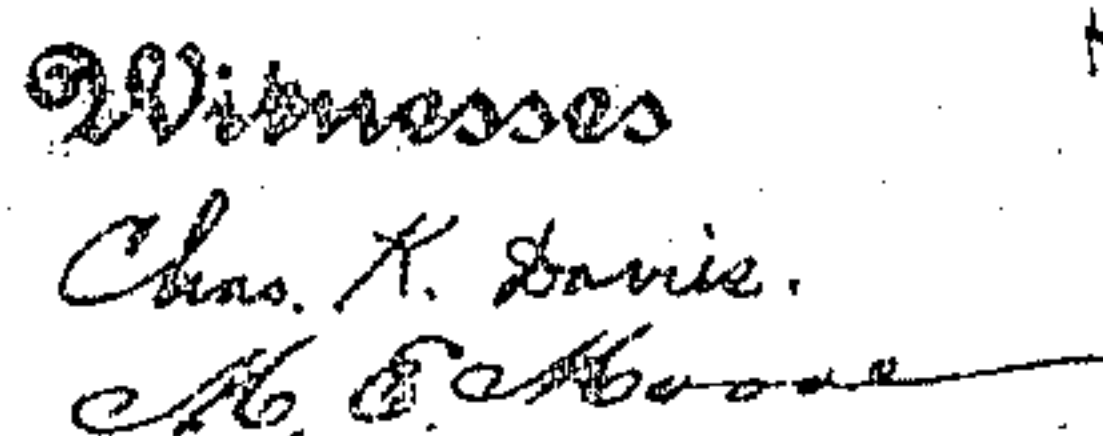


PATENTED NOV. 29, 1904.

APPLICATION FILED MAR. 14, 1904.

NO MODEL.

2 SHEETS—SHEET 1.



Otis G. Travis,

Inventor

Inventor  
J. M. Moore.  
by  
Attorney

No. 776,273.

PATENTED NOV. 29, 1904.

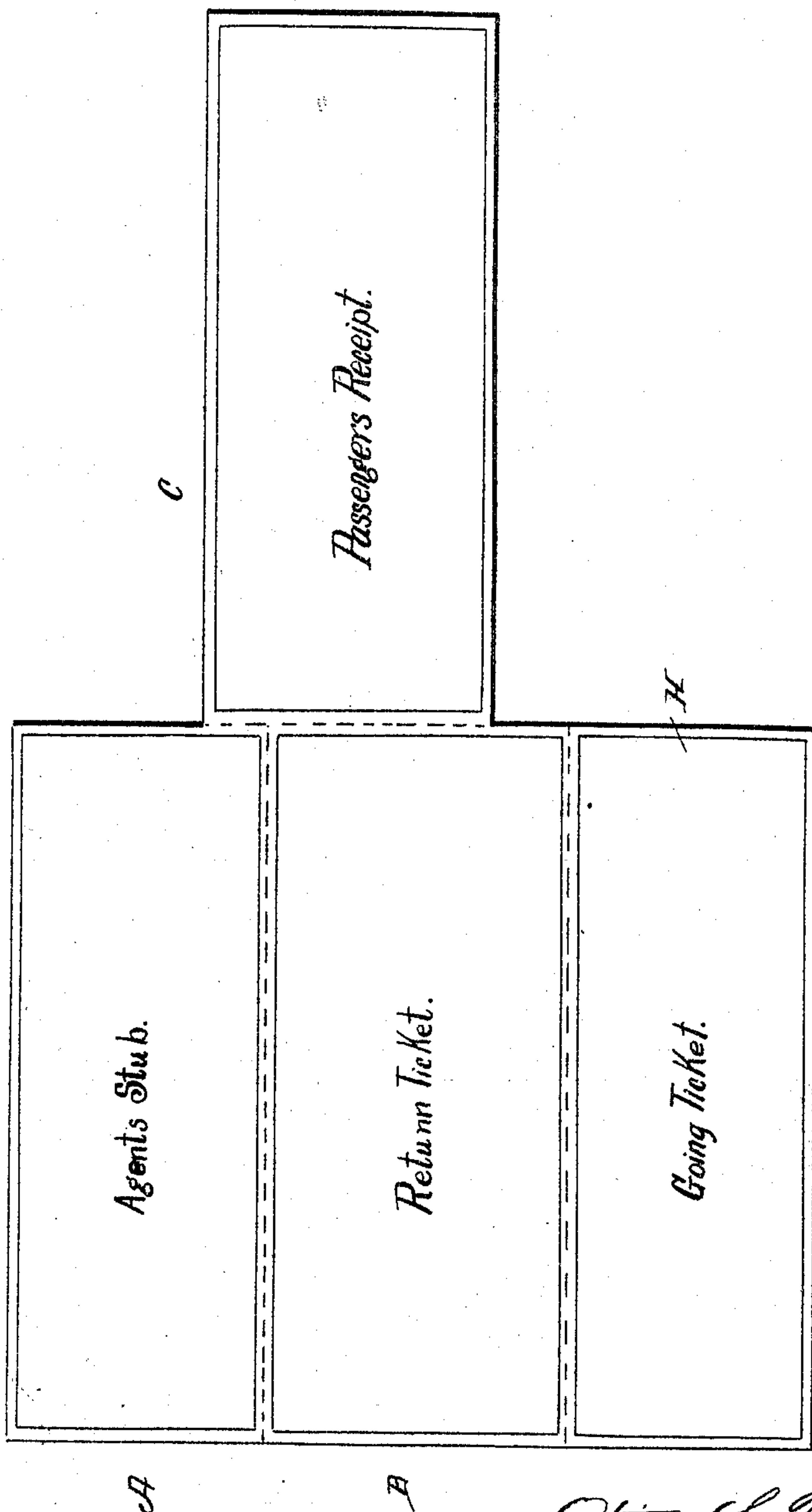
O. S. TRAVIS.  
RAILROAD TICKET.

APPLICATION FILED MAR. 14, 1904.

NO MODEL.

2 SHEETS—SHEET 2.

FIG. 3.



Otis S. Travis,

Inventor

Witnesses

Chas. K. Davis.

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by *Wm. E. Moore*

Attorney



# UNITED STATES PATENT OFFICE.

OTIS SESSIONS TRAVIS, OF SELINA, GEORGIA.

## RAILROAD-TICKET.

SPECIFICATION forming part of Letters Patent No. 776,273, dated November 29, 1904.

Application filed March 14, 1904. Serial No. 197,996. (No model.)

*To all whom it may concern:*

Be it known that I, OTIS SESSIONS TRAVIS, a citizen of the United States, residing at Selina, in the county of Clayton and State of Georgia, have invented certain new and useful Improvements in Railroad-Tickets, of which the following is a specification.

My invention relates to railroad-tickets; and the objects of my invention are to provide a railroad-ticket which will positively prevent fraud or deception on the part of the agent, the conductor, or the passenger; also, which will save time and labor for the agent, the conductor, and the passenger; also, which will provide a receipt for the agent, the conductor, and the passenger; also, which with a single punch and the saving of much time will designate the starting-point and point of destination on the agent's stub, the conductor's stub, and the passenger stub or section; also, which will save much time and trouble to the conductor by giving the passenger a slip clearly indicating his starting-point and point of destination, and also to provide a railroad-ticket which can be produced at a small expense and which can be used for a single trip or for a round trip and which will designate the point of starting and the destination on the passenger-stub, the company's stub, and the conductor's stub, thus providing a ticket which will keep a perfect record on all three stubs or sections of the ticket and which will save time, prevent fraud, and retain a complete record of the entire ticket.

With these objects in view my invention comprises a railroad - ticket embodying an agent's stub or section, a conductor's stub and section, and a detachable passenger's stub or section, each of said sections bearing the stations or points for which the ticket is sold.

The invention further comprises a railroad-ticket embodying an agent's stub, a conductor's stub, and a passenger-stub, each bearing the series of places or points for which the ticket is intended, the places or, points being so arranged that the passenger's stub can be folded upon the conductor's stub, so that a single punch will designate on each stub or section the starting-point and the point of destination.

The invention also consists of a railroad-ticket embodying a novel combination and arrangement of the stub or sections substantially as disclosed herein.

Figure 1 represents a plan or face view of the ticket with the passenger's flap or section open and looking at the back thereof. Fig. 2 represents a plan or face view of the passenger's stub and the rear or back face of the agent's and conductor's stubs, and Fig. 3 represents a plan or face view of a round-trip or return ticket constructed in accordance with and embodying my invention.

My railroad-ticket consists of the agent's stub or section A, the conductor's stub or section B, and the passenger's stub or section C, the agent's and conductor's sections or stubs being formed or connected side by side with the series of stations D, arranged at their meeting edges and exactly opposite to each other, and the passenger-stub extends from one side of the agent's and conductor's stub and when folded has the stations or points of destination F thereon come in line with the stations upon the agent's and conductor's stubs in order that when the punch-mark G is made with the passenger's stub folded down the mark will designate on the agent's, the conductor's, and the passenger's stubs or slips the same stations or the same starting-point and point of destination, and this constitutes the essential and important feature of my ticket.

In addition to the stations printed upon the agent's, conductor's, and passenger's stubs or slips each of said slips bears certain matter which is used on tickets of this character and which forms a constituent part of all tickets of this kind, and it is needless to refer particularly to such matter herein; but in the drawings is shown the important matter which is printed upon each of the stubs or slips.

In the form of ticket used for return or round trip the going coupon or slip H is formed on the conductor's slip or section B.

By the use of my ticket it is impossible to commit a fraud, as the series of stubs form a complete record and provide a check on the agent, conductor, and passenger, and the passenger's stub giving exactly the same stations



and having exactly the same punch-mark as the agent's and conductor's stub enables the conductor to see at a glance exactly the starting-point and point of destination for which the passenger holds the ticket. Also much time is saved to the agent and the conductor by the use of the passenger-slip and its peculiar relation, which enables a single punch to designate the point or station for which the ticket is sold. Also the ticket can be produced at a price which would commend it to the railroads in view of the fact that it embodies the features desired to produce a practical and useful railroad-ticket.

I claim—

1. A railroad-ticket made from a single blank and consisting of an agent's stub, a conductor's stub, and a passenger's stub, said stubs each having the same series of stations thereon in the same relation, said passenger's stub extending laterally from the agent's stub and the conductor's stub and partially from one side of each of said stubs, in order that the passenger's stub may be folded down upon said agent's and conductor's stubs, and a single punch or cut-out portion designate on the passenger's stub and the conductor's stub the station for which the ticket is intended.

2. A railroad-ticket consisting of an agent's stub, a passenger's stub, and a conductor's stub, each having the same series of stations or destinations thereon and arranged in such

position and relation that a single punch or cut-out portion marks the same point of destination or station on each of said stubs, said passenger's stub extending laterally from the agent's stub and the conductor's stub and partially from one side of each of said stubs, whereby said passenger's stub may be folded down upon said agent's and conductor's stub to enable the single punch or cut-out portion to be made on all of said stubs.

3. A railroad-ticket, having a series of stubs or sections arranged side by side, said stubs or sections each having the same series of stations arranged thereon in the same relation, and having an extension or stub to form a passenger's stub also having the same series of stations in the same relation as the other stubs, said passenger's stub extending laterally from said side-by-side stubs, whereby said passenger's stub may be folded down upon the other stubs and a single punch or cut-out portion designate on the entire series of stubs the destination or station for which the ticket is intended.

In testimony whereof I have signed my name to this specification in presence of two witnesses.

OTIS SESSIONS TRAVIS.

Witnesses:

CHARNER W. HILL,  
H. E. CHAMBLISS.