

No. 725,744.

PATENTED APR. 21, 1903.

J. E. MOHAN.
RAILWAY TICKET.

APPLICATION FILED MAR. 20, 1902.

NO MODEL.

GOING EAST.	
No. 1000	
UP TO DATE RAILROAD CO.	
GOOD FOR ONE FIRST-CLASS PASSAGE	
From KALAMAZOO, MICH.	
GOING EAST TO LAST STATION NAMED IN MARGIN.	
Gen'l Pass. & T. Act.	
GOING EAST.	
1. CHICAGO.	1. CHICAGO.
3 22d STREET.	3 22ND STREET.
4 39th STREET.	4 39TH STREET.
5 HYDE PARK.	5 HYDE PARK.
6 63d STREET.	6 63RD STREET.
7 GRAND CROSSING.	7 GRAND CROSSING.
8 BURNSIDE.	8 BURNSIDE.
9 KENSINGTON.	9 KENSINGTON.
10 CALUMET BRIDGE.	10 CALUMET BRIDGE.
11 CALUMET PARK.	11 CALUMET PARK.
12 HAMMOND.	12 HAMMOND.
13 1/2 IVANHOE.	13 1/2 IVANHOE.
14 TOLLESTON.	14 TOLLESTON.
15 LAKE.	15 LAKE.
17 CRISMAN.	17 CRISMAN.
18 PORTER.	18 PORTER.
19 FURNESSVILLE.	19 FURNESSVILLE.
20 MICHIGAN CITY.	20 MICHIGAN CITY.
22 CORYMBO.	22 CORYMBO.
23 NEW BUFFALO.	23 NEW BUFFALO.
24 THREE OAKS.	24 THREE OAKS.
25 AVERY.	25 AVERY.
26 GALIEN.	26 GALIEN.
28 DAYTON.	28 DAYTON.
30 BUCHANAN.	30 BUCHANAN.
32 NILES.	32 NILES.
34 POKAGON.	34 POKAGON.
36 DOWAGIAC.	36 DOWAGIAC.
37 GLENWOOD.	37 GLENWOOD.
38 DECATUR.	38 DECATUR.
40 LAWTON.	40 LAWTON.
41 MATTAWAN.	41 MATTAWAN.
42 OSHTMO.	42 OSTEMO.
44 KALAMAZOO.	44 KALAMAZOO.
45 KALAMAZOO JCT.	45 KALAMAZOO JCT.
47 COMSTOCK.	47 COMSTOCK.
48 GALESBURG.	48 GALESBURG.
49 AUGUSTA.	49 AUGUSTA.
52 BATTLE CREEK.	52 BATTLE CREEK.
53 NICHOLS.	53 NICHOLS.
54 WHEATFIELD.	54 WHEATFIELD.
55 CERESCO.	55 CERESCO.
56 MARSHALL.	56 MARSHALL.
57 MARENGO.	57 MARENGO.
58 ALBION.	58 ALBION.
60 BATH MILLS.	60 BATH MILLS.
62 PARMA.	62 PARMA.
63 TRUMBULL.	63 TRUMBULL.
64 JACKSON.	64 JACKSON.
65 JACKSON JCT.	65 JACKSON JUNCT'N.
66 MICHIGAN CENTER.	66 MICHIGAN CENTRE.
67 LEONI.	67 LEONI.
68 GRASS LAKE.	68 GRASS LAKE.
69 FRANCISCO.	69 FRANCISCO.
70 CHELSEA.	70 CHELSEA.
72 DEXTER.	72 DEXTER.
74 DELHI.	74 DELHI.
75 FOSTER.	75 FOSTER.
76 ANN ARBOR.	76 ANN ARBOR.
77 CEDDES.	77 CEDDES.
78 1/2 YPSILANTI.	78 1/2 YPSILANTI.
79 WIARD.	79 WIARD.
80 DENTON.	80 DENTON.
82 SHELTON.	82 SHELTON.
83 WAYNE JUNCTION.	83 WAYNE JUNCTION.
84 WAYNE.	84 WAYNE.
85 ELOISE.	85 ELOISE.
86 INKSTER.	86 INKSTER.
87 DEARBORN.	87 DEARBORN.
88 JUNCTION YARD.	88 JUNCTION YARD.
89 WEST DETROIT.	89 WEST DETROIT.
90 BAY CITY JUNC.	90 BAY CITY JUNC.
92 DETROIT.	92 DETROIT.
GOING WEST.	
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From KALAMAZOO, MICH.	
GOING WEST TO LAST STATION NAMED IN MARGIN.	

WITNESSES.

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UNITED STATES PATENT OFFICE.

JOHN E. MOHAN, OF DETROIT, MICHIGAN.

RAILWAY-TICKET.

SPECIFICATION forming part of Letters Patent No. 725,744, dated April 21, 1903.

Application filed March 20, 1902. Serial No. 99,046. (No model.)

To all whom it may concern:

Be it known that I, JOHN E. MOHAN, a citizen of the United States of America, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Railway-Tickets, of which the following is a specification, reference being had therein to the accompanying drawing.

10 This invention relates to that class of railway-tickets used only for giving passage between stations of the same road; and the invention has for its object to devise a practical and comprehensive ticket-form which
15 permits the agent at any station to issue a ticket to any station of the road, or at least to any station along a certain division or branch of the road, by the use of the same form, thereby doing away with the expense
20 of keeping at each station a full stock of separate tickets for each separate station, many of which are to obscure points and may never be sold.

Another object of my invention is to leave
25 in the hand of the agent a perfect voucher for each ticket sold to prevent the perpetration of any fraud on the part of the seller or buyer.

To this end I have devised a ticket-form
30 which consists in its preferred form of two likened portions, heads containing the name of the selling-station and other information usually placed on such heads or necessary to adapt each of said end portions to form what
35 is known as the "contract" part of a ticket, and of an intermediate portion containing duplicate lists of stations in their geographical order, which list may comprise either the entire number of stations along the line of
40 road or only the list of stations comprised in the particular division or branch of the road to which the destination-station belongs for which the ticket is to be issued. These lists are printed in single columns side by side
45 exactly alike, except that the names of each station on one list are preferably placed not on the same line with the same station on the other list, but one line below. The head portion at one end and one of the lists are
50 identified alike for travel in one direction, while the other head and the other list of

stations are similarly identified for traveling in the opposite direction, by printing thereon the words "Going east," "Going west," or whatever the direction may be. With a
55 ticket thus constructed all the agent has to do is to select a ticket-form which on its lists contains the particular station to which the ticket is to be issued, and after properly stamping it he cuts or tears it in two trans-
60 versely on a line between the names of the stations on the two lists to which the ticket is to be issued. That portion of the ticket which contains the names of the stations through which the passenger has to travel in
65 order to reach his destination forms the ticket which is handed to the passenger, and the other portion is retained by the agent and forms the agent's stub or voucher.

In the accompanying drawing I have shown
70 a ticket-form illustrating my invention as applied to a ticket-form for Kalamazoo on the M. C. R. R. as the selling-station and adapted for providing passage to any other station of the same division of the road on
75 which Kalamazoo is located.

A A' represent the two heads or contract parts, each inscribed with the name of the selling station, "Kalamazoo," and with a
80 suitable data referring to the direction of travel each head is intended for and to the destination-station as to being the last station named on margin.

The intermediate portion B of the ticket-form contains duplicate lists of all the sta-
85 tions for which tickets are issued on the division of the road between Detroit and Chicago, one list being marked at the top "Going east" and the other being marked at the bottom "Going west." The two lists contain
90 the same stations in the same order; but all the stations on one list are one line below the corresponding stations on the other list. With this form the agent in Kalamazoo can sell a ticket to any of the stations named in the
95 station-list—as, for instance, in issuing a ticket for Ypsilanti the agent after stamping the ticket cuts or tears the ticket on the dotted line marked D, and as Ypsilanti is east of Kalamazoo he hands the purchaser the
100 upper portion, which will be the proper ticket for giving him the desired passage, and

keeps the remainder himself as his voucher. Should the purchaser want a ticket for a point west of Kalamazoo—as, for instance, to Michigan City—the agent would cut the ticket
5 in two on the line E and give the purchaser the lower portion, retaining the upper portion himself.

For issuing tickets to stations on other divisions of the road the agent is provided with
10 other ticket-forms, the heads of which would be the same as that last described, but the intermediate portions of which would have lists of stations of other divisions or branches of the road, and by providing the agent thus
15 with different ticket-forms, representing in the aggregate all the stations of the whole road, each station agent is enabled to issue tickets to any other station on the road, no matter whether that station is located on the
20 same division on which the selling-station is located or whether it is located on any other portion of the road. It will be seen that with this system of tickets the number of different forms required to be kept at each station is
25 quite small, and in case of a short road on which all the stations might be printed on the ticket a single ticket-form would be all that is required.

My system might be greatly simplified by
30 not printing the selling-station on the head of the ticket, but leaving it to the agent to write it or stamp it on the ticket; but as there are questions of law and expediency which might interfere with such a practice I
35 prefer to have the regular form, with the name of the selling-station printed on it; but for exceptional use such tickets may be provided. It will also be understood that it is not an indispensable condition that the list of
40 stations should be printed in duplicate. In fact, a single list would satisfy all the requirements. There is, however, this advantage connected with the use of a duplicate list arranged as described, that when the
45 ticket-form is cut in two the destination-station will not only appear on the part forming the ticket proper, but also on the remaining part or voucher, thus making the voucher show at a glance to what station the ticket
50 from which the voucher has been separated has been issued.

My system of tickets makes the issuance of tickets a simple matter and requires a much less complex system of bookkeeping on the
55 part of the auditor than is required for other systems and, besides, provides an effective check for all fraudulent practices, as the ticket itself is as much a voucher for the part remaining in the hand of the agent as the
60 latter is for the ticket issued by the agent.

What I claim as my invention is—

1. The herein-described form for railway passenger-ticket having a middle portion and
65 two end portions each bearing the name of the starting-station and suitable data adapt-

ing either one to form the contract part of a complete ticket, one for travel in one direction and one for travel in the opposite direction from the starting-station, the middle portion bearing duplicate lists of stations to
70 which tickets may be issued the names of the stations being in like order of travel, and data restricting the stations in one list to stations of destination in going in one direction and those in the other list for going in the opposite direction. 75

2. The herein-described form for railway passenger-ticket having a middle portion and two end portions each bearing the name of the starting-station and suitable data adapt-
80 ing either one to form the contract part of a complete ticket for travel in the hands of the passenger, one for travel in one direction and the other for travel in the opposite direction to stations reached by taking trains going in
85 opposite directions from the starting-station, the middle portion bearing duplicate lists geographically arranged of stations to which tickets may be issued each list having data
90 restricting the names of stations thereon to form places of destination for travel in one direction only, the lists being printed side by side and with the names on one list one line below or respectively above the corresponding names on the other list in such manner
95 that each list which corresponds as to its restriction to the contract part having the like restriction is one line nearer to it than the other list.

3. The herein-described form for railway
100 passenger-ticket having a middle portion containing duplicate lists of stations to which tickets may be issued, one bearing on top data indicating the direction of travel in which the
105 stations follow each other by reading from the top of the list and the other bearing at the bottom similar data indicating the direction of travel by reading from the bottom up, the two lists being printed side by side with
110 the names in one list one line above the corresponding names in the other list and two contract parts, one on top and one at the bottom of the middle portion each bearing alike the name of the starting-station and each provided with data limiting the one on top for
115 travel in the direction indicated on the top of one of the lists and the other to travel indicated on the bottom of the other list.

4. The herein-described form for railway passenger-ticket containing in its middle portion
120 duplicate lists of the stations to which tickets may be issued, printed side by side and in like order of travel, the names of the stations on one list being one line below the corresponding names on the other list, the
125 words "Going east" and "Going west" or words of like import printed respectively at opposite ends of said lists and indicating the direction of travel in which stations are reached by starting from opposite ends of the
130

lists and two contract parts, one on top and one at the bottom of the middle portion either one adapted to form an integral part of a ticket, each of said contract parts being correspondingly limited in the direction of travel by words of like import as contained at the respective ends of the lists.

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

JOHN E. MOHAN.

Witnesses:

OTTO F. BARTHEL,
L. E. FLANDERS.