

(No Model.)

E. H. MURDOCK.
CONDUCTOR'S TRIP SLIP.

No. 481,369.

Patented Aug. 23, 1892.

FIG. 1.

MILEAGE.		CASH.		TICKETS.	
1	ACTON.	1	CINCINNATI.	1	
2	LEBANON.	2	VALLEY J.	2	
3	LAFAYETTE.	3	LAWRENCE.	3	
4	SHELDON.	4	SUNMAN.	4	
5	ST ANN.	5	NEW POINT.	5	
6	CHICAGO.	6	ST PAUL.	6	
			ACTON.		
			LEBANON.		
			LAFAYETTE.		
			SHELDON.		
			ST ANN.		
			CHICAGO.		

FIG. 2.

MILEAGE.		CASH.		TICKETS.	
0	ACTON.	0	CINCINNATI.	0	
18	LEBANON.	18	VALLEY J.	18	
25	LAFAYETTE.	25	LAWRENCE.	25	
41	SHELDON.	41	SUNMAN.	41	
55	ST ANN.	55	NEW PT.	55	
74	CHICAGO.	74	ST PAUL.	74	
			ACTON.		
			LEBANON.		
			LAFAYETTE.		
			SHELDON.		
			ST ANN.		
			CHICAGO.		

FIG. 3.

MILEAGE.		CASH.		TICKETS.	
1	ACTON.	1	CINCINNATI.	1	
2	LEBANON.	2	VALLEY J.	2	
3	LAFAYETTE.	3	LAWRENCE.	3	
4	SHELDON.	4	SUNMAN.	4	
5	ST ANN.	5	NEW POINT.	5	
6	CHICAGO.	6	ST PAUL.	6	

FIG. 4.

MILEAGE.		CASH.		TICKETS.	
1	ACTON.	1	CINCINNATI.	1	
2	LEBANON.	2	VALLEY J.	2	
3	LAFAYETTE.	3	LAWRENCE.	3	
4	SHELDON.	4	SUNMAN.	4	
5	ST ANN.	5	NEW PT.	5	
6	CHICAGO.	6	ST PAUL.	6	

FIG. 5.

MILEAGE.		CASH.		TICKETS.	
1	ACTON.	1	CINCINNATI.	1	
2	LEBANON.	2	VALLEY J.	2	
3	LAFAYETTE.	3	LAWRENCE.	3	
4	SHELDON.	4	SUNMAN.	4	
5	ST ANN.	5	NEW POINT.	5	
6	CHICAGO.	6	ST PAUL.	6	

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UNITED STATES PATENT OFFICE.

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CONDUCTOR'S TRIP-SLIP.

SPECIFICATION forming part of Letters Patent No. 481,369, dated August 23, 1892.

Application filed December 26, 1891. Serial No. 416,135. (No model.)

To all whom it may concern:

Be it known that I, EDWIN H. MURDOCK, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Conductors' Trip-Slips; and I do hereby declare the following to be a full, clear, and exact description of the invention, reference being had to the annexed drawings, which form part of this specification.

The object of my invention is to provide a slip which, if properly used, will compel a conductor or collector to keep a full and accurate account of all cash fares, tickets, and passes received by him during a single trip, the peculiar features of said slip and the method of using it being hereinafter more fully described.

In the annexed drawings, Figure 1 shows the front of a conductor's slip to be used in a single run or trip from Cincinnati to Chicago, with ten stations or stopping-places intervening between these two termini. Fig. 2 shows the back of said slip. Fig. 3 shows the method of accounting on said slip for the reception of a ticket. Fig. 4 shows how the slip is mutilated by the conductor or collector. Fig. 5 shows the part that is cut from the slip and retained within a locked or sealed chamber of the conductor's punch or other convenient canceling device.

My conductor's trip-slip is usually made of a piece of cardboard of any convenient size and includes a head A, body B, and foot C, the front of said body having the names of the various stations inscribed thereon, while the back B' of said body shows the stations, the distance between them and the starting-place, and, if desired, the running-time of the train. Furthermore, it is preferred to leave these parts B B' of the slip perfectly white, so as to afford a striking contrast with the other colored portions of the device.

D is a column at the left of body B, and E is another column to the right of said body, which columns must be differently colored, as indicated by the surface shading, the column D being red, while the column E is yellow, said colors being duplicated on the back of the card, as seen at D' E'. The front columns D E have inner spaces *d e*, for a pur-

pose that will presently appear, and said columns have parallel horizontal lines running from the names of the different stations out toward the opposite margin of the slip, where each station is numbered consecutively, beginning at the upper one. The head A and foot C are blue, and these colors are repeated on the back of the card, as seen at A' C', and said head and foot have inner spaces *a c*, for a purpose that will presently appear. Again the foot C has the names of one-half of the stations inscribed thereon, the names of the other stations being applied to the head A, parallel vertical lines being extended from these names toward the margin of the card, at which place the stations are numbered in the same order as on the body B of the slip.

F G H I are small colored sections at the four corners of the card, which sections are duplicated on the back, as seen at F' G' H' I'.

J is a blank space on the back of the card to indicate where the slip shall be canceled by a proper officer before it is placed in the hands of the conductor. Usually this cancellation is effected by stamping the date of issue, the number of each slip, and the number of the train within the panel J, the other portions A', C', D', and E' of the back of the card having the proper instructions for the conductor printed thereon, in order that passengers may know how the slip must be punched to enable them to ride as far as their ticket calls for.

The exact method of utilizing the various spaces A C D E on the front of the slip is immaterial; but I prefer using the column D for cash fares, the column E for regular tickets, the head A and foot C for mileage-books, and the small sections F G H I for passes and tickets issued for special occasions. Neither is it material how the slip is colored, provided the system above described is carried out—that is to say, any colored part on the face should be duplicated on the back of the card.

The slip is used in the following manner: Before the conductor or fare-collector leaves Cincinnati the ticket agent or other officer at that place furnishes him with a sufficient number of stamped and consecutively-numbered slips, which are charged to the conductor, and he is notified to account for them at the end

of the trip, the agent at Chicago being informed by telegraph how many slips have been issued for this special run. As soon as the conductor receives a ticket from a passenger the trans-
 5 action must be properly recorded in the column E, devoted to tickets, which record is made as follows: Assuming that the passenger got on the train at Sunman, the fourth station, and that his ticket entitles him to ride
 10 to Sheldon, the tenth station, the conductor takes up the ticket and then with a combined stamp and punch he imprints "4" in the column E on the line running from "10" to "Sheldon" and another "4" on said line within the
 15 space *e*, as seen in Fig. 3. Simultaneously with this stamping of the two numerals "4" on the slip the margin of the latter is cut out, as seen at *e'* in Fig. 4, and the cutting *e''* (seen in Fig. 5) instantly falls into a locked cham-
 20 ber of the conductor's punch, which chamber can be opened only by a ticket agent or other officer at Chicago. The conductor then hands the mutilated slip to the passenger and requests him to keep it in sight until the train
 25 reaches Sheldon, the conductor retaining the ticket proper. If there should be a dispute as to where the passenger got on the train and as to his destination, the punched slip settles the question in a moment, the numeral "4" in the
 30 space *e* showing that he boarded the cars at Sunman, while the cut-away portion *e'* shows he has a right to ride to Sheldon; but if a passenger should get on the train at Lawrence, the third station, and pay a cash fare to Lebanon,
 35 the eighth station, the conductor would then stamp "3" on the column D on the line running from "8," another "3" on said line within the space *d*, and then cut out the margin of said column, in the manner above described;
 40 but if a passenger should board the train with a mileage-book at New Point, the fifth station, and desire to ride to Chicago, the twelfth station, the conductor would stamp "5" on the head A on the line running from "12,"
 45 another "5" on said line within the space *a*, and then cut out the margin of said head in the manner above described. A pass or special ticket would be recorded in the same manner in either of the appropriate sections F, G, H,
 50 or I. When the train arrives at Chicago, the conductor must settle with the ticket agent, and as the latter knows exactly how many slips were furnished for the run the account can be made up in a few minutes. The con-
 55 ductor is first credited with all unused slips in his possession; but the mutilated ones must agree in number, cancellation-marks, and colors with the cuttings found in the conductor's punch. These cuttings are first as-
 60 sorted according to the different colors, their faces are then turned up, and the ticket agent sees at a glance exactly how many cash fares were paid on the train, how many tickets were taken up, and how many mile-
 65 age-books were used on the trip. Not only is this true, but the numbers on the cut-

tings show where the passengers got on and how far they were entitled to ride. Thus the cutting seen in Fig. 5 proves that a ticket was received from station 4 and was good to
 70 station 10. Therefore if all the cuttings agree in number, cancellation-marks, and colors with the mutilated slips in the conductor's possession the proof is positive that he has
 75 kept a full and accurate account of the entire proceeds of the trip. On his return to Cincinnati the same kind of a slip is used, but with the names and numbers of the stations preferably reversed, although they may remain the same, if desired, Chicago being now
 80 station 1, St. Ann station 2, and so on down to Cincinnati, which is 12.

From the above description it is evident the conductor's stamp must be so constructed as to have the numbers readily changed when
 85 a train leaves the proper station; but this act can be accomplished in a moment by a special device arranged for the purpose. I have described the different portions of the slip as being distinguished from each other by
 90 various colors, so as to render them very conspicuous; but practically the same result could be produced by other means—as, for example, by using small ornaments, scrolls, or other
 95 designating means—and such changes are to be considered within the scope of my invention. Finally the duplication of the colors or other distinguishing features on the back of
 100 the slip is a great advantage in assorting the cuttings, but may be omitted in some cases, and in other cases the stations may be designated by letters or other suitable characters.

I claim as my invention—

1. The within-described method of protecting railway-tickets, &c., from being used a
 105 second time, which method comprises a conductor's trip-slip having the names of the various stations arranged on it in regular order and numbered consecutively, and a canceling device wherewith is applied to said
 110 slip opposite a passenger's destination two numbers that indicate the station where he got on, said device being then used to mutilate the slip by cutting therefrom a piece containing a number for each of said stations,
 115 which severed piece is retained within said canceling device, substantially as herein described.

2. A conductor's trip-slip consisting of the head A and foot C of the same color or de-
 120 sign and inscribed with the names of the stations, their numbers and spaces *a c*, the body B, inscribed with the names of the stations, and the columns D E, of different colors or designs, arranged on opposite sides of said
 125 body inscribed with the numbers of said stations and having spaces *d e*, for the purpose stated.

3. A conductor's trip-slip consisting of the head A *a*, body B, foot C *c*, and columns D *d*
 130 E *e*, arranged and inscribed as herein set forth, said head and foot being of the same

colors or designs, the columns being of different colors or designs and said colored or designed portions being duplicated on the back of said slip, as at A', C', D', and E', as
5 described.

4. A conductor's trip-slip, including the head A, body B, foot C, and columns D E, of different colors or designs, inscribed and num-

bered, as herein set forth, and for the purpose stated.

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

EDWIN H. MURDOCK.

Witnesses:

JAMES H. LAYMAN,
SAMUEL M. QUINN.