

No. 702,636.

Patented June 17, 1902.

T. C. DAVISON.
RAILROAD TICKET.

(Application filed June 17, 1901.)

(No Model.)

3 Sheets—Sheet 1.

Fig. 1

Detachable Transfer Coupon.	1	
Agents Stub.	2	
Passage Coupon No. 1	3	
Passage Coupon No. 2	4	
Contract	5	
Contract	6	
Extension Passage Coupon	7	
Extension Transfer Coupon.	8	

Witnesses:

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Inventor:

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By Reeta & Hadden
His Atty's

Patented June 17, 1902.

(Application filed June 17, 1901.)

3 Sheets—Sheet 2.

~~2~~(No Model.)

[illegible]

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

Patented June 17, 1902.

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RAILROAD TICKET.

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(No Model.)

3 Sheets—Sheet 3.

Form A2		ISSUED BY UNION PACIFIC R.R. CO.	ONE PASSAGE NOT GOOD IF DETACHED	Punch B.C. HERE
FROM Station (Stamped) On Back TO UNION PACIFIC JUNCTION POINT		IF EXTENSION COUPONS at top of contract are used, fill in route and destination below		
Via _____ To _____		If not used insert "L" Punch here ★★		
PUNCH MARKS IN THIS SPACE				
DO NOT INDICATE ANYTHING.				
(Contract)				
TO DENVER AT&SF				
UP Denver AT&SF				
UP Kan City AT&SF				
UP Lawrence AT&SF				
UP Topeka Tr. AT&SF				
UP Kan City Tr. GGM				
UP Can Bluffs CRIP				
UP Kan City CRIP				
UP Manhattan Tr. CRIP				
UP Topeka Tr. CRIP				
UP Kan City Tr. CRIP				
UP Omaha Tr. CRIP				
UP Norfolk CSPMO				
UP Fremont FEMV				
UP Lincoln Tr. FEMV				
UP Omaha Tr. FEMV				
UP Kan City Tr. KCNG				
UP Beloit Mo Pac				
UP Omaha Tr. Mo Pac				
UP Grand Island St&G				
UP Marysville St&G				
UP El Paso Tr. St&G				
UP El Reno Tr. St&G				
UP Fairbury No				
conductors punch				
★ Here ★				
TO DENVER AT&SF				
UP Denver AT&SF				
UP Lawrence AT&SF				
UP Topeka Tr. AT&SF				
UP Kan City Tr. GGM				
UP Can Bluffs CRIP				
UP Kan City CRIP				
UP Manhattan Tr. CRIP				
UP Topeka Tr. CRIP				
UP Kan City Tr. CRIP				
UP Omaha Tr. CRIP				
UP Norfolk CSPMO				
UP Fremont FEMV				
UP Lincoln Tr. FEMV				
UP Omaha Tr. FEMV				
UP Kan City Tr. KCNG				
UP Beloit Mo Pac				
UP Omaha Tr. Mo Pac				
UP Grand Island St&G				
UP Marysville St&G				
UP El Paso Tr. St&G				
UP El Reno Tr. St&G				
UP Fairbury No				
conductors punch				
★ Here ★				
TO DENVER AT&SF				
UP Denver AT&SF				
UP Lawrence AT&SF				
UP Topeka Tr. AT&SF				
UP Kan City Tr. GGM				
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UP El Reno Tr. St&G				
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UP Grand Island St&G				
UP Marysville St&G				

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UNITED STATES PATENT OFFICE.

TOM C. DAVISON, OF OMAHA, NEBRASKA, ASSIGNOR OF 62½% TO ROBERT A. SMITH, OF OMAHA, NEBRASKA.

RAILROAD-TICKET.

SPECIFICATION forming part of Letters Patent No. 702,636, dated June 17, 1902.

Application filed June 17, 1901. Serial No. 64,857. (No specimens.)

To all whom it may concern:

Be it known that I, TOM C. DAVISON, a citizen of the United States, residing at Omaha, in the county of Douglas and State of Nebraska, have invented a certain new and useful Improvement in Railroad-Tickets, of which the following is a description, reference being had to the accompanying drawings, forming part of this specification.

My invention has for its object the improvement and simplification of railroad-ticket forms, adapted to cover in a single form a variety of routes between the selling-stations upon an initial line of road and destination-stations upon a plurality of terminal lines of road directly or indirectly connected with such initial line, and upon each coupon of which ticket-form the destination-station and intermediate route may be unalterably indicated by punch-marks.

In its simplest form my improved ticket consists simply of the usual "contract" and the two coupons and agent's stub, hereinafter described, depending therefrom, the agent's stub being detached when the ticket is issued, as usual.

In its more complete form the ticket comprises the parts just mentioned and also an extension-coupon at the top of the contract and one or more transfer-coupons, as hereinafter described. Of the two regular or passage coupons the first is intended to cover passage from any selling-station upon the initial line to a plurality of junction-points between such initial line and connecting lines, while the second coupon covers passage from any one of such junction-points to any station upon the connecting line. If the ticket is to be issued for passage to a point upon a third line of road indirectly connected with the initial line by an intermediate line of road then the extension-coupon referred to is employed.

In the accompanying drawings, Figure 1 represents a diagrammatic view of my improved ticket in its most complete form. Fig. 1^a shows the ticket when composed simply of two passage-coupons and an agent's stub and contract. Fig. 2 shows the extension and transfer coupons employed where the ticket is issued to a station upon a third line of road

indirectly connected with the initial line. Fig. 3 shows the first passage-coupon, agent's stub, and a novel transfer-coupon of a ticket similar to that of Figs. 1^a and 2 and involving the same and additional features of novelty; and Fig. 4 shows the two regular passage-coupons of the ticket of Fig. 3 after the agent's stub and transfer-coupon have been detached and the transfer-coupon pasted to the bottom of the second passage-coupon beneath the first passage-coupon.

My improved ticket is illustrated in its most complete form in Fig. 1, where it is shown as composed of a detachable transfer-coupon 1, having a gummed margin H at its left-hand end, an agent's stub 2, two regular passage-coupons 3 and 4, a contract portion 5, an extension passage-coupon 6, and an extension transfer-coupon 7.

My ticket is illustrated in its simplest form in Fig. 1^a, where the two regular passage-coupons 3 and 4 are shown with the agent's stub 2 and the contract portion 5 of the ticket broken away at their opposite ends. The particular coupons illustrated in the drawing are intended to cover passage from any point upon the Union Pacific railroad to any point upon a plurality of lines of road connecting with such initial line. To this end I arrange in a column A upon each coupon a list of routes, each comprising the Union Pacific railroad, a junction-point upon the line of said road, and a connecting line leading from such junction-point. Thus the first route in the list reads, "U. P.—Council Bluffs—Burl.," indicating that the first route in the list is composed of the Union Pacific and Burlington railroads via the junction-point Council Bluffs. The next route in the list is composed of the same roads via the junction-point Cheyenne, the next of the same roads via Denver, and the next of the same roads via Kansas City, the Burlington road thus appearing to have four different points of junction with the Union Pacific. The fifth route in the list reads "U. P.—Kansas City—C. & A.," indicating a route composed of the Union Pacific and the Chicago & Alton via the junction-point Kansas City. The next route in the list is "U. P.—Council Bluffs—C. & N. W.," indicating a route composed of

the Union Pacific and Chicago & Northwestern via Council Bluffs.

Where a given line of road connects with the initial line at a plurality of junction-points, such connecting line is repeated in the list in connection with each junction-point, as in the case of the Burlington road above referred to, while if the initial line connects with a plurality of other roads at any single junction-point the name of such junction-point will be repeated in the list in connection with each connecting line of road, as in the case of Council Bluffs and Kansas City, already mentioned, and in the case of Denver and Ogden found lower down in the list in connection with different roads joining the Union Pacific at those points. It will thus be seen that column A upon each of the coupons contains a list of routes made up of the initial line of road, the junction-points upon such line, and the connecting lines of road leading from such junction-points. If the initial line of road is not too extensive and its junction-points and connections too numerous, all of its junction-points and all of its connecting lines of road may be readily listed in a single column upon a coupon of convenient size; but in the case of extensive lines of road having numerous junction-points and connections it will be desirable, in order to avoid unduly increasing the size of the coupon or reducing the size of the type in which the routes are printed upon it, to divide the connecting lines of road into two or more groups and provide a separate ticket-form of the same general character for each group. A very few of such forms, however, will suffice even for the most extensive roads. Where two forms are provided, it will be found convenient to place upon one form those routes which require no transfers at junction-points, and upon another form the routes which do require such transfers, and provide the latter forms with transfer-coupons, as hereinafter described.

In additional columns B upon each coupon I place a list of the principal destination-stations upon all of the connecting lines of road, leaving one or more blank spaces C in which the name of any station not provided may be written when it is required to issue the ticket to such station. Each coupon is also provided, as usual, with the name of the issuing road, while passage-coupon No. 1 has printed upon it a statement indicating that it is good for passage "From station stamped on back to Union Pacific junction-point in route between punch-marks," and passage-coupon No. 2 bears a statement indicating that it is good for passage "From Union Pacific junction-point in route between punch-marks to point between punch-marks on connecting line." There is also a reference upon each coupon to the extension-coupon, hereinafter mentioned, and some other matter not necessary to refer to.

With a ticket-form such as thus described

all that is necessary in order to provide a ticket good for passage from any selling-station upon the initial line to any destination-station upon any one of the connecting lines by any of the routes provided is to stamp the name of the selling-station upon the back of the first coupon (but also preferably and usually upon the backs of each of the coupons and the agent's stub and contract) and punch each coupon twice with the ordinary Stromberg punch, once to indicate the route of the ticket and once to indicate the destination-station upon the connecting line. Thus in the coupons illustrated in Fig. 1^a of the drawings the route indicated by the punch-marks is "U. P.—Coun. Bluffs—C. & N. W.," and the destination-station "Chicago," so that the first coupon will show that it is good for passage from the station stamped upon its back to Council Bluffs via the Union Pacific railroad, while the second coupon will show upon its face that it is good for passage from Council Bluffs to Chicago via the Chicago & Northwestern railroad.

The provision of the list of complete routes, each comprising the initial line of road, a junction-point thereon, and a connecting line leading from such junction-point, greatly simplifies the ticket-form and facilitates the issuing of the ticket, as compared with the ticket-forms provided with lists of selling-stations and separate lists of junction-points, and separate lists of lines of roads, and separate lists of destination-stations, and requiring punching in each list and sometimes in successive groups of junction-points and lines of road in order to indicate the route and destination-station of the ticket.

It will of course be understood that in the present instance while each coupon requires to be punched twice for the purpose stated the punching of all of the coupons, as well as the agent's stub, is accomplished at two operations, the lists upon the two coupons and upon the agent's stub (upon which latter the lists upon the coupons are duplicated) being printed in such relative order as to register with each other when the coupons and stub are folded one upon another, and thereby permit of simultaneous punching of any route or destination-station in all of them.

For the purpose of providing for the issuance of the ticket to stations upon additional lines of road indirectly connected with the initial line by the intermediate lines of road listed upon the regular coupons there is provided at the top of the contract an extension-coupon 6, Figs. 1 and 2, which has printed upon it the same list of routes and destination-stations as the regular passage-coupons and also a statement indicating that it is good for passage "From junction-point of line in route between punch-marks to — via —," the blank spaces in the matter quoted being intended to be filled in with the final destination-station and terminal line of road, in the drawings such destination-station being

"Cleveland" and the terminal road the "L. S. & M. S." The same route and primary destination-station are indicated by punch-marks upon this extension-coupon as upon the regular passage-coupon, so that the coupon will show upon its face that it is good for passage from Chicago to Cleveland over the Lake Shore & Michigan Southern railroad.

Each of the regular passage-coupons is provided with an appropriately-designated space F for the insertion of the name of the terminal line of road and final destination-station in event the extension-coupon is used, together with directions for such insertion and for the use of a punch in case the extension-coupon is not used.

As shown in Figs. 1 and 2, there is provided at the top or right-hand end of the extension-coupon 6 a transfer-coupon 7, intended for use where the line of road over which the extension-coupon reads does not use the same station as the preceding connecting line at the intermediate junction-point. Thus in the case of the ticket illustrated in Figs. 1^a and 2 the Chicago & Northwestern and Lake Shore & Michigan Southern railroads do not enter the same station at Chicago, and the transfer-coupon 7 is provided to cover the passenger's transfer from one station to the other. It bears the same list of routes and stations as the other coupons, in which the route and original destination-station will be indicated by punch-marks at the same time the extension-coupon is punched and has printed upon it the words "Transfer from station of U. P. connecting line in route between punch-marks to — depot," and also the statement that "If chart of routes shows that no transfer is required selling agent must detach this coupon." If transfer is required, the agent will enter with a pen the name of the terminal line of road in the blank space in the matter above quoted and also the name of the final destination-station in a space provided for that purpose.

To provide for transfers between roads using different stations at the junction-points on the initial line of road, a transfer-coupon may be inserted between the two regular passage-coupons depending from the bottom of the contact portion of the ticket, as frequently provided for such purpose; but I prefer to provide such transfer-coupon at the extreme bottom of the ticket or left-hand end of the agent's stub, Fig. 1, so that if no transfer is required it may be detached from the ticket with the agent's stub, leaving simply the two passage-coupons, and in Figs. 3 and 4 I have illustrated such a transfer-coupon. Pursuant to the suggestion heretofore made respecting the division of the junction-points and connecting lines on railroad systems of such extent that all of the junction-points and all of the connecting lines cannot be readily placed upon a coupon of convenient size I have placed upon the ticket of Figs. 3 and 4 all of the routes composed of the Union Pa-

cific railroad, its junction-points, and connecting lines which involve transfers of the passenger from one station to another at such junction-points, while upon the ticket of Figs. 1^a and 2 I have placed no routes which involve any such transfers at Union Pacific junction-points, and it is therefore unnecessary to provide the latter ticket with any transfer-coupons such as that now about to be described. Inasmuch, also, as only about one-half of the routes upon the ticket illustrated in Figs. 3 and 4 involve any transfer at Union Pacific junction-points, I indicate in the list of routes those which do require transfers by printing the abbreviation "Tr." immediately after the name of the junction-point in the route, omitting such abbreviation or indication of required transfer from the routes in which no transfer is required. Thus, the route at the head of the list is "U. P.—Denver—A. T. & S. F.," and as it contains no abbreviation "Tr." it indicates that the Union Pacific and A. T. & S. F. railroads use the same station at Denver and that no transfer is therefore required. The third route in the list, however, is "U. P.—Lawrence, Tr.—A. T. & S. F.," and the presence of the abbreviation "Tr." in the route indicates that a transfer is required at Lawrence between the Union Pacific and the A. T. & S. F. stations, and so on throughout the list.

The transfer-coupon 1, projecting from the bottom or left-hand end of the agent's stub, is provided with the same list of routes and the same list of destination-stations as the agent's stub and the passage-coupons of the ticket and also has printed upon it "Transfer from depot Union Pacific junction-point to connecting line depot in route between punch-marks." The route and destination-station are indicated upon this transfer-coupon by the same punching operation employed to indicate them upon the agent's stub and passage-coupons, so that the transfer-coupon shows the route of the ticket and the destination-station and the particular depots between which the transfer is good. At its extreme left-hand end the transfer-coupon is provided with a gummed margin H for a purpose presently explained. In issuing a ticket with this form the agent's stub is detached from the bottom of the first passage-coupon, the transfer-coupon being removed with it. If now the route over which the ticket is issued requires no transfer, (which the agent may determine by a glance at the list of routes and without any reference to the ordinary chart of routes,) he will simply retain the transfer-coupon with the agent's stub and deliver the remainder of the ticket to the passenger, the route of the ticket and destination-station having been previously indicated by punch-marks upon all of the coupons and the agent's stub; but if the route over which the ticket is issued does require a transfer the agent then detaches the transfer-coupon from the agent's stub, moistens its gummed margin H,

and pastes it upon the back of the second passage-coupon at the lower or left-hand end of the latter, so that the transfer-coupon 1 will then underlie the first passage-coupon 3, as shown in Fig. 4. The ticket is then delivered to the passenger in this condition, and after the first passage-coupon has been detached from the second passage-coupon upon the Union Pacific road the transfer-coupon is left depending from the second passage-coupon, ready to be detached from the latter by the transfer company which carries the passenger from the Union Pacific depot to the depot of the connecting line over which the second passage-coupon reads. By providing this novel transfer-coupon, detachable with the agent's stub and reattachable in the manner described if a transfer is required, I am enabled to dispense with the transfer-coupon which would otherwise require to be interposed between the first and second passage-coupons and which in one-half or more of the tickets issued would not be required and would therefore be a useless and objectionable addition to the ticket.

It will of course be evident that the transfer-coupon may be attached to the back of the second passage-coupon with an ordinary "sticker" commonly employed in making up railroad-tickets; but the gummed margin H furnishes a more convenient means for the purpose.

Having thus fully described my invention, I claim—

1. A railroad-ticket coupon provided with a list of routes each composed of the initial line of road, a junction-point upon said line, and a connecting line of road, the junction-point upon said initial line being repeated in said list in connection with each line of road connecting with the initial line at such junction-point, and the names of the initial and connecting lines and intermediate junction-point composing each route being arranged in a distinct group in said list, whereby the entire route may be indicated by a single punching operation; substantially as described.

2. A railroad-ticket coupon provided with a list of routes each composed of the initial line, a junction-point upon said line, and a connecting line of road, the name of each connecting line being repeated in said list in connection with each junction-point at which it connects with the initial line, and the names of the initial and connecting lines and intermediate junction-points composing each route being arranged in a distinct group in said list, whereby the entire route may be indicated by a single punching operation; substantially as described.

3. A railroad-ticket coupon provided with a list of routes each composed of the initial line, a junction-point upon said line, and a connecting line of road, each junction-point being repeated in said list in connection with

each line of road connecting with the initial line at such junction-point, and the name of each connecting line of road being also repeated in said list in connection with each junction-point at which it connects with the initial line, and the names of the initial and connecting lines and intermediate junction-point composing each route being arranged in a distinct group in said list, whereby the entire route may be indicated by a single punching operation; substantially as described.

4. A railroad-ticket coupon provided with a list of routes each composed of the initial line of road, a junction-point upon said line, and a connecting line of road, whereby the entire route may be indicated by a single punching operation, and each route requiring a transfer between depots at such junction-points being provided with an indication to that effect.

5. A railroad-ticket coupon provided with a list of routes each composed of the initial line, a junction-point upon said line, and a connecting line of road, and with a list of destination-stations upon such connecting lines, the names of the initial and connecting lines and intermediate junction-point composing each route being arranged in a distinct group in said list, whereby the entire route may be indicated by a single punching operation, and whereby the entire route of the ticket over the initial and connecting lines, and the destination-station, may be indicated by two punching operations; substantially as described.

6. A railroad-ticket coupon provided with a list of routes each composed of the initial line, a junction-point upon said line, and a connecting line of road, and with the names of destination-stations upon said connecting lines, the name of each junction-point upon the initial line being repeated in connection with each line of road connecting with the initial line at such junction-point; substantially as and for the purpose described.

7. A railroad-ticket coupon provided with a list of routes each composed of the initial line, a junction-point upon said line, and a connecting line of road, and with the names of destination-stations upon said connecting lines, the name of each connecting line of road being repeated in the list of routes in connection with each junction-point at which it connects with the initial line; substantially as and for the purpose described.

8. A railroad-ticket coupon provided with a list of routes each composed of the initial line, a junction-point upon said line, and a connecting line of road, and with the names of destination-stations upon such connecting lines, each junction-point upon the initial line being repeated in the list of routes in connection with each connecting line connecting with the initial line at such junction-point, and each connecting line being re-

peated in said list in connection with each junction-point at which it connects with the initial line; substantially as described.

9. A railroad-ticket form comprising a contract portion and a plurality of coupons each provided with a like list of routes each composed of the initial line, a junction-point upon said line, and a connecting line of road, and with like lists of destination-stations upon said connecting lines, the names of the initial and connecting lines of road and the intermediate junction-point composing each route in said lists of routes being arranged in said lists, whereby the entire route may be indicated by a single punching operation, and the lists of routes and destination-stations upon the respective coupons being so arranged as to register with each other when the coupons are folded one upon another, whereby the entire route of the ticket over the initial and connecting lines, and the destination-station, upon all of the coupons may be indicated by two punching operations, and a separate coupon having the route and destination-station unalterably indicated upon it be provided for each line of road; substantially as described.

10. A railroad-ticket form comprising a plurality of regular passage-coupons and a supplemental extension-coupon, each of said coupons being provided with a list of routes each composed of the initial line, a junction-point upon said line, and a connecting line of road, and with the names of destination-stations upon said connecting lines, and the extension-coupon being also provided with appropriately-designated spaces for the insertion of the name of any line of road connecting with any of the connecting lines included in the list of routes and the name of any station upon such line of road, whereby the ticket may be issued to any station upon any line of road connecting with the initial line by two punching operations, to indicate the route and destination-station, and such route and station be likewise indicated upon the extension-coupon, and may be extended from such station to any station upon any line of road leading from such station by inserting the name of the last-mentioned line of road and the final destination-station thereon in the spaces provided therefor upon the extension-coupon; substantially as described.

11. A railroad-ticket form comprising a contract portion, a plurality of regular passage-coupons projecting from one end thereof, and a supplemental extension-coupon projecting from the opposite end thereof, each of said coupons being provided with a list of routes each composed of the initial line, a junction-point upon said line, and a connecting line of road, and with the names of destination-stations upon said connecting lines, and the extension-coupon being also provided with appropriately-designated spaces for the insertion of the name of any line of road con-

necting with any of the connecting lines included in the list of routes and the name of any station upon such line of road, whereby the ticket may be issued to any station upon any line of road connecting with the initial line by two punching operations, to indicate the route and destination-station, and such route and station be likewise indicated upon the extension-coupon, and may be extended from such station to any station upon any line of road leading from such station by inserting the name of the last-mentioned line of road and the final destination-station thereon in the spaces provided therefor upon the extension-coupon; substantially as described.

12. A railroad-ticket form comprising a contract portion, a plurality of regular passage-coupons projecting from one end thereof and by means of which the ticket may be issued to any one of a plurality of terminal points, a supplemental extension-coupon projecting from the opposite end of the contract portion of the ticket-form and provided with appropriately-designated spaces for the insertion of the name of a connecting line of road leading from such terminal points and the name of a final destination-station thereon, and a transfer-coupon projecting from the end of the extension-coupon opposite the contract portion of the ticket, to cover the passenger's transfer between the station of the road over which the last regular passage-coupon reads and the station of the road over which the supplemental extension-coupon is made to read; substantially as described.

13. A railroad-ticket form comprising a contract portion, a plurality of regular passage-coupons projecting from one end thereof, a supplemental extension-coupon projecting from the opposite end thereof, and a transfer-coupon projecting from the outer end of the extension-coupon, each and all of said coupons being provided with a list of routes each composed of the initial line, a junction-point upon said line, and a connecting line of road, and with the names of destination-stations upon said connecting lines, whereby the ticket may be issued to any of the destination-stations upon the connecting lines over any of the routes in the list by indicating such route and station with suitable punch-marks, and the entire route of the ticket and primary destination-station be thereby indicated upon all of the coupons, including the extension and transfer coupons, and the extension-coupon being further provided with appropriately-designated spaces for the insertion of the name of any line of road leading from any one of such stations and the name of any station upon such line of road, whereby the ticket may be extended to read from the primary destination-station indicated by the punch-marks to any station upon any line of road leading from such primary destination-station, and the transfer-coupon being further provided with appropriately-designated

spaces for the insertion of the name of the terminal line of road and the final destination-station thereon; substantially as described.

14. A railroad-ticket form comprising a plurality of passage-coupons, an agent's stub, and a transfer-coupon next to the agent's stub and detachable therewith, but adapted if a transfer is required to be reattached to the back of one of the passage-coupons and to extend beneath the immediately-preceding coupon in position for use for transfer between the depots used by the two lines of road over which the said coupons respectively read; substantially as described.

15. A railroad - ticket form comprising a plurality of passage-coupons, an agent's stub, and a detachable transfer-coupon adapted to be permanently detached from the ticket if no transfer is required in the route over which the ticket is issued, and provided with a gummed margin by means of which, if such a transfer is required, it may be pasted to the back of one of the passage-coupons in position to underlie the immediately-preceding passage-coupon and be used for transfer between the depots of the two lines of road over which said coupons respectively read; substantially as described.

16. A railroad - ticket form comprising a plurality of passage-coupons and provided at one extremity with a transfer-coupon detachable from the ticket without mutilation of the latter and adapted if a transfer is required in the route of the ticket to be reattached to the back of one of the passage-coupons and to extend beneath the immediately-preceding coupon; substantially as described.

17. A railroad - ticket form comprising a plurality of passage-coupons and provided at one extremity with a transfer-coupon having a gummed margin, said transfer-coupon being detachable from the ticket without mutilation of the latter, and adapted if a transfer is required in the route of the ticket to be reattached to the back of one of the passage-coupons and to extend beneath the immediately-preceding coupon; substantially as described.

18. A railroad - ticket form comprising a plurality of coupons and an agent's stub, and provided with a transfer-coupon at the extremity of the ticket adjacent said agent's stub, said transfer-coupon being detachable from the ticket with the agent's stub and provided with a gummed margin adapting it, if a transfer is required in the route of the ticket, to be reattached to the back of one of the passage-coupons and to extend beneath the immediately-preceding coupon; substantially as described.

19. A railroad-ticket form comprising a plurality of passage-coupons, an agent's stub, and a detachable transfer-coupon each of said coupons and the agent's stub being provided with a list of routes and a list of destination-stations, each of said routes composed of the

initial line of road, a junction-point thereon, and a connecting line of road, and each route requiring a transfer at such junction-point having that fact indicated in the name of the route in said list, whereby the route of the ticket and destination-station and the fact as to whether a transfer is required at the junction-point may be indicated upon each of the coupons and the agent's stub by two punching operations, and said detachable transfer-coupon being adapted to be reattached to the back of one of the passage-coupons and underlie the immediately-preceding coupon, in position for use for the transfer of the passenger between the depots used by the two lines of road over which said coupons respectively read; substantially as described.

20. A railroad-ticket form comprising a plurality of passage-coupons, an agent's stub, and a detachable transfer-coupon each of said coupons and the agent's stub being provided with a list of routes and a list of destination-stations, each of said routes composed of the initial line of road, a junction-point thereon, and a connecting line of road, and each route requiring a transfer at such junction-point having that fact indicated in the name of the route in said list, whereby the route of the ticket and destination-station and the fact as to whether a transfer is required at the junction-point may be indicated upon each of the coupons and the agent's stub by two punching operations, and said detachable transfer-coupon being provided with a gummed margin for its reattachment to the back of one of the passage-coupons in position to underlie the immediately-preceding coupon and be used for transfer between the depots of the two lines of road over which said coupons respectively read; substantially as described.

21. A railroad-ticket comprising a contract portion, a plurality of regular passage-coupons projecting from one end thereof, a supplemental extension-coupon projecting from the opposite end thereof, a transfer-coupon projecting from the outer end of the extension-coupon and adapted to be used for the transfer between the depot of the road over which the last regular passage-coupon reads and the depot of the road over which said extension-coupon reads, and said ticket-form being provided at its end opposite said extension and transfer portions with a detachable transfer-coupon adapted, if a transfer be required in the route over which the regular passage-coupons of the ticket read, to be reattached to the back of one of said passage-coupons and to extend beneath the immediately-preceding coupon and be used for transfer between the depots of the two lines of road over which said coupons respectively read; substantially as described.

TOM C. DAVISON.

Witnesses:

JOHN H. BERKSTRESSER,
EDWARD RECTOR.