

P. C. DOCKSTADER.
TRANSPORTATION TICKET.
APPLICATION FILED SEPT. 16, 1903.

NO MODEL.

3 SHEETS—SHEET 1.

Fig. 1

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V		
AURORA, ILL.	CINCINNATI, O.	DES MOINES, IA.	EFFNER, IND.	ELGIN, ILL.	FREEDPORT, ILL.	HAGAMAN, ILL.	HANNIBAL, MO.	INDIANAPOLIS, IND.	LITCHFIELD, ILL.	LOUISVILLE, KY.	MEMPHIS, TENN.	MOBILE, ALA.	MUNCIE, IND.	MURFREESBORO, TENN.	OTTUMWA, IA.	PARIS, ILL.	PAWNEE, ILL.	QUINCY, ILL.	SHANNON, ILL.	ST. PAUL, MINN.	TERRE HAUTE, IND.		
OMNIBUS TRANSFER TO DEPOT FOR ROUTE INDICATED BY PUNCHES. ISSUED BY THE COLORADO SPRINGS RY. CO. SUBJECT TO THE FOLLOWING CONTRACT FROM STATION STAMPED ON THE BACK TO STATION OPPOSITE PUNCH MARK HAVING DESTINATION STATION NUMBER PERFORATED IN THE FACE HEREOF, VIA ROUTE INDICATED BY PUNCHES. NOT GOOD IF DETACHED PATENT APPLIED FOR (OVER)																							
ISSUED BY THE COLORADO SPRINGS RY. CO. WHEN SOLD BY THIS COMPANY'S AGENT OFFICIALLY STAMPED ON THE BACK AND PRESENTED WITH ADVICE COUPONS ATTACHED GOOD FOR ONE PASSAGE OF THE KIND AND ROUTE PUNCHED AND TO THE DESTINATION SHOWN BELOW. SUBJECT TO THE FOLLOWING CONTRACT:																							
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24																							
I AGREE TO THE ABOVE CONTRACT. AND AS PART PURCHASE PRICE I AGREE NOT TO TRANSFER THIS TICKET AND WILL SIGN SAME WHEN REQUESTED.																							
PURCHASER																							
WITNESS																							
GEN. PASS. AGENT.																							
THROUGH TICKET FROM STATION STAMPED ON THE BACK TO STATION OPPOSITE PUNCH MARK HAVING DESTINATION STATION NUMBER PERFORATED IN THE FACE HEREOF VIA ROUTE INDICATED BELOW BY PUNCHES.																							
1 C. & A. RY. VIA AS PUNCHED BOWLING GREEN, S. & H. RY. 13																							
2 ALTON C.C. & S. L. RY. BRIGHTON BURLINGTON RY. 14																							
3 ALTON C.P. & S. L. RY. CARLINVILLE Q.C. & S. L. RY. 15																							
4 ALTON BURLINGTON RY. CARROLLTON Q.C. & S. L. RY. 16																							
5 ASHLAND B. & O. S. W. R. R. CENTRALIA WABASH R. R. 17																							
6 ATLANTA VANDALIA LINE CHENOA TOLEDO P. W. RY. 18																							
7 AUBURN PAWNEE R. R. CLARK WABASH R. R. 19																							
8 BLODGETT A.T. & S. F. RY. COAL CITY A.T. & S. F. RY. 20																							

Witnesses

P. C. Dockstader
W. H. Dudley

Fig. 2

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V		
AURORA, ILL.	CINCINNATI, O.	DES MOINES, IA.	EFFNER, IND.	ELGIN, ILL.	FREEDPORT, ILL.	HAGAMAN, ILL.	HANNIBAL, MO.	INDIANAPOLIS, IND.	LITCHFIELD, ILL.	LOUISVILLE, KY.	MEMPHIS, TENN.	MOBILE, ALA.	MUNCIE, IND.	MURFREESBORO, TENN.	OTTUMWA, IA.	PARIS, ILL.	PAWNEE, ILL.	QUINCY, ILL.	SHANNON, ILL.	ST. PAUL, MINN.	TERRE HAUTE, IND.		
ISSUED BY THE COLORADO SPRINGS RY. CO. ADVICE COUPON OF THROUGH TICKET SOLD SUBJECT TO THE ABOVE CONTRACT FROM STATION STAMPED ON THE BACK TO STATION OPPOSITE PUNCH MARK HAVING DESTINATION STATION NUMBER PERFORATED IN THE FACE HEREOF, VIA ROUTE INDICATED BY PUNCHES. NOT GOOD IF DETACHED PATENT APPLIED FOR (OVER)																							
AUDITOR'S ADVICE COUPON ISSUED BY THE COLORADO SPRINGS RY. CO. ADVICE COUPON OF THROUGH TICKET SOLD SUBJECT TO THE ABOVE CONTRACT FROM STATION STAMPED ON THE BACK TO STATION OPPOSITE PUNCH MARK HAVING DESTINATION STATION NUMBER PERFORATED IN THE FACE HEREOF, VIA ROUTE INDICATED BY PUNCHES. NOT GOOD IF DETACHED PATENT APPLIED FOR (OVER)																							
AGENT'S ADVICE COUPON ISSUED BY THE COLORADO SPRINGS RY. CO. ADVICE COUPON OF THROUGH TICKET SOLD SUBJECT TO THE ABOVE CONTRACT FROM STATION STAMPED ON THE BACK TO STATION OPPOSITE PUNCH MARK HAVING DESTINATION STATION NUMBER PERFORATED IN THE FACE HEREOF, VIA ROUTE INDICATED BY PUNCHES. NOT GOOD IF DETACHED PATENT APPLIED FOR (OVER)																							

Preston C. Dockstader,

by *W. H. Dudley* & Co. his Attorneys

No. 776,778.

PATENTED DEC. 6, 1904.

P. C. DOCKSTADER.
TRANSPORTATION TICKET.

APPLICATION FILED SEPT. 16, 1903.

NO MODEL.

3 SHEETS—SHEET 2.

FIG. 2

1	C. & A. RY.	VIA AS PUNCHED	BOWLING GREEN ST. & H. RY.	13
2	ALTON	C.C. & ST. RY.	BRIGHTON	14
3	ALTON	C.P. & ST. RY.	CARLINVILLE	15
4	ALTON	C.C. & ST. RY.	CARROLLTON	16
5	ASHLAND	B.O. & S.W. R.R.	CENTRALIA	17
6	ATLANTA	VANDALIA LINE	CHENOA	18
7	AUBURN	PAWNEE R.R.	CLARK	19
8	BLODGETT	A.T. & S.F. RY.	COAL CITY	20
9	BLOOMINGTON	L.E. & W. R.R.	COAL CITY	21
10	BLOOMINGTON	ILL. CEN. R.R.	DELIVAN	22
11	BLOOMINGTON	C.C. & ST. RY.	DRUMMOND	23
12	OMNIBUS TRANSFER			24

2

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Witnesses

[Signature]
[Signature]

1	C. & A. RY.	VIA AS PUNCHED	BOWLING GREEN ST. & H. RY.	13
2	ALTON	C.C. & ST. RY.	BRIGHTON	14
3	ALTON	C.P. & ST. RY.	CARLINVILLE	15
4	ALTON	C.C. & ST. RY.	CARROLLTON	16
5	ASHLAND	B.O. & S.W. R.R.	CENTRALIA	17
6	ATLANTA	VANDALIA LINE	CHENOA	18
7	AUBURN	PAWNEE R.R.	CLARK	19
8	BLODGETT	A.T. & S.F. RY.	COAL CITY	20
9	BLOOMINGTON	L.E. & W. R.R.	COAL CITY	21
10	BLOOMINGTON	ILL. CEN. R.R.	DELIVAN	22
11	BLOOMINGTON	C.C. & ST. RY.	DRUMMOND	23
12	OMNIBUS TRANSFER			24

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Inventor

Preston C. Dockstader

by *[Signature]* his Attorneys

P. C. DOCKSTADER.
TRANSPORTATION TICKET.

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NO MODEL.

3 SHEETS—SHEET 3.

FIG. 3

—THE COLORADO SPRINGS RAILWAY COMPANY.—

ONE WAY FIRST CLASS — FORM 522 A to Z — RATE \$ _____

AUDITOR'S STUB. NOT GOOD FOR PASSAGE.
TO BE SENT TO AUDITOR WITH MONTHLY REPORT.

— IF MISTAKE IS MADE VOID THIS TICKET. —

479	AMITY.	0	0	AMITY.	OKLA. LL57
409	AYONDALE.	0	0	AYONDALE.	KAS. 223
F117	BEVA.	0	0	BEVA.	OKLA. C20
671	BREED.	0	0	BREED.	COL. 571
H35	BREWSTER.	0	0	BREWSTER.	TEX. 168
H582	CAMPBELL.	0	0	CAMPBELL.	N.M. 116
N4	CANYON CITY.	0	0	CANYON CITY.	KAS. 160
N117	CASHION.	0	0	CASHION.	OKLA. LL51
R95	CIMPA.	0	0	CIMPA.	COL. 689
H015	COPAN.	0	0	COPAN.	ILL. XX23
H35	COTTINGHAM.	0	0	COTTINGHAM.	OKLA. LL8
H35	COLE.	0	0	COLE.	COL. 341
H35	CREWS.	0	0	CREWS.	OKLA. LL40
H35	DUQUOIN.	0	0	DUQUOIN.	OKLA. LL66
H35	FAYWOOD.	0	0	FAYWOOD.	OKLA. F122
H35	GANN.	0	0	GANN.	COL. N26
H35	GLENCOC.	0	0	GLENCOC.	OKLA. LL30
H35	GOODNIGHT.	0	0	GOODNIGHT.	OKLA. LL74
H35	HOLLAND.	0	0	HOLLAND.	COL. R3
H35	JANSEN.	0	0	JANSEN.	OKLA. L121
H35	MEHAN.	0	0	MEHAN.	COL. 607
H35	MAXSON.	0	0	MAXSON.	COL. 562
H35	NEWDALE.	0	0	NEWDALE.	OKLA. LN4
H35	NAVINA.	0	0	NAVINA.	OKLA. LL42
H35	NYBERG.	0	0	NYBERG.	KAS. G19
H35	OKLAHOMA CITY.	0	0	OKLAHOMA CITY.	COL. R84
H35	OMEGA.	0	0	OMEGA.	ILL. XX96
H35	PORTLAND.	0	0	PORTLAND.	OKLA. LL24
H35	PERKINS.	0	0	PERKINS.	OKLA. LL62
H35	PANNEE.	0	0	PANNEE.	COL. T16
H35	RAMBO.	0	0	RAMBO.	N.M. V25
H35	RIVERDALE.	0	0	RIVERDALE.	KAS. H554
H35	RUSSELL.	0	0	RUSSELL.	COL. 634
H35	SANTA FE PARK.	0	0	SANTA FE PARK.	OKLA. LL 18
H35	SPRUCE.	0	0	SPRUCE.	OKLA. LL 35
H35	STILLWATER.	0	0	STILLWATER.	I.T. H015
H35	WAGNER.	0	0	WAGNER.	COL. R95
H35	WHITES SPRING.	0	0	WHITES SPRING.	OKLA. LN11
H35	WILSTON.	0	0	WILSTON.	COL. N40
H35	WIEZER.	0	0	WIEZER.	OKLA. LL13
H35	YAGGY.	0	0	YAGGY.	OKLA. HS82
H35	YOST.	0	0	YOST.	COL. H35
H35	YAGGY.	0	0	YAGGY.	COL. 671
H35	YAGGY.	0	0	YAGGY.	OKLA. F117
H35	YAGGY.	0	0	YAGGY.	COL. 604
H35	YAGGY.	0	0	YAGGY.	COL. 479

—THE COLORADO SPRINGS RAILWAY COMPANY.—

ONE CONTINUOUS FIRST CLASS PASSAGE FROM DATE AND STATION STAMPED ON THE
BACK, TO STATION OPPOSITE PUNCH MARK.
HAVING THE DESTINATION STATION NUMBER PERFORATED IN THE FACE HEREOF.
FORM 522.

VOID UNLESS OFFICIALLY DATED OR IF ALTERED OR MUTILATED.

G.P.A.

Inventor

Preston C. Dockstader

By

A. P. Dudley & Co.

his Attorneys

Witnesses

J. P. Brown
C. H. Brown

UNITED STATES PATENT OFFICE.

PRESTON C. DOCKSTADER, OF COLORADO SPRINGS, COLORADO.

TRANSPORTATION-TICKET.

SPECIFICATION forming part of Letters Patent No. 776,778, dated December 6, 1904.

Application filed September 16, 1903. Serial No. 173,418. (No model.)

To all whom it may concern:

Be it known that I, PRESTON C. DOCKSTADER, a citizen of the United States, residing at Colorado Springs, in the county of El Paso and State of Colorado, have invented certain new and useful Improvements in Transportation-Tickets; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention, which relates to transportation-tickets, is an improvement upon the structures of transportation-tickets forming the subjects-matter of applications for patents filed by me, the filing dates of said applications being January 5, 1903, March 11, 1903, and April 18, 1903, and the serial numbers being, respectively, 137,810, 147,320, and 153,169. The features of novelty of the present transportation-ticket, the manner of use, and the advantages resulting from the employment of the same are set forth in the following detailed description, in connection with which reference is to be had to the accompanying drawings, illustrating the ticket in its preferred form of embodiment, it being understood that various modifications may be made therein without departing from the spirit of invention defined by the concluding claims.

In the drawings, Figures 1 and 1^a are views of the upper and lower halves of a through transportation-ticket embodying my present improvements. Fig. 2 is a view in two sections of the reverse side of the ticket. Fig. 3 is a view of a local transportation-ticket containing certain of the present improvements.

Referring to the drawings by numerals, 1 denotes the main portion or body of the ticket, to the upper end of which is connected by a weakened line 2 an omnibus-transfer section or coupon 3 and to the lower end of which is connected by a weakened line 4 three sections or coupons 5, 6, and 7, said last-named sections or coupons being separable from each other at the weakened lines 8 and 9. On the main portion or body 1 is printed the name of the issuing-line and the contract, and at one side thereof is a month and year column

10 and a plurality of columns 11, 12, and 13, each consecutively numbered to represent days of a month. The day-columns are successively punched by the conductors examining the ticket, whereby the approximate hours of examination are recorded and a close check is kept on the conductors for the day's run. The month and year column and the innermost column 11 are punched by the selling agent to limit the ticket. The main portion or body 1 and the sections or coupons 3, 5, 6, and 7 are each provided, as shown, with a corresponding number, which is the number of the whole ticket, and also with class, limit, and half-fare punch-spaces, so arranged on the sections 5, 6, and 7 as to permit of punching at a single operation by folding the sections one upon the other.

On the main portion or body 1 and on each coupon are the words "Through ticket from station stamped on the back to station opposite punch-mark having destination-station number perforated in the face hereof." By this is meant that the ticket is good for transportation between the station which is stamped on the back of the ticket and the station on the face of the ticket opposite the selling agent's punch-mark. The stations are printed on the main portion or body 1 and on each of the sections or coupons, and each of said stations is given a character—as, for instance, a letter of the alphabet—the letters for the list of stations shown running from "A" to "V," inclusive. The stations and their designating-letters are so arranged in the main body and coupons as to enable the selling agent to punch with one operation the corresponding designating station-letter, the coupons first being folded at the weakened lines of connection.

It will be observed that in the list of stations blank lines are provided the purpose of which is for the insertion by writing or otherwise of a destination-station on any of the railroads mentioned in the main ticket, but not printed in the list of destination-stations listed on the ticket.

In Fig. 3 I have shown a local transportation-ticket on which is a list of stations and the numbers by which said stations are known and recognized by officials and employees.

The numbers of stations are well known to passenger conductors and others connected with the running of trains, and it is my purpose to employ such numbers in connection with a through as well as a local ticket to effectually prevent the raising of the destination for which the ticket is issued. To effect this, the selling agent perforates or otherwise provides the ticket with a number corresponding to the number of the station which is the destination of the passenger, and as an aid to said agent the ticket is provided with station-numbers in addition to the names thereof, in the manner shown, for example, in the illustration of the independently-used local ticket.

The line and junction-point of travel or route to be selected by the purchaser of the ticket are each known by a character—as, for instance, a numeral. On the face of the main portion or body of the ticket are twenty-four routes in two consecutively-numbered columns. The route selected by the purchaser of the ticket is punched by the selling agent, as will be understood.

The through ticket shown in Figs. 1 and 2 comprises the omnibus-transfer coupon 3, the main body 1, a detachable transportation section or coupon 5, an auditor's stub or coupon 6, and an agent's stub or coupon 7. Obviously any number of coupons 5 may be employed, dependent upon the distance to be traveled. On the face of each of the coupons 3, 5, 6, and 7 are numbers corresponding to the numbers of the routes on the main body 1, said numbers being similarly arranged in two columns. On the reverse side or back of each coupon is a numbered list of said routes, the numbered spaces thereof registering with the numbered spaces on the face of the coupons. Said numbered spaces are so arranged on the several coupons as to be simultaneously punched when said coupons are folded in the manner above described.

Each of the coupons, containing as it does the stamp of the issuing-station, the punched route, and destination-station and the number of the latter, constitutes of itself an advice notice of the kind of ticket sold and is similar in all respects to the main body of the ticket minus the contract and time-limit punches. It will be noted that the omnibus-transfer is included in the list of routes, and

when such transfer is necessary the proper space will be punched the same as in the case of a railroad and junction.

By placing the list of routes on the backs of the coupons the size of the whole ticket is materially reduced, thereby lessening cost of production and facilitating handling. Inasmuch as the coupons must be reversed to enable the conductor to examine the issuing-station date, no time will be lost in ascertaining the route over which the ticket is issued for transportation.

I claim as my invention—

1. A transportation-ticket having a detachable coupon provided on one side with a list of stations with designating characters, and with characters designating different routes, and a list of routes on the opposite side of the coupon having designating characters corresponding with and registering with the route-designating characters on the aforesaid side.

2. A transportation-ticket having a main portion bearing matter rendering it good for passage and provided with a list of stations and a list of routes over which the ticket may be used, and detachable sections each provided on one side with a list of stations with designating characters and with characters designating different routes, and a list of routes on the opposite side of each section having designating characters corresponding with and registering with the route-designating characters on the aforesaid side.

3. A transportation-ticket having a main portion bearing matter rendering it good for passage and provided with a list of stations and a list of routes over which the ticket may be used, a detachable ticket-section and detachable omnibus, auditor's and agent's sections each having on one side a list of stations with designating characters and with characters designating different routes, and having on the opposite side a list of routes having designating characters corresponding with and registering with the route-designating characters on the aforesaid side.

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

PRESTON C. DOCKSTADER.

Witnesses:

CHARLES H. DUDLEY,
E. M. WHITCOMB.