

Patented July 24, 1900.

MILEAGE BOOK AND CONDUCTOR'S CHECK.

(Application filed July 25, 1898.)

(No Model.)

2 Sheets—Sheet 1.

[illegible]

WITNESSES

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No. 654,261.

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J. A. JONES.

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2 Sheets—Sheet 2.

Fig 3

Passenger will be allowed 50 lbs. baggage. Over weight will be charged at \$-- per lb.

OVERWEIGHT	AMOUNT
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	

Fig 4

The Ticket Agent of station at which passenger gets off is to stamp the passenger's trip slip, and is to write in this book the number of miles traveled, and the number of miles left. The passenger is to sign his name at the same station in the presence of the agent.

Name of R.R. & Co.
 This Book Bought at
 Selling agent's signature
 Signature of Purchaser.

miles	miles	miles	miles
to sign	miles	miles	miles
to sign	miles	miles	miles
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			

B & O South Western R.R.
 Cin. & Pitts. Division

Name of Station
 No. of miles traveled
 No. of miles left
 Date
 S. Agent's Name

Fig 6

Fig 5

Witnesses

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UNITED STATES PATENT OFFICE.

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MILEAGE-BOOK AND CONDUCTOR'S CHECK.

SPECIFICATION forming part of Letters Patent No. 654,261, dated July 24, 1900.

Application filed July 25, 1898. Serial No. 686,782. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. JONES, a citizen of the United States, and a resident of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Mileage-Books and Conductors' Checks, of which the following is a specification.

My invention relates to a combined mileage-book, passenger's receipt, and conductor's check. Its object is to furnish a check upon both passenger and conductor. This object is attained by the means described in the annexed specification and illustrated in the accompanying drawings, in which—

Figure 1 is a front view of the combined conductor's check and passenger's receipt of my invention. Fig. 2 is a back view of the same. Fig. 3 is a front view of the mileage-book of my invention in the opened position. Fig. 4 is a detail view of the back of a leaf, a front view of which is shown in the mileage-book, Fig. 3. Fig. 5 is a mileage-book in closed position. Fig. 6 is a front view of the passenger's trip-slip.

Referring to the parts, which are indicated throughout the views by similar reference-letters, one half of the front face of the sheet A, Fig. 1, constitutes the front a of the passenger's receipt, the other half of the same the back a' of the conductor's check, when the sheet A is folded together along the line a^2 . In a column a^3 upon the front a are printed the names or numbers of the stations along the route. Adjacent to the name of each station is a column which runs the length of the passenger's receipt and is divided into quadrilaterals by lines running crosswise from the successive names, which quadrilaterals contain numbers indicating the distances from the station at which the column starts to the successive stations along the route. In the drawings there are represented to be thirty-nine stations, the distances between the stations from the twenty-eighth on to the end being given in the upper left-hand corner to economize space. Upon the front a there is also a column a^4 , divided into quadrilaterals, in which are printed other data, such as the character of the fare paid, such as that of official, employee, free pass, minor, &c.

Upon the back a' of the conductor's check is a column a^5 , similar to column a^3 , likewise containing the names or numbers of the stations at the same distances from the line a^2 as those on the front a , adjacent to which names are columns similar and divided into quadrilaterals similarly to those on the said front containing figures which indicate the amount of the fare between the station at which the column starts and the successive stations, likewise arranged at the same distances from line a^2 as the corresponding figures on said front, so that when the sheet A is folded together along the line a^2 the names of stations on the back a' come directly under the same names on front a and the figures indicating distances between stations come directly over the figures indicating the fares to be paid for said distance.

The half a^6 on the back of the sheet A, which constitutes the back of the passenger's receipt, has a column containing the names of the stations and quadrilaterals containing the amount of the fares between any station and the successive stations arranged similarly to those on the back a' of the conductor's check, so that the names of the stations come directly opposite those on the front a and the figures on said back indicating the amount of the fare between stations directly opposite the figures on the front a , indicating the distances between said stations. The other half a^7 of the back of sheet A constitutes the front of the conductor's check and is printed with a table of stations and distances similar to that on front a .

When the conductor collects a passenger's fare, of whatever character it be, holding the sheet A in its folded position he punches a hole through both halves of the sheet at the name of the station at which the passenger gets on, in the column running lengthwise down the sheet from said name, and a second hole in the same column at the point where it is cut by the line running crosswise from the name of the station at which the passenger is to get off the car. For instance, if the passenger gets aboard at station 1 to go to station 14 the conductor punches one hole above the numeral "5" and another below numeral "94" in the right-hand column of

Fig. 1. Then in column a^4 he punches a hole to indicate the character of fare paid. Then tearing the sheet A in two along the line a^2 he gives the passenger his receipt, keeping the conductor's check himself. The passenger at his destination gives this receipt to the station-agent, by whom it is returned to the central office, to be there compared with the conductor's check, which has been surrendered by the conductor. The first two holes punched indicate on the front of both the passenger's receipt and conductor's check the distance traveled, it being the highest amount in the column between the two holes, and on the back of both they indicate the fare paid, which is likewise the highest amount between the two holes.

If the passenger intends to use mileage, he purchases my mileage-book B (shown in its open position, Fig. 3) by paying for it, as is usual, the full rate per mile. Before boarding the train he obtains from the agent at the starting-point, upon presentation of his mileage-book, a slip C without further payment of money, said slip being marked in the space c with a stamp which indicates said station and the date upon which the slip is obtained. When collecting the fare, the conductor requires the passenger to write his name in column b' , adjacent to the numeral indicating the number of trips taken upon the mileage-book—for instance, adjacent to "2" if it be the second trip—and then in column b , adjacent to the passenger's signature and said numeral, he punches a hole. Upon sheet A, besides punching the starting-point and destination, as aforescribed, the conductor makes a puncture in column a^8 to indicate the road from which the book was bought. Upon the back of the leaf in the mileage-book, a front view of which showing the column b is in Fig. 3 and the back of which is shown in Fig. 4, are numerals indicating the number of the trip registering with the similar numerals upon the front, adjacent to the former of which numerals the baggage-master writes the weight of the baggage on that trip and the overweight, the latter figure being obtained by subtracting the weight allowed from the actual weight. At his destination the passenger hands his mileage-book, the slip C, and his passenger's receipt to the station-agent, who keeps the receipt, writes the distance traveled and the miles left in the mileage-book adjacent to the conductor's punch, stamps slip C with the name of his station, the date, the number of miles traveled and miles left of the mileage, signs his name there-to, and hands book and slip back to the passenger. Whenever the passenger desires to use said mileage-book upon another trip, he must obtain a fresh slip C, which can be done only upon showing the agent at the starting-point the slips he had obtained upon previous trips, properly executed by the agents at the destinations, together with the mileage-book properly signed by himself and tallying in all

respects with the said trip-slips, one of which for every trip is kept in pocket b^2 of the book, which is easily closed, as shown in Fig. 5, by folding about the line $b^3 b^3$, Fig. 3, which indicates the meeting edges of the cover b^4 and the leaves b^5 . When the book has been exhausted, the owner surrenders it and all the slips, which must be of the same number as the conductor's punches in said book, at the proper office to get his rebate on the book.

It is seen that the mileage-book and the trip-slip could in themselves, without sheet A, be used and would be a check upon fraud, since the stamp of the agent at the starting-point and the signature of the agent at the destination would indicate to the next ticket-agent to whom the book was presented for a new trip-slip whether or not the correct amount of mileage had been canceled from the mileage-book on the previous trip before he would issue another trip-slip.

What I claim is—

1. The combination of the sheet containing a passenger's receipt and a conductor's check upon the front of each of which are printed the names of stations and adjacent to the name of each of said stations the distances between it and each succeeding station, and upon the backs of which are printed similarly the names of said stations and figures arranged similarly to aforesaid figures to denote the fare between said stations, the mileage-book and the trip-slips to be used therewith, substantially as shown and described.
2. The sheet having on its face a central line about which it is to be folded, and two similar sets of names of stations arranged at equal distances on each side of said folding-line, adjacent to one of which sets are figures indicating the distances between said stations, and adjacent to the other set numbers indicating rates of fare between said stations arranged similarly to aforesaid figures, and the back of said sheet having the names of the stations opposite to those on the face and opposite the figures on the face indicating the distance between the stations, figures indicating the amount of fare between said stations, and opposite the figures on the face indicating the amount of fare between stations, figures indicating the distance between said stations, substantially as shown and described.

3. The mileage-book having space for passenger's signature adjacent to space for station-agent's computation of miles traveled and miles left, and a pocket for holding the trip-slip which is stamped by agent at both ends of trip, in combination with said trip-slip and the sheet containing the passenger's receipt and conductor's check, substantially as shown and described.

4. A mileage-book having leaves upon each of which is a column by punching a hole in which the conductor indicates the number of the trip, upon one side of the column an indicated space for the passenger's signature

and upon the other side an indicated space for the computation of miles traveled and miles left, and a pocket to hold trip-slips, in combination with said trip-slips each containing a space for the stamp of the agent at the starting-point and an indicated space for the signature of the agent at the destination, substantially as shown and described.

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10 5. A mileage-book having leaves on each of which is a column by punching a hole in which the conductor indicates the number of the trip, indicated spaces adjacent to said

column for the passenger's signature and the computation of miles traveled and miles left, in combination with trip-slips each containing a space for the stamp, of the agent at the starting-point and an indicated space for the signature of the agent at the destination, substantially as shown and described. 15

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