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C. H. McDERMOTT.

RAILWAY TICKET.

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[illegible]

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RAILWAY-TICKET.

No. 829,797.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CHARLES HENRY McDERMOTT, a citizen of the United States, residing at Eveleth, in the county of St. Louis and State of Minnesota, have made certain new and useful Improvements in Railway-Tickets, of which the following is a specification.

The object of my invention is to provide an improved round-trip ticket for use on railways, the same being adapted to prevent mistakes and facilitate the work of the conductor in collecting.

The details of the invention are as herein-after stated, and illustrated in the accompanying drawing, in which there is represented a face view of a return-trip ticket embodying my invention.

The ticket as a whole is divided transversely and lengthwise by lines of perforations, (indicated by x and y .) Thus the ticket is divided into two parts A A and B B, which are for the most part duplicates of each other, save that in one part A the names of the stations or places from and to which the traveler intends to proceed are interchanged in a well-understood manner. Thus the body part A on the outgoing ticket reads "Jonesville to Smithville," while on the other ticket the names are transposed, as "Smithville to Jonesville." Similarly, on the hat-check B "Smithville" appears on one and "Jonesville" on the other. Both parts A and B bear the name of the railroad company and similarly distinguishing-numerals, in this instance "1420." The hat-check also bears the initials "S.," "M.," "T.," &c., indicating the days of the week, the same being arranged in the same transverse line on the two hat-checks. Below these letters are arranged the numerals "1" to "31," inclusive, on each hat-check B, the same being placed in serial numerical order in transverse lines, as shown. At the end of each check B is also indicated a transverse row of stars.

When the conductor takes up the ticket, he separates the outgoing and returning portions along the line $y y$, and also separates the outgoing portion on the line $x x$, leaving the hat-check of the outgoing ticket and the entire return-trip in the possession of the passenger. The conductor punches the hat-check B of the outgoing ticket to indicate on what day the ticket is seen and taken up by him.

Thus, supposing it be Tuesday, the 9th day of the month, he punches the ticket at c , as indicated in the drawing. This is done by the first conductor. The next conductor who sees the ticket, if it be on the same day, will punch the star which is in alinement with the letter and date aforesaid. Thus he will punch the star indicated at b . The function of the stars is, therefore, to indicate that each conductor may punch the hat-check whether it passes through his hands or not on the same or a different day.

The advantages of my improved ticket will be readily perceived. As before stated, each ticket-office, or at least each principal one, will furnish tickets with a differently-colored or differently-marked hat-check portion B, so that when passengers get on a train it will be known by the hat-check at what station this occurs, and a special advantage will be obtained in case a passenger should detach the hat-check from the rest of the ticket. The punching of the hat-check at the points indicated will save disputes between conductor and passenger, since the passenger will have a check to show that he had a complete ticket, besides the particular date on which the latter was taken up. The provision of the stars at the end of the ticket for indicating a place for punching is particularly advantageous in case the hat-check should pass through the hands of two or more conductors on the same date. The hat-check being practically in the form of a calendar is very convenient for passengers going on long journeys, since by consulting the same they may instantly recall or ascertain on what day of the week or month the journey was begun. The same feature of the hat-check also enables it to be used as a stop-over ticket by limiting the date by punching and making a notation of the place where the passenger is allowed to stop. In general, this form of ticket will obviate mistakes or render them almost impossible in checking passengers, and passengers will not be so frequently missed or overlooked, and the conductor can "work" his train in about half the time now ordinarily required.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

A return-trip railway-ticket composed of two parts of like size and form, each consist-

ing of a "straight" ticket, or body portion,
and a hat-check, the four several parts all
bearing the name of the railway and the same
designating-number, the body portions bear-
5 ing the names of the stations between which
the ticket is available, and the hat-checks
bear each the name of one of said stations,
and being also distinguished from the straight

ticket by color and having also the initials of
the days of the week and the numbers 1 to 31, 10
inclusive, for the days of a month, arranged
seriatim across the ticket, as described.

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Witnesses:

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