

(No Model.)

3 Sheets—Sheet 1.

W. H. CAMPBELL.  
RAILWAY TICKET.

No. 455,655.

Patented July 7, 1891.

[illegible]

Attest:  
Geo. H. Botte.  
C. J. Sawyer

Inventor:  
William N. Campbell  
By Philipp Phelps & Son

*HHy*

(No Model.)

3 Sheets—Sheet 2.

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**NEW YORK & NIAGARA FALLS RY.**  
COUPON LOCAL TICKET.  
NOT GOOD FOR PASSAGE.

*If sold for SINGLE TRIP, RETAIN AGENTS STUB WITH RETURN COUPON ATTACHED; IF SOLD FOR ROUND TRIP OR EXCURSION, RETAIN AGENTS STUB ONLY.  
SEND ALL STUBS AND UNUSED COUPONS TO AUDITORS OFFICE WITH MONTHLY REPORTS.*

**AGENTS STUB. FORM 1**  
52615. LOCAL

| JAN.                               | FEB. | MAR. | APR. | MAY | JUN. | JUL. | AUG. | SEP. | OCT. | NOV. | DEC. |
|------------------------------------|------|------|------|-----|------|------|------|------|------|------|------|
| 1                                  | 2    | 3    | 4    | 5   | 6    | 7    | 8    | 9    | 10   | 11   | 12   |
| 13                                 | 14   | 15   | 16   | 17  | 18   | 19   | 20   | 21   | 22   | 23   | 24   |
| 25                                 | 26   | 27   | 28   | 29  | 30   | 31   |      |      |      |      |      |
| 1891 1892 1893 1894 1895 1896 1897 |      |      |      |     |      |      |      |      |      |      |      |

**PUNCH DESTINATION.**

|   |                                     |                                     |  |
|---|-------------------------------------|-------------------------------------|--|
| <input checked="" type="radio"/> NEW YORK | <input type="radio"/> ROCK TAVERN   | <input type="radio"/> SIDNEY        | <input type="radio"/> SYRACUSE                 |
| <input type="radio"/> MORRISTOWN          | <input type="radio"/> DUNESIDE      | <input type="radio"/> NEW BERLIN    | <input type="radio"/> ARMOY                    |
| <input type="radio"/> HIGH BRIDGE         | <input type="radio"/> CAMPBELL HILL | <input type="radio"/> GUILFORD      | <input type="radio"/> WARREN                   |
| <input type="radio"/> VAN CATTLED         | <input type="radio"/> STONY FORD    | <input type="radio"/> OXFORD        | <input type="radio"/> MEMPHIS                  |
| <input type="radio"/> DUNWADIE            | <input type="radio"/> CRYSTAL RUN   | <input type="radio"/> NORWICH       | <input type="radio"/> JORDAN                   |
| <input type="radio"/> HEPPEHAM            | <input type="radio"/> MECHANISTIN   | <input type="radio"/> SHIRNA        | <input type="radio"/> VEDOSPOT                 |
| <input type="radio"/> MOUNT HOPE          | <input type="radio"/> MIDDLETOWN    | <input type="radio"/> EARLYVILLE    | <input type="radio"/> PORT BYRON               |
| <input type="radio"/> ARDLEY              | <input type="radio"/> BLOOMINGBURG  | <input type="radio"/> FANDELLVILLE  | <input type="radio"/> SAVANNAH                 |
| <input type="radio"/> ELMSTAD             | <input type="radio"/> SUNNITVILLE   | <input type="radio"/> EATON         | <input type="radio"/> CLYDE                    |
| <input type="radio"/> EAST VIEW           | <input type="radio"/> FALLSBURG     | <input type="radio"/> MORRISVILLE   | <input type="radio"/> LYONS                    |
| <input type="radio"/> TARKITOWN           | <input type="radio"/> LIBERTY FALLS | <input type="radio"/> MORRISVILLE   | <input type="radio"/> NEWARK                   |
| <input type="radio"/> MYACK               | <input type="radio"/> LIBERTY       | <input type="radio"/> KENWOOD       | <input type="radio"/> PALMIRA                  |
| <input type="radio"/> MEYERSTOWN          | <input type="radio"/> PARKVILLE     | <input type="radio"/> ONEIDA CASTLE | <input type="radio"/> WALWORTH                 |
| <input type="radio"/> MEYERSTOWN          | <input type="radio"/> LIVINGSTON    | <input type="radio"/> ONEIDA        | <input type="radio"/> MACDON                   |
| <input type="radio"/> CANSTONS            | <input type="radio"/> ROCKLAND      | <input type="radio"/> WANPEVILLE    | <input type="radio"/> FAIRPORT                 |
| <input type="radio"/> WEST POINT          | <input type="radio"/> COOK FALLS    | <input type="radio"/> CANASTOTA     | <input type="radio"/> BRIGHTON                 |
| <input type="radio"/> CORNWALL            | <input type="radio"/> EAST BRANCH   | <input type="radio"/> CHITTENWING   | <input type="radio"/> ROCKESTER                |
| <input type="radio"/> M. CORNWALL         | <input type="radio"/> HANCOCK, N.Y. | <input type="radio"/> KIRKVILLE     | <input type="radio"/> LOCKPORT                 |
| <input type="radio"/> MESSAW BROOK        | <input type="radio"/> WALTON        | <input type="radio"/> MARILLUS      | <input type="radio"/> SUSP. BRIDGE             |
| <input type="radio"/> DENHISTON           | <input type="radio"/> SIDNEY CTR.   | <input type="radio"/> DE WITT       | <input checked="" type="radio"/> NIAGARA FALLS |

**PUNCH CLASS OF FARE.**

|   |                                     |
|---|-------------------------------------|
| <input type="radio"/> SINGLE TRIP.          | <input type="radio"/> TOURIST.      |
| <input type="radio"/> HALF FARE.            | <input type="radio"/> THEATRICAL.   |
| <input type="radio"/> ROUND TRIP.           | <input type="radio"/> CLERGYMAN.    |
| <input type="radio"/> SPECIAL LIMITED.      | <input type="radio"/> FIRST CLASS.  |
| <input checked="" type="radio"/> EXCURSION. | <input type="radio"/> SECOND CLASS. |
| <input type="radio"/> TWO THIRDS.           | <input type="radio"/> THIRD CLASS.  |

IF "LIMITED" PUNCH DATE OF LIMIT: IN ALL CASES STAMP BACK OF EACH COUPON AND STUB, ALSO PUNCH CLASS AND DESTINATION AS INSTRUCTED.

**DRUGS.**

Conductors \* \* \* \* \*

Fig 2.

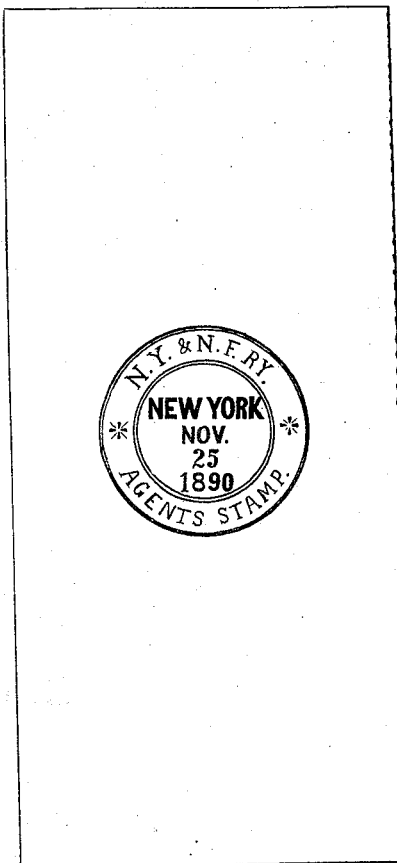


Fig 3.

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William H. Campbell  
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Attys

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Fig. 4.

Fig 6.

Fig. 5.

Fig. 7

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William H. Campbell  
By Philipp Phelps & Henry  
Atty's

# UNITED STATES PATENT OFFICE.

WILLIAM H. CAMPBELL, OF NEW YORK, N. Y.

## RAILWAY-TICKET.

SPECIFICATION forming part of Letters Patent No. 455,655, dated July 7, 1891.

Application filed November 19, 1890. Serial No. 371,922. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM H. CAMPBELL, a citizen of the United States, residing at New York, county of New York, and State of New York, have invented certain new and useful Improvements in Railway-Tickets, fully described and represented in the following specification and the accompanying drawings, forming a part of the same.

10 This invention relates to tickets used by railroads, steamboats, or other transportation companies, its object being to provide a coupon local ticket which shall be available for use from and to all stations on the line and for all kinds or classes of fares, thus enabling the entire local passenger business of a line to be transacted by a single form of ticket.

At present transportation companies generally use for local traffic card-board tickets, one of which is good only for one class of fare and from or to only one station, so that each station on the road is provided with its own series of forms, including tickets reading from that station to each other station on the line, there being as many different classes of each form as there are classes of fares. With the development of railway traffic and consequent large increase in number of stations and classes of fares the number of tickets required to fit out a road is enormous, and many attempts have been made to provide means for reducing the number of forms of local tickets required. I attain the desired object and provide a single form which may be used for all stations and all classes of fares by the use of a coupon local ticket having an agent's stub and going and return coupons provided with complete lists of stations on the line and with spaces or marks for indicating the character of the ticket, the stations and spaces or marks preferably registering when the ticket is folded, so that the destination-station and character of ticket may be simultaneously punched in the stub and coupons.

45 For a full understanding of my invention a detailed description will now be given, reference being had to the accompanying drawings, showing preferred forms of tickets embodying my invention, and in which—

50 Figure 1 is a face view of a ticket punched for use. Fig. 2 is a face view of the same

folded. Fig. 3 is a back view of the same folded, and Figs. 4 to 7 show modifications.

Referring especially to Figs. 1 to 3, the ticket shown is divided into three parts—the agent's stub, going-coupon, and return-coupon—each part being provided with a list of stations on the line, these stations being preferably arranged so as to register for simultaneous punching when the ticket is folded. The ticket is provided also with a series of dates to be punched when the form is used as a limited ticket, and with a full list of all the various forms and kinds of local card and special book tickets in use on the road, or such as the ticket is intended to cover, each with its own space or mark for punching to indicate the character of the ticket, these dates and character spaces or marks also registering when the ticket is folded. The ticket is preferably provided, also, with spaces or marks for punching by baggage agents when baggage is checked and for punching by the various conductors upon the line, so that the ticket shall not be defaced by these punches.

75 The use of the ticket will be clear from a description of the example shown. The ticket is sold by the New York and Niagara Falls railway and is a first-class limited excursion-ticket from New York to Niagara Falls and return, the date of limit being December 4, 1890, as shown by the punch-marks. When the ticket is sold, the agent will stamp the back of the stub and of each coupon, as shown in Fig. 3, and will then punch the destination-station, the date of limit, and the class on the three sections simultaneously. The two coupons will then be torn off and handed to the passenger, the stub being retained by the agent as his voucher. If the passenger desires to check baggage on the going trip, the baggage agent will punch the going-coupon in the space indicated at the foot of the ticket, and upon the return trip the baggage agent will similarly punch the return-coupon. On examining the ticket on the going trip the conductors will punch the going-coupon in the spaces set apart for them, as in the systems now in use, for preventing passengers getting off a train before reaching destination and using the same ticket again, and before reaching the end of the trip the

going-coupon will be taken up and retained by the conductor as his voucher for the going trip. On the return trip the return-coupon will be similarly punched and taken up. If the ticket sold be a single-trip ticket, the method of use is exactly the same, except that the going-coupon only is handed to the buyer, the return-coupon being left attached to the stub and turned in therewith by the agent.

It will be understood that my ticket may be used for any number of stations and that the number of forms and classes for which they may be made available is practically unlimited. In the drawings eighty stations and twelve classes are shown; but this number may be increased as desired, and the arrangement of the matter on the ticket may be varied as desired.

Where a road has a very large number of stations, it may be found desirable, in order to decrease the size of the ticket, to list the stations by numbers rather than names, as in my improved coupon extension-ticket covered by application, Serial No. 369,057, filed October 27, 1890, these numbers being arranged either numerically or in series of digits arranged by units, tens, hundreds, &c., and the names and numbers of the stations will preferably be printed on the backs of the coupons for reference. Such tickets are shown in Figs. 4 and 5, the former showing the arrangement by units, tens, &c., for a large number of stations, and the latter the numerical arrangement for fewer stations.

If desired, the names or numbers of the stations may be printed in duplicate on the face of the coupons and headed "From" and "To," so that both the initial and terminal stations may be punched out or otherwise indicated. Such a ticket is shown in Fig. 6. If desired, the station-numbers may be printed on the face of the coupons, as well as the names of the stations, and the numbers punched out, as shown in Fig. 7.

I have described the method of using the ticket when sold by a station agent; but my ticket is equally applicable as a conductor's ticket for sale on the train. The forms shown in Figs. 4 to 7 are especially adapted for this purpose, as the conductor can readily indicate the initial and terminal stations by punching in the respective columns. The ticket shown in Figs. 1 to 3, however, may readily be used as a conductor's ticket by punching the initial station with one punch and the terminal with two, or distinguishing these stations in any other suitable manner, as by using punches of different forms.

The method of use as a conductor's ticket is substantially the same as at stations, the conductor acting as agent and retaining the agent's stub or stubs and return coupon to be turned in with his report.

The ticket shown consists of but three parts—the agent's stub and going and return coupons—and these are the essential parts of my ticket and this the preferred form. It

will be understood, however, that any other features of tickets now in use may be embodied therewith—such as excess-baggage coupons, auditors' coupons, &c.—and that the ticket may be in any form and consist of any number of parts without departing from my invention, so long as these three essential parts are retained.

While I have shown a ticket in which the destination-stations, dates, and classes are indicated by punching the three parts simultaneously, the spaces or marks therefor being arranged to register when the ticket is folded, and I prefer to use such a ticket on account of its convenience, it will be understood that my ticket may be used without this feature and the stations, dates, and classes indicated by other means than punching, as by marking the same with indelible ink, and the coupons may be folded together or not to suit the convenience of the company.

It will be seen that the ticket is printed so plainly and the arrangement of the matter so simple that the passengers are enabled to tell at a glance whether the starting-point, destination, &c., are properly indicated or not, thus avoiding the objections urged to other systems proposed that they are so complex as to be unintelligible to the average passenger, and therefore no check whatever against manipulation by agents or conductors. The tickets, moreover, constitute no radical departure in use, so far as agents, baggage-masters, and conductors are concerned, from those heretofore employed, and may readily be substituted for forms now in use.

What I claim is—

1. A coupon-ticket having an agent's stub and going and return coupons, each bearing a list of the stations on the line, or numbers for indicating the same, and being provided with spaces or marks for indicating the character of the ticket, substantially as described.

2. A coupon-ticket having an agent's stub and going and return coupons, each bearing a list of the stations on the line, or numbers for indicating the same, and being provided with spaces or marks for indicating the character of the ticket, the stations or numbers and character spaces or marks on the stub and coupons registering when the ticket is folded, substantially as described.

3. A coupon-ticket having an agent's stub and going and return coupons, each bearing duplicate from and to lists of the stations on the line, or numbers for indicating the same, and being provided with spaces or marks for indicating the character of the ticket, the stations or numbers and character spaces or marks on the stub and coupons registering when the ticket is folded, substantially as described.

4. A coupon-ticket made in three parts, an agent's stub and going and return coupons, each bearing lists of the stations on the line, or numbers for indicating the same, and being provided with spaces or marks for indicating the character of the ticket, the stations or

numbers and characters spaces or marks on the stub and coupons registering when the ticket is folded, substantially as described.

5 5. A coupon-ticket made in three parts, an agent's stub and going and return coupons, each bearing a list of the stations on the line, or numbers for indicating the same, and being provided with spaces or marks for indicating the character of the ticket and with spaces or  
10 marks for conductors' and baggage agents' punches, the stations or numbers and charac-

ter spaces or marks on the stub and coupons registering when the ticket is folded, substantially as described.

In testimony whereof I have hereunto set 15 my hand in the presence of two subscribing witnesses.

WM. H. CAMPBELL.

Witnesses:

J. J. KENNEDY,  
T. F. KEHOE.