

(No Model.)

2 Sheets—Sheet 1

J. P. EASTMAN.  
CONTINUOUS MILEAGE TICKET.

No. 602,214.

Patented Apr. 12, 1898.

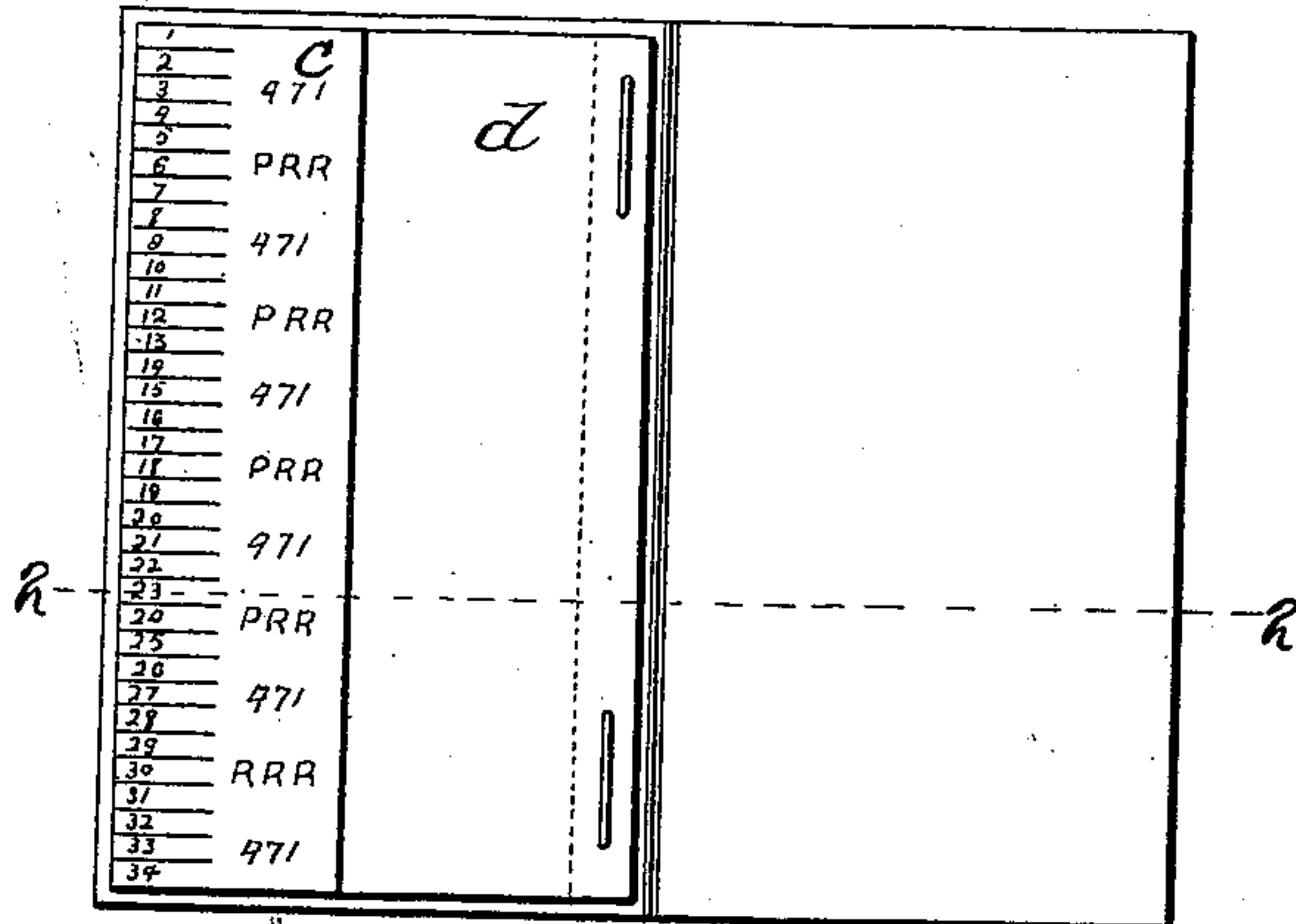


Fig. 1.

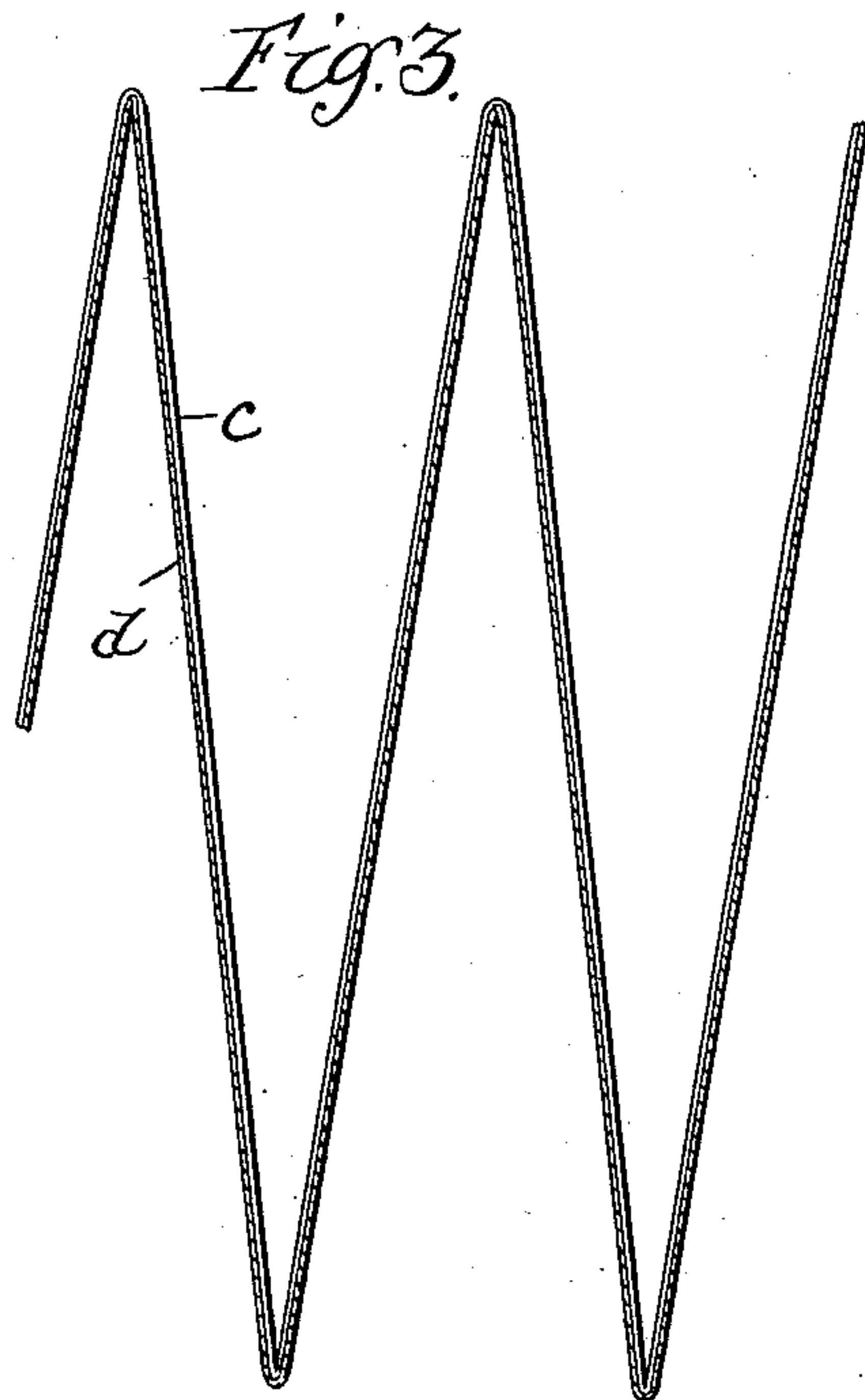


Fig. 3.

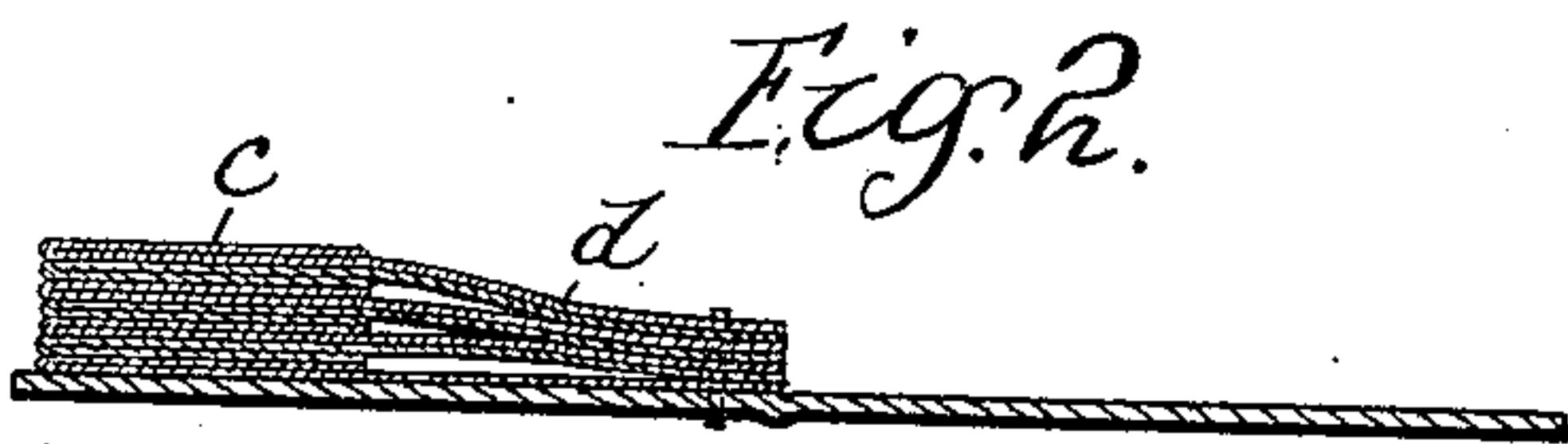


Fig. 2.

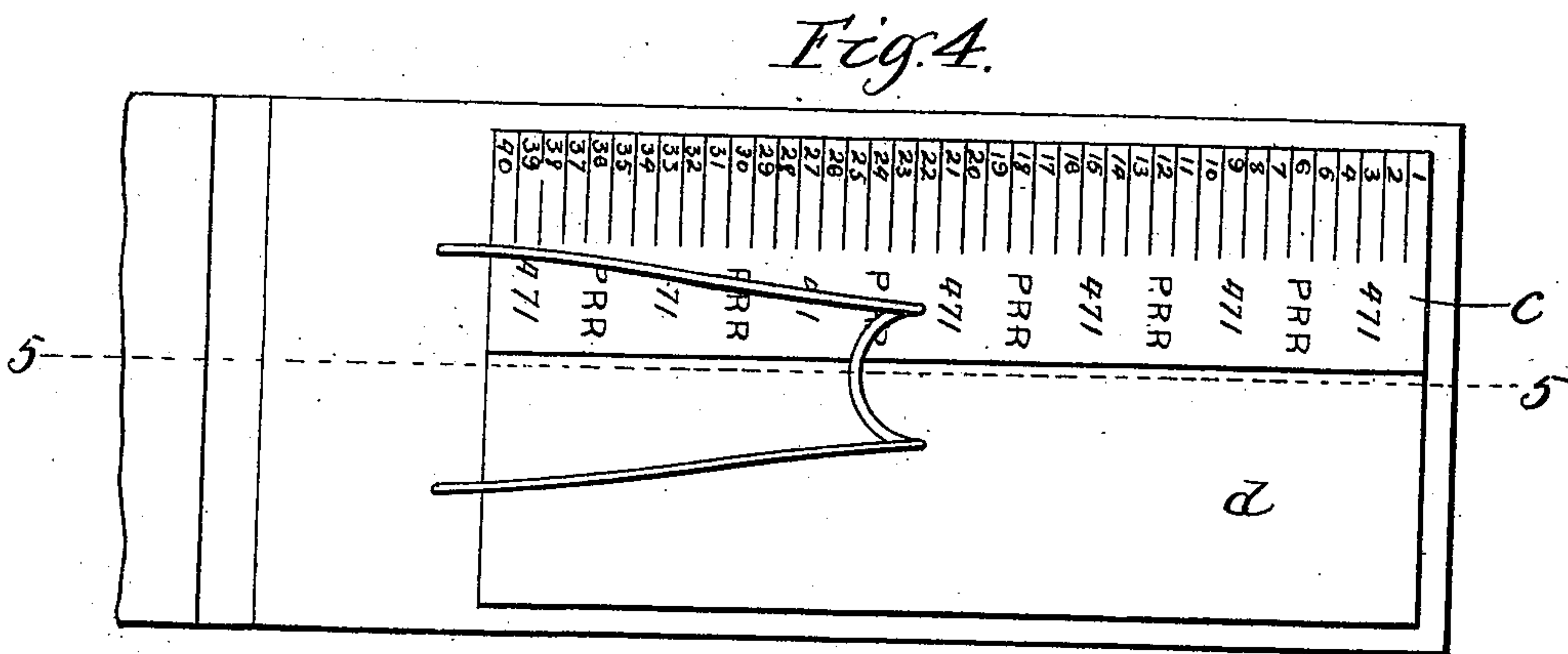


Fig. 4.

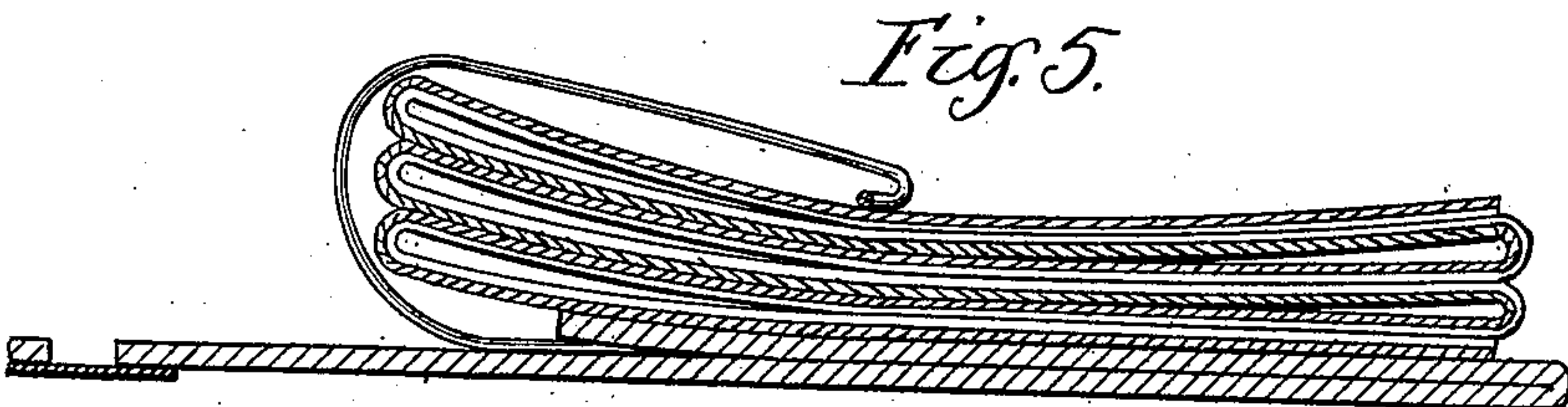


Fig. 5.

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2 Sheets—Sheet 2.

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Fig. 6.

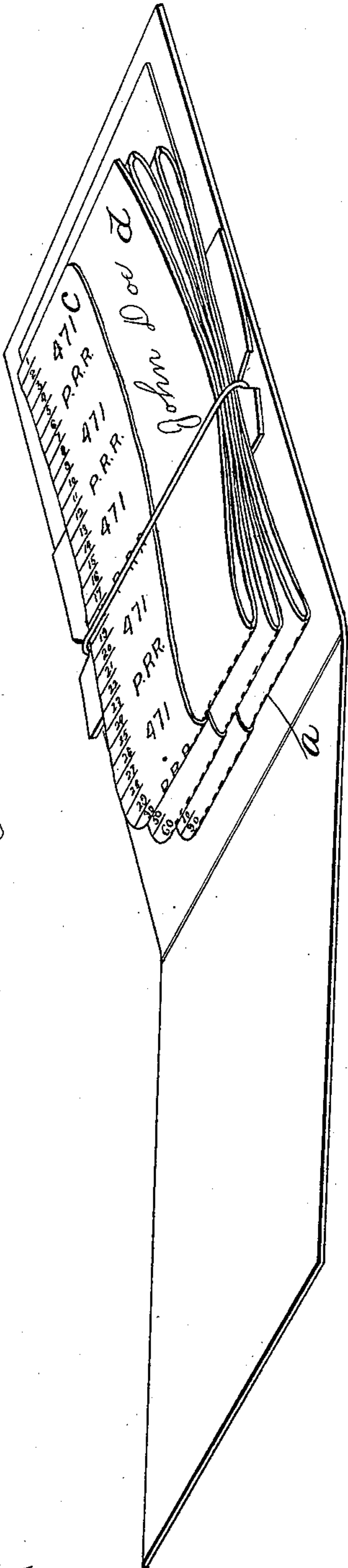


Fig. 8.

b	a																							
	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
	C	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.	471	P. R. R.	471

Fig. 9.

a																							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
C		471		P. R. R.		471		P. R. R.		471		P. R. R.		471		P. R. R.		471		P. R. R.		471	
John Doe																							
Z																							

Fig. 7.



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# UNITED STATES PATENT OFFICE.

JOHN P. EASTMAN, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO  
FRED M. LEWIS, OF SAME PLACE.

## CONTINUOUS MILEAGE-TICKET.

SPECIFICATION forming part of Letters Patent No. 602,214, dated April 12, 1898.

Application filed September 20, 1897. Serial No. 652,284. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN P. EASTMAN, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Continuous Mileage-Tickets, of which the following is a full description, reference being had to the accompanying drawings.

My invention relates to railway-tickets commonly known or termed "thousand-mile" tickets, and is an improvement upon the ticket shown in Letters Patent No. 314,170, issued to me March 17, 1885.

Many mileage-books have heretofore been made with the ticket placed flat in the book-covers, a row of figures indicating miles being printed at the two outer edges of the strip. These tickets have three disadvantages. First, when the mileage used is torn out by the conductor (usually by tearing on the edge of the book) unless very great care is used the tear will not be perpendicular to the sides of the strip, but will be at an angle, the result being that the two sides of the strip will not agree as to the number of miles used by from one to five miles, thus causing inconvenience, confusion, and uncertainty to the holder of the ticket, the conductor, and the ticket-accountant of the railroad; second, before the mileage is detached by the conductor the name of the user is signed on the back of the ticket, and to identify the ticket the conductor must look at the front of the ticket for the regular identification-marks and then turn it over to see the holder's name; third, the ticket being made of thin paper, it is liable to be torn as it is drawn out of the ticket-cover on the elastic, the spring, or other means for holding the ticket in place or upon the edge of the book. The object of my invention is to provide a ticket which will avoid all of the above disadvantages and, in addition thereto, produce duplicate vouchers each showing accurately the number of miles used and have other advantages hereinafter described and claimed.

In the drawings, Figure 1 is a plan, and Fig. 2 a sectional view, of my improved ticket as applied to the book shown in my Patent No. 314,170, dated March 17, 1885. Fig. 3 is a detail view showing the way in which the ends

of the successive leaves of said book are connected together. Fig. 4 is a plan, and Fig. 5 a sectional view, showing a spring which may be used for holding the ticket in a book. Fig. 6 is a perspective showing the ticket in a modified form of book. Fig. 7 is a sectional view of Fig. 6. Fig. 8 shows a strip of mileage torn from the book and unfolded. Fig. 9 shows a strip of mileage just after being torn from the book and before unfolding.

I print the mileage on a long strip of suitable paper, with a line *a a*, preferably perforated, running its entire length and dividing the ticket into two parts *b* and *c*. The two parts *b* and *c* may be printed in colors, if desired, and the relative width of *b* and *c* may be varied within considerable limits without materially changing my invention. Across this perforated line are printed parallel lines indicating miles traveled, each line being numbered on either side of the line consecutively from "1" to "1,000," (or the number of miles, more or less, which is the limit of the ticket,) as shown, and on either side of the row of numbers are printed the general number of the ticket, the road or association issuing it, and any other identification-marks which may be desired. The ticket is then folded, as in Fig. 9, the part *c* being the part *c* as shown in Fig. 8, and the part *d* being the back of part *b* of Fig. 8. The ticket, folded in this form, is now attached to a suitable cover, as shown in Figs. 1 and 5, and is ready for use.

When the holder (John Doe) desires to use the ticket, he writes his name on the space *d*, as shown. The conductor or other person taking up the mileage then takes it, and, having the holder's name and the identification-marks on part *c* directly in front of him for examination, tears off the mileage used and turns in the strip to the proper officer. The strip being folded when torn, the number of miles shown by the two parts *b* and *c* will be absolutely alike, and the strip can be separated on the line *a a* and one part sent to the auditor of the railroad taking up the ticket and the other sent to the auditor of the road issuing the ticket, or to the auditor of a joint-traffic association, or to any other official desired, and, the miles indicated on the two parts



being exactly alike, the accounts of the officials must agree, while with the tickets now in use the two parts seldom agree in number of miles, and unending confusion of accounts results. The folded strip can be put into a narrow book of more convenient dimensions for carrying in the pocket, while the fold increases the strength of the strip. It may be drawn over the edge of the ticket or under the elastic without the danger of tearing.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A ticket of the class described folded along a line, preferably perforated, lengthwise of said ticket intermediate between its edges, and then folded crosswise at intervals, forming a series of pages, connected at the ends, adapted to be drawn out in a continuous ticket, substantially parallel lines across said first line indicating units of distance, and characters representing units of distance corresponding to said transverse lines on each side of said first line and adjacent thereto, substantially as described.

2. A ticket of the class described folded lengthwise between its edges, and then folded crosswise at intervals, forming a series of pages, connected at the ends, adapted to be drawn out in a continuous ticket, a series of lines and corresponding figures representing units of distance on each side of said fold first mentioned and adjacent thereto, substantially as described.

3. In a ticket of the class described, the combination of a cover adapted to hold and protect said ticket, a ticket attached thereto having a fold along its length, and then folded crosswise at intervals, forming a series of

pages, connected at the ends, adapted to be drawn out in a continuous ticket, a series of substantially parallel lines and figures corresponding thereto representing units of distance on each side of said first-mentioned fold and adjacent thereto, and a blank space to one side for the holder's signature, substantially as described.

4. The combination of a ticket of the class described having a line, preferably perforated, lengthwise of said ticket intermediate between its edges, substantially parallel lines across said first line indicating units of distance, characters representing units of distance corresponding to said transverse lines adjacent to said first line, in combination with a cover adapted to hold and protect the ticket, said ticket being first folded along said first-mentioned line, and then folded crosswise at intervals forming a series of pages, connected at the ends, adapted to be drawn out in a continuous ticket, substantially as described.

5. In a ticket of the class described, the combination of the cover adapted to hold and protect the ticket, a ticket folded lengthwise between its edges attached thereto, a series of substantially parallel lines and figures corresponding thereto on each side of said fold and adjacent thereto, the fold being so proportioned that the back of one portion will project outside of the other portion and provide a space for the holder's signature, substantially as described.

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Witnesses:

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