND OHIO
RAILROAD.

upon the conditions named in the Contract
attached to and
made part hereof.

\$ _____

W. B. Shattuc
General Passenger & Ticket Agent.

Fig. 2.

LAST COUPON PAGE.

1 Mile	F 55	982	1 Mile	F 55	981	BAGGAGE.
1 Mile	F 55	984	1 Mile	F 55	983	2 MILES.
1 Mile	F 55	986	1 Mile	F 55	985	BAGGAGE.
1 Mile	F 55	988	1 Mile	F 55	987	2 MILES.
1 Mile	F 55	990	1 Mile	F 55	989	BAGGAGE.
1 Mile	F 55	992	1 Mile	F 55	991	2 MILES.
1 Mile	F 55	994	1 Mile	F 55	993	BAGGAGE.
1 Mile	F 55	996	1 Mile	F 55	995	2 MILES.
1 Mile	F 55	998	1 Mile	F 55	997	BAGGAGE.
1 Mile	F 55	1000	1 Mile	F 55	999	2 MILES.

ATTEST.

Geo. T. Smallwood Jr.
Walter Allen

FIRST COUPON PAGE.

1 Mile	F 55	2	1 Mile	F 55	1	BAGGAGE.
1 Mile	F 55	4	1 Mile	F 55	3	2 MILES.
1 Mile	F 55	6	1 Mile	F 55	5	BAGGAGE.
1 Mile	F 55	8	1 Mile	F 55	7	2 MILES.
1 Mile	F 55	10	1 Mile	F 55	9	BAGGAGE.
1 Mile	F 55	12	1 Mile	F 55	11	2 MILES.
1 Mile	F 55	14	1 Mile	F 55	13	BAGGAGE.
1 Mile	F 55	16	1 Mile	F 55	15	2 MILES.
1 Mile	F 55	18	1 Mile	F 55	17	BAGGAGE.
1 Mile	F 55	20	1 Mile	F 55	19	2 MILES.

Fig. 3.

CONTRACT PAGE.

CONTRACT.

The conditions upon which this coupon ticket is sold by the New York, Pennsylvania and Ohio Railroad Company, and purchased and used by the holder, are as follows:

- 1st. That it is good only for the person in whose name it is issued, and shall be taken up and forfeited if presented by any other person.
- 2d. That the Conductor shall detach, in consecutive order, one Mileage Coupon for each mile or a fraction of mile traveled.
- 3d. That the Mileage Coupons are void if detached by any person but the Conductor.
- 4th. That one Baggage Coupon shall be detached by the Station Baggage Master, for every two miles or fraction thereof to the station for which baggage is checked.
- 5th. That Baggage Coupons are void if detached by any person but the Station Baggage Master when checking baggage.
- 6th. That Conductors shall collect the Baggage Coupons which are attached to the Mileage Coupons presented for passage.
- 7th. That Station Baggage Masters shall not check baggage on Baggage Coupons, unless all preceding Mileage Coupons have been used for passage.
- 8th. That it entitles the purchaser to travel only between regular stopping places of trains.
- 9th. All fractions of a mile shall be computed as a mile in calculating distance traveled.
- 10th. That this ticket will be surrendered to the Conductor when the last Coupons are detached.
- 11th. That the ticket will not be honored unless this contract is signed by the person in whose name it is issued.
- 12th. In the event of loss or damage to baggage, which shall consist of wearing apparel only, no claim shall be made therefor in excess of fifty dollars, and passage will not be claimed on this ticket, or redemption of it asked after one year from date of issue.

I have purchased this ticket and agree to use it subject to the above conditions.

INVENTOR.

W. B. Shattuc

Per *Knight Bros.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

WILLIAM B. SHATTUC, OF CINCINNATI, OHIO.

RAILROAD-TICKET.

SPECIFICATION forming part of Letters Patent No. 239,859, dated April 5, 1881.

Application filed May 12, 1880. (Model.)

To all whom it may concern:

Be it known that I, WILLIAM B. SHATTUC, of Cincinnati, in the county of Hamilton and State of Ohio, have invented a new and useful Improvement in Railroad-Ticket Books, of which the following is a specification.

My invention, while applicable to various forms of commutation passage-tickets, is more especially designed for what are known as "thousand-mile tickets." The ordinary form of such a ticket is a book containing one thousand separable coupons, consecutively numbered, each good for one mile of travel.

The form of thousand-mile ticket customarily employed is found to be imperfect and unsatisfactory to the railroad-managers, because an inadequate check on holders who have abused the special privilege, and it is unsatisfactory to the general traveler who finds such commutants enjoying advantages not possessed by him. A railway passage-ticket, whether single or multiple, always, as is well known, implies the right to conveyance of accompanying baggage not in excess of a prescribed weight, say one hundred and fifty pounds. The passenger who desires to carry baggage presents his ticket to the baggage-master, who punches it with the letter "B." Even should the passenger not accompany his baggage, the punch aforesaid is an absolute check on any attempt of a double use of the ticket for baggage privileges. In practice passengers seldom desire or avail themselves of their full privileges in this respect, so that the average baggage-weight per traveler is only a small fraction of the permitted maximum, and a passenger who fails to avail himself of his full baggage privileges on one trip cannot recoup on the next; but in the case of a commutation-ticket composed of a multitude of such mile coupons the above-mentioned precautions are impracticable, because in the hurry of departing trains the punching of each individual coupon would consume very much more time than the baggage-master has at his disposal, and hence he is obliged to depend wholly on the good faith of the ticket-holder. With the majority of holders he would, of course, be perfectly safe in so doing; but experience has proven that a numerous minority of holders have abused the trust by using it for the gra-

tuitous shipment of merchandise many times in excess of their contract.

To make impossible such clandestine use of commutation privileges is the object of my invention.

My improvement consists in a coupon-book in which is provided with each mile-passage coupon, or with each group of two or more such coupons, a baggage coupon or tag corresponding to the same number of miles, and so connected with its passage-coupon as to bring the passage-coupon between the baggage-tag and the stub, so that its detachment will be quickly noticed, the baggage privilege extending only to the remaining passage-coupons having such baggage-coupons in line therewith, the baggage-coupons not being recognized, or of no value, unless accompanied by the associate passage-coupon, which cannot be removed from its associate baggage-coupon without forfeiting its baggage privilege. On the presentation of such a ticket for the purpose of securing free transportation of baggage, the baggage-master will simply separate baggage-coupons corresponding to the distance to which the baggage is to be taken, thus divesting so many of the passage-coupons of their baggage privileges. This is the work of a moment, and, while imposing no inconvenience on respectable commuters, will restrict the holder of such a ticket to the precise privileges as to baggage enjoyed by ordinary passengers, and will put a stop to an abuse of the privilege so injurious and demoralizing as to have caused the entire abolition of such favors to have been seriously debated.

In order that the invention may be fully understood, I will proceed to describe it with reference to the accompanying drawings, in which—

Figure 1 represents one of my improved ticket-books open at the title-page and first page of coupons. Fig. 2 shows the same book opened at the last page of coupons. Fig. 3 shows the same opened at the contract-page.

The title and contract pages are preferably pasted on the inside faces of the front and back covers respectively, in the manner illustrated in Figs. 1 and 3. Each book may, of course, contain any number of pages and each page consist of any convenient number of coupons.

My practice is to include on each leaf twenty passenger one-mile coupons in two parallel columns, as represented at A A, and ten corresponding baggage two-mile coupons in another parallel column, B, as in the accompanying drawings. The column B is printed with the sentence "Baggage 2 miles."

In my preferred arrangement, here selected for illustration, the mile-passage coupons are disposed in consecutive pairs between one baggage-coupon and the stub C; but, if preferred, the passage-coupons may be arranged in single column between the stub C and baggage-tags B, and each individual mile-passage coupon be furnished with its attached baggage-coupon, in which case the inscription on the latter would of course be "Baggage 1 mile."

Instead of twenty miles, each page may contain a less number of mile-passage coupons—such, for example, as ten, or four, or even two.

In the act of printing the leaves of my book lines of punctures *b* are provided between the baggage and passage coupons, and between the consecutive baggage-coupons, similar to those which in my ticket and those heretofore employed partially separate the passenger-coupons, the object of such punctures, of course, being to enable easy separation by hand of any desired number of consecutive tickets.

I am aware that baggage-checks and receipts for stamping have been attached to tickets, and both have had numbers corresponding to the number of the ticket; such a ticket, therefore, I do not claim as my invention, as such tickets are not available for the purpose of preventing fraud as practiced in the use of ordinary coupon-books.

Having thus described my invention, the following is what I claim as new therein and desire to secure by Letters Patent:

As a new article of manufacture, a railroad-ticket book having leaves on which are printed columns of passage-coupons A and baggage-tags B, associated with the said passage-coupons and indicating the extent of baggage privilege, the said passage-coupons being located between the baggage-tags and stub C, and said baggage-tags being adapted to be separated from or with their respective associated passage-coupons, as set forth.

In testimony of which invention I hereunto set my hand.

WILLIAM B. SHATTUC.

Attest:

GEO. H. KNIGHT,
PERCY KNIGHT.