

(No Model.)

W. J. SCOTT & W. B. WHEELER.
RAILWAY TICKET.

No. 421,979.

Patented Feb. 25, 1890.

Issued by
[Name of issuing company]
Good for one passage to
[Name of place of destination]
and return when officially
stamped on the back hereof.

Subject to the following contract:
In consideration of the reduced
rate at which this ticket is sold,
I, the undersigned agree with the
company over whose line this
ticket entitles me to be carried, to
surrender the return part to the
conductor."

(Other conditions)
That unless all of the above condi-
tions on this ticket are fully com-
plied with it shall be void.

..... purchaser.
Witness..... Agent.
Date of sale..... 18....
[Name of place of original destination]
Do
[Name of place of original departure]
No. x.....

Good for one Return Ticket
No. x..... if presented at
[Name of place of] depot ticket
[original destination]
office not more than one hour be-
fore train departs, on or before
..... 18....

N.B. This must not be written
on or defaced before presentation
.....

[Name of place of original departure]
Do
[Name of place of original destination]
on conditions named in con-
tract.

[Not good if detached.]

Witnesses
am. gaskill
J. Jensen

Inventors
William John Scott
William B. Wheeler
By Paul M. Merrill

UNITED STATES PATENT OFFICE.

WILLIAM JOHN SCOTT AND WILLIAM B. WHEELER, OF MINNEAPOLIS,
MINNESOTA.

RAILWAY-TICKET.

SPECIFICATION forming part of Letters Patent No. 421,979, dated February 25, 1890.

Application filed March 22, 1889. Serial No. 304,316. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM JOHN SCOTT and WILLIAM B. WHEELER, both of Minneapolis, county of Hennepin, and State of Minnesota, have invented certain new and useful Improvements in Railway-Tickets, of which the following is a specification.

Our invention relates to coupon passenger-tickets used on railways and steamship-lines, and its object is to prevent fraudulent transfer and use of the "return" part of a "round-trip" ticket; and it consists, generally, in the construction and combination hereinafter described, and particularly pointed out in the claim.

Return or round-trip tickets are usually sold at a largely-reduced price from the ordinary tariff rates, in consideration of the purchase of ticket for returning to the point of original departure, and a strong incentive is offered to a person who is intending to make a single trip only to purchase a return-ticket at the lower rate and then to transfer the return part of the ticket to some other person for use by him. To prevent this transfer of a part of the ticket, a contract is usually printed upon the face of the ticket to the effect that it is not transferable and will become void if attempted to be transferred, and the purchaser is required to sign his name thereto and to conform to certain other specified conditions. These precautions, however, prove wholly inadequate as a protection to railway companies from the difficulty of identifying persons and signatures and discovering an illegal holder of the ticket, and great loss is the result to such companies by reason of such illegal transfers, and a large and remunerative business has developed in the purchase and sale of such unused portions of tickets. By the use of our improved form of ticket such illegal transfers and use of tickets are almost prevented. The ticket may be made of any suitable material and of any desired form and dimensions.

In the drawing forming part of this specification the figure is an enlarged plan view of our improved ticket.

In the drawing, 2 represents the ticket-coupon, of an ordinary style, for use on the outgoing trip, and which is detached and taken

up by the proper officer of the carrying company, and any number of which may be used.

3 is the return part of the ticket, for use only in making the trip back to the point of original departure. On this portion of the ticket is inscribed or printed such designating marks or numbers as may be desired to identify the ticket, date of sale, limit of time within which it may be used, the name of the company issuing it, and the stations between which it is to be used. Upon it is also printed or otherwise inscribed a contract to be signed by the purchaser, by which he agrees that, in consideration of the special rates at which the ticket is sold, to surrender the return part to the conductor or deposit it at the ticket-office immediately on arrival of the train at destination, and comply with other prescribed conditions; also, an agreement that unless all the conditions thereon expressed are fulfilled the ticket shall be null and void.

5 is the return-ticket certificate, preferably detachably secured on one side of the return-ticket 3 and on the other side to the coupon 2. Upon this is printed or otherwise inscribed the same number or other identifying-marks as are upon the portion 3, and the name or number of the station to which the ticket was issued, and certain directions and conditions substantially as follows, illustrative examples of number, station, name, date, and signature of purchaser being used: "Good for one return-ticket No. 1437 if presented at Minneapolis depot ticket-office not more than one hour before train departs on or before July 1st, 1889. N. B.—This must not be written on or defaced before presentation. (Signature of purchaser) John Smith." There being on said certificate no marks other than those to identify the ticket to which it belongs, and nothing to indicate the point to which said ticket is to be used.

The mode of using our improved ticket is as follows: The part 3 is subscribed by the purchaser and properly dated or otherwise marked or stamped. The outgoing coupon 2 is detached by the railway-conductor on presentation and the return-ticket 3 is surrendered to the conductor or the station-agent at the destination, the certificate 5 being retained by the purchaser. This is presented

by him at the ticket-office of original destination, as marked thereon, and signed by him at the time of such presentation, and surrendered by him in exchange for the return-ticket from
5 which it was detached, which is identified by means of the correspondence of numbers, names, dates, &c. Fraudulent transfers are thus prevented, because the certificate 5 can
10 show to what point its corresponding ticket is issued, and also because the signature of the person presenting it can be compared with that on the return-ticket and any difference
detected.

15 We claim as our invention—

A round-trip railway passenger-ticket comprising, in combination, one or more coupons

for the outgoing trip or parts thereof, a return-ticket having an arbitrary identifying-mark upon its surface, and a certificate detachably secured to said coupons and to said
20 return-ticket and having the same arbitrary identifying-mark as the said return-ticket, but having no other identifying or distinguishing mark to show to what point the
25 ticket may be used, all combined and adapted for use substantially as described.

In testimony whereof we have hereunto set our hands this 9th day of March, 1889.

WILLIAM JOHN SCOTT.

WILLIAM B. WHEELER.

In presence of—

A. M. GASKILL,

T. D. MERWIN.