

(No Model.)

W. H. CAMPBELL.  
RAILWAY TICKET.

No. 453,037.

Patented May 26, 1891.

**NEW YORK & NIAGARA FALLS RAILROAD CO.**  
**GOOD FOR ONE PASSAGE**  
FROM  
**STATION STAMPED ON BACK**  
TO  
**STATION INDICATED BY PUNCH MARK**  
When Stamped by Company's Agent and presented with Coupons attached in accordance with terms of the following contract:  
1st.

24.  
34.  
44.  
54.  
64.

**FORM 1.** *Paul Hermann*  
GENERAL PASSENGER AGENT

**FINAL DESTINATION INDICATED BELOW**

1. PERRYBURG. 2. ROCHESTER. 3. HASTINGS. 4. TONTOGANDY. 5. WESTON. 6. MILTON. 7. CANTON. 8. DEWATER. 9. BELMONT. 10. LEICESTER. 11. OTTAWA. 12. COLUMBUS GR. 13. CHICAGO. 14. LIMA. 15. CRIDERSVILLE. 16. WARRINGTON. 17. BUTKINS. 18. ANNA. 19. SIDNEY. 20. KIRKWOOD.	21. FIDUA JUNG. 22. TROY. 23. TIPPECANOE. 24. TADMORE. 25. JOHNSON. 26. THIRD STREET. 27. DAYTON. 28. CARROLLTON. 29. MINNISCBURG. 30. CARLISLE. 31. FORT TOWN. 32. MIDDLETOWN. 33. TROY. 34. BUSHNARK. 35. OVERBROOKS. 36. NO. HAMILTON. 37. HAMILTON. 38. LINDENHOLD. 39. SCHENCKS. 40. SMITHS.	41. JONES. 42. MUNKHANSER. 43. CRESTVIEW. 44. GLENDALE. 45. WINDLAWN. 46. PARK PLACE. 47. LOCKLAND. 48. MARLBOROUGH. 49. HARTWELL. 50. MILLBROOK. 51. CANTON. 52. ELKHART PL. 53. HARTFORD. 54. WINTER PL. 55. COLL. HILL JC. 56. CUMMINGSVILLE. 57. FARM MOUNT. 58. BRIGHAMTON. 59. GERT STR. 60. CINCINNATI.
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**ISSUED BY**  
**NEW YORK & NIAGARA FALLS RAILROAD CO.**  
ON ACCOUNT OF  
CINCINNATI, HAMILTON & DAYTON R.R.  
**ONE PASSAGE**  
**TOLEDO TO**  
STATION PUNCHED IN MARGIN.  
Subject to conditions of Contract.  
This check is not good if detached.  
**FORM 1.** VIA NY&NF, MC, CH & D.

HUND'S 1 2 3 4 5 6 7 8 9 0  
TENS 1 2 3 4 5 6 7 8 9 0  
UNITS 1 2 3 4 5 6 7 8 9 0

**ISSUED BY**  
**NEW YORK & NIAGARA FALLS RAILROAD CO.**  
ON ACCOUNT OF  
MICHIGAN CENTRAL R.R.  
**ONE PASSAGE**  
**SUSP. BRIDGE TO TOLEDO**  
Subject to conditions of Contract.  
This check is not good if detached.  
**FORM 1.** VIA NY&NF, MC, CH & D.

HUND'S 1 2 3 4 5 6 7 8 9 0  
TENS 1 2 3 4 5 6 7 8 9 0  
UNITS 1 2 3 4 5 6 7 8 9 0

**ISSUED BY**  
**NEW YORK & NIAGARA FALLS RAILROAD CO.**  
ON ACCOUNT OF  
MICHIGAN CENTRAL R.R.  
**ONE PASSAGE**  
**SUSPENSION BRIDGE**  
Subject to conditions of Contract.  
This check is not good if detached.  
**FORM 1.** VIA NY&NF, MC, CH & D.

HUND'S 1 2 3 4 5 6 7 8 9 0  
TENS 1 2 3 4 5 6 7 8 9 0  
UNITS 1 2 3 4 5 6 7 8 9 0

**ISSUED BY**  
**NEW YORK & NIAGARA FALLS RAILROAD CO.**  
ON ACCOUNT OF  
MICHIGAN CENTRAL R.R.  
**ONE PASSAGE**  
**AGENT'S STUB**  
STATION PUNCHED IN MARGIN.  
STATION STAMPED ON BACK.  
Subject to conditions of Contract.  
This check is not good if detached.  
**FORM 1.** VIA NY&NF, MC, CH & D.

HUND'S 1 2 3 4 5 6 7 8 9 0  
TENS 1 2 3 4 5 6 7 8 9 0  
UNITS 1 2 3 4 5 6 7 8 9 0

*Attest:*  
*Paul Hermann*  
*J. Kennedy*

**ISSUED BY**  
**NEW YORK & NIAGARA FALLS RAILROAD CO.**  
ON ACCOUNT OF  
CINCINNATI, HAMILTON & DAYTON R.R.  
**ONE PASSAGE**  
**TOLEDO TO**  
STATION PUNCHED IN MARGIN.  
Subject to conditions of Contract.  
This check is not good if detached.  
**FORM 1.** VIA NY&NF, MC, CH & D.

HUND'S 1 2 3 4 5 6 7 8 9 0  
TENS 1 2 3 4 5 6 7 8 9 0  
UNITS 1 2 3 4 5 6 7 8 9 0

**ISSUED BY**  
**NEW YORK & NIAGARA FALLS RAILROAD CO.**  
ON ACCOUNT OF  
MICHIGAN CENTRAL RAILROAD  
**ONE PASSAGE**  
**SUSP. BRIDGE TO TOLEDO**  
Subject to conditions of Contract.  
This check is not good if detached.  
**FORM 1.** VIA NY&NF, MC, CH & D.

HUND'S 1 2 3 4 5 6 7 8 9 0  
TENS 1 2 3 4 5 6 7 8 9 0  
UNITS 1 2 3 4 5 6 7 8 9 0

INVENTOR:

*W. H. Campbell*



# UNITED STATES PATENT OFFICE.

WILLIAM H. CAMPBELL, OF NEW YORK, N. Y.

## RAILWAY-TICKET.

SPECIFICATION forming part of Letters Patent No. 453,037, dated May 26, 1891.

Application filed October 27, 1890. Serial No. 369,507. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM H. CAMPBELL, a citizen of the United States, residing at New York, county of New York, and State of New York, have invented certain new and useful Improvements in Railway-Tickets, fully described and represented in the following specification and the accompanying drawings, forming a part of the same.

10 This invention relates to that class of railway-tickets known as "coupon extension-tickets," which are used by railroads and other transportation companies for the purpose of furnishing passengers traveling over two or more lines with a single ticket, the several coupons of which are taken up by the conductors of the different lines on presentation of the ticket, these coupons forming vouchers for the respective lines by which the proper charge is made against the line selling the ticket. The enormous development of railway and steamboat transportation has increased the number of lines and of stations to such an extent that it is practically impossible to keep at each station a stock of tickets for each separate station on the different lines from and to which tickets are to be sold, and all systems employing separate tickets for different stations have proven impracticable on this account and on account of the expense involved in printing and carrying such large quantities of tickets, many of which are to obscure points and may never be sold, but must be kept on hand for possible contingencies. These systems, moreover, involve a complex system of book-keeping and impose a large amount of labor upon the selling agents in handling and storing the different forms. Another difficulty has arisen from the practice of providing different forms of tickets for the different classes of travel and the introduction of limited and unlimited, excursion, return, and other special tickets, which multiply the number of forms required. Many attempts have been made to overcome these difficulties by providing a single form of ticket for use at all stations of the selling line and good for several stations on the final line and a number of different coupon extension-tickets have been produced, but all previous attempts have failed to provide a ticket good for all stations on the ini-

tial and final lines and adapted for use over all lines regardless of the number of stations, and consequently have failed to meet the requirements of the present day. Among the forms referred to is a coupon extension-ticket on which the agent's stub and each coupon has a small number of the names of stations on the final line printed thereon and to which tickets can be sold, the ticket being so constructed that the stations upon the agent's stub and coupons register alike when the ticket is folded, and the destination-station may be punched on all simultaneously. As will be seen, this provides a ticket which can be used only for a small number of stations on the final line. It is apparent, therefore, that such a ticket is useful only where the last line has but a very small number of coupon-stations, because the coupons must be of limited dimensions to be practicable, and but a small number of stations can be listed on them, in addition to the regular matter, owing to want of space, and to provide for even the number of stations on the smallest lines by this arrangement the coupons would be of such size that they could not be used without increasing the size of the ticket beyond convenient dimensions. This ticket therefore has proven practically useless in the present development of transportation-lines and the ticket problem has heretofore been unsolved. By the present invention I provide a coupon extension-ticket so constructed that a ticket of small size may be used for the longest lines and for as many intermediate lines as desired, and which will furnish an agent's stub and coupon-vouchers for a practically unlimited number of destination-stations on the last line without substantially increasing the size of the stub and coupon over those used on single-station tickets. I accomplish this result by substituting on the agent's stub and coupons for the names of the destination-stations numbers arranged by units, tens, hundreds, &c., where a large number of stations are required or numerically for smaller lines, these numbers, being so arranged upon the agent's stub and coupons that they may be simultaneously punched or otherwise canceled for indicating the destination-station. In order to make these several coupons intelligible to the passenger and readily inter-



5 preted by the various conductors, auditors,  
 &c., and especially as a safeguard against  
 fraud upon the traveling public and public  
 carriers by changing in any way the destina-  
 10 tion, station after it has been punched or other-  
 wise indicated, I prefer to print upon the  
 face or back of the final line, stub, or contract  
 a list of the names and numbers of all the  
 stations on the final line, by this means ren-  
 15 dering it impossible to change the destination-  
 station without immediate detection. While  
 this indication of destination-station forms the  
 main feature of my improved coupon-ticket,  
 and this feature may be used with or with-  
 20 out any other improvements, I prefer to add  
 other features by which a single form of ticket  
 may be used for all classes of travel for both  
 limited and unlimited tickets, and in short to  
 embody in a single form the features of all  
 25 the different forms now used, so that the same  
 and but one form will be used at all stations  
 of the selling line for all stations of any other  
 connecting road.

In the accompanying drawings, Figure 1 is  
 25 a face view of my improved ticket in its pre-  
 ferred form when used for final lines having  
 many stations. Fig. 2 is a broken face view  
 of the ticket when used for a final line hav-  
 ing comparatively few stations.

30 Referring to Fig. 1, A is the contract por-  
 tion of the ticket which is retained by the  
 line to a station on which the ticket is sold.

B is the list of destination-stations accom-  
 panying the same.

35 C is a series of coupons for the intermediate  
 and final line, and D the agent's stub to be  
 retained by the line selling the ticket.

The list of destination-stations B includes  
 40 sixty-one stations from Perrysburg to Cincin-  
 nati. This list of stations may be printed,  
 as shown, upon an independent part of the  
 contract portion of the ticket, or the list of  
 stations may be arranged around the edge of  
 45 the contract or printed upon the back of the  
 contract portion of the ticket in any manner  
 desired.

The agent's stub and each one of the cou-  
 pons carries the digits arranged for units, tens,  
 and hundreds, the lines of digits being ar-  
 50 ranged in any manner desired, either trans-  
 versely or longitudinally of the ticket; but  
 all the numbers on the stub and all the cou-  
 pons being similarly arranged, so that they  
 register when the ticket is folded and may be  
 55 punched simultaneously. The coupons will  
 preferably be of different colors, so as to dis-  
 tinguish those of the different lines.

In addition to the indication of destination,  
 the ticket shown is adapted for use either as  
 60 a limited or unlimited ticket, the contract  
 portion being provided with date-numbers  
 arranged, preferably, longitudinally of the  
 ticket, as shown, and the agent's stub and  
 coupons being provided with registering por-  
 65 tions to be punched for a limited ticket, as  
 desired, the unpunched ticket being unlimited.  
 Similarly the ticket is first class unless other-

wise indicated by punching the 2 or 3 on the  
 stub and coupons for second or third class,  
 respectively.

The use of the ticket will be readily under-  
 stood from the example shown. The ticket  
 is sold by the New York and Niagara Falls  
 Railroad Company over its road and the in-  
 75 termediate Michigan Central Road to the sta-  
 tion "Carthage" on the Cincinnati, Hamilton,  
 and Dayton Railroad, the ticket being second  
 class and limited. This ticket is used from  
 any station of the selling road, the selling sta-  
 80 tion being stamped upon the back of the  
 agent's stub, the contract, and all the coupons  
 when the ticket is sold. Before or after  
 stamping, the agent folds the coupons and  
 stub together and indicates the destination-  
 station by punching out in the tens-column  
 85 the figure 5 and in the units-column the fig-  
 ure 1, thereby indicating that the ticket is  
 good to destination-station 51, which, as seen  
 by referring to the list, is "Carthage." At the  
 same time the ticket is marked as limited by  
 90 punching in the appropriate place and as sec-  
 ond class by punching figure 2 under "Class."  
 The destination-station is then punched out  
 upon the list of stations and the limited date  
 punched upon the contract portion, which in  
 95 this case is "December 1, 1890." The agent's  
 stub is then torn off and retained by the  
 agent and the ticket delivered to the pur-  
 chaser.

It is usual to indicate on the coupon and  
 100 the contract portion the station from which  
 the ticket is sold, which is done by stamping  
 the back of each coupon and the contract  
 with the selling station. When but a small  
 number of destination-stations are required,  
 105 it will be found preferable to arrange the  
 numbers of the stations numerically, as  
 shown in Fig. 2, instead of in the manner  
 shown in Fig. 1, as by this arrangement but  
 a single punch is necessary for indicating any  
 110 one of the stations.

It will readily be understood that, while for  
 convenience and greater safety against fraud  
 it is preferable to provide the ticket with a  
 list of destination-stations, as shown, this is  
 115 not absolutely necessary; but this portion of  
 the ticket may be omitted, and the conduct-  
 ors, auditors, and ticket agents be provided  
 with independent lists, which will soon be-  
 come memorized, so as to require no reference  
 120 thereto.

The ticket may readily be used for return  
 or excursion business by simply adding the  
 words "and return" to the heading of the  
 contract, and then attaching sufficient addi-  
 125 tional coupons for the return trip printed for  
 the opposite direction and good over the in-  
 termediate roads in the same manner as the  
 outgoing coupons shown and heretofore de-  
 scribed.

When the final road operates a large num-  
 ber of stations, the tickets may readily be  
 made available for any number of stations  
 that will ever be required by adding another



line of digits, thus enabling the tickets to be used for thousands of destination-stations, and this without any appreciable increase in the size of the coupons or of the ticket if the list of destination-stations be omitted.

It will be understood that my invention is not to be limited to any special form or arrangement of printing upon the ticket, as any arrangement suitable for my purpose may be employed, and that shown forms but one of many forms which may be used and is shown only as the arrangement which I have found preferable.

While I have shown the stations as indicated by punching—and this is preferable as the most convenient method—it will be understood that the stations may be indicated in any other desired manner, and that where there are but a small number of intermediate lines and it is desired to avoid the expense of punches the destination-station may be indicated by cancellation by ink or otherwise of the numerals on the different coupons separately and successively instead of simultaneously.

What I claim is—

1. A coupon extension-ticket having its contract portion provided with a list of destination-stations and their numbers and having its coupons provided with numbers for indicating the destination-stations, substantially as described.

2. A coupon extension-ticket having its contract portion provided with a list of destination-stations and their numbers and having its coupons provided with numbers for indicating the destination-stations, the numbers on the different coupons registering when the ticket is folded, but not registering with the list on the contract portion, substantially as described.

3. A coupon extension-ticket having its contract portion provided with a list of destination-stations and their numbers and having its coupons provided with series of digits arranged by units, tens, &c., for indicating the destination-station, substantially as described.

4. A coupon extension-ticket having its contract portion provided with a list of destination-stations and their numbers and having its coupons provided with series of digits arranged by units, tens, &c., for indicating the destination-stations, the numbers on the different coupons registering when the ticket is folded, but not registering with the list on the contract portion, substantially as described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

WM. H. CAMPBELL.

Witnesses:

G. M. BORST,  
J. J. KENNEDY.