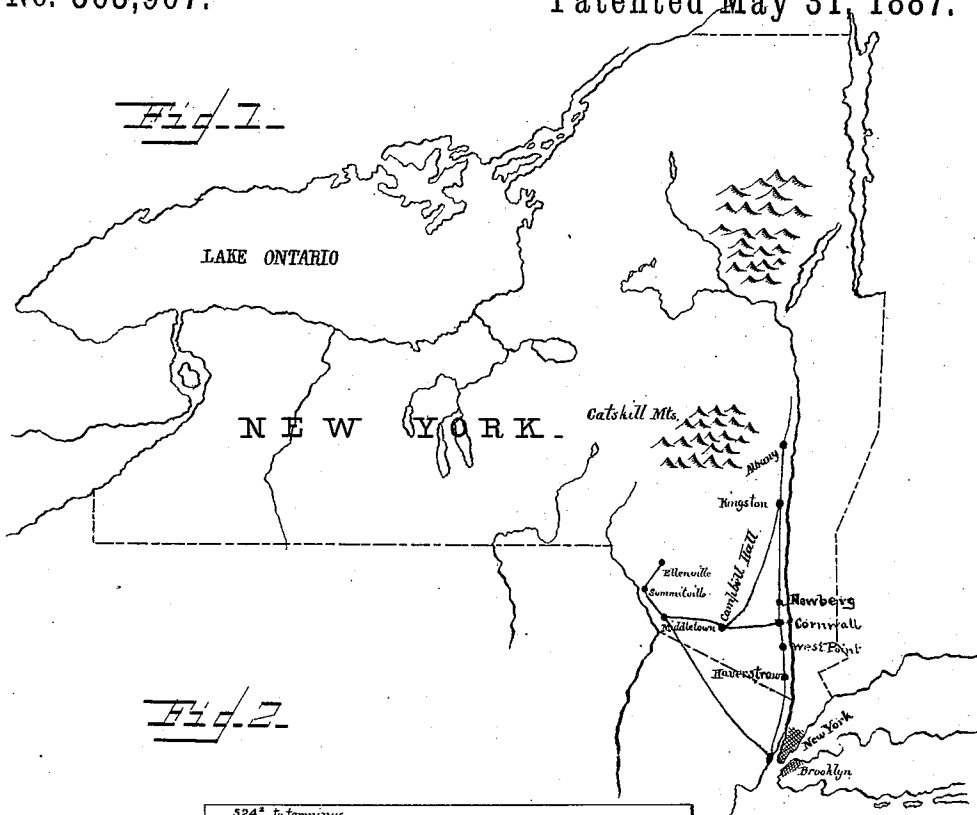


(No Model.)

T. F. NELSON.
RAILWAY ROUTE ABSTRACT.

No. 363,907.

Patented May 31, 1887.



524 ^a to terminus, Ellenville	I	
524-9 Summitville	H	(524-1)
524-8 Middletown	G	(521-7) (522 ^a -1) (x 522-1)
x 845-1, 2, 3. to terminus Campbell Hall	F	(524-8) (x 524-22)
530-8:9. Kingston	E	(981-9) (916-1) (x 981-4) x 845-1
530-7. Newburg	D	(527-1)
530-6. Cornwall	C	(524-6) (981-7)
530-2, 5. West Point - (special sheet)	B	(981-8) x (981-7)
530-1, 2, 3. Haverstraw	A	(981-4)

Witnesses

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UNITED STATES PATENT OFFICE.

THOMAS F. NELSON, OF CEDAR RAPIDS, IOWA.

RAILWAY ROUTE-ABSTRACT.

SPECIFICATION forming part of Letters Patent No. 363,907, dated May 31, 1887.

Application filed June 14, 1886. Serial No. 205,053. (No model.)

To all whom it may concern:

Be it known that I, THOMAS F. NELSON, a citizen of the United States, residing at Cedar Rapids, in the county of Linn, State of Iowa, have invented certain new and useful Improvements in Railway Route-Abstracts, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to improvements in route abstracts or guides for railway-travelers.

The object of my invention is to readily supply the traveler with a complete description and historical guide, mile by mile, in consecutive order and complete detail, for any route or tour he may desire or select. My arrangement involves the preparation of a series of printed descriptive sheets with marginal references to indicate their consecutive order of arrangement and prepared for all lines of railway and water routes, which, when combined in their designated order, form a complete and continuous descriptive guide directing the attention of the traveler using it to all objects of interest and historical associations, cities, towns, and junction-points, mile by mile, in consecutive order and minute detail as they are passed *en route*. These sheets are adapted to be combined together in sundry orders at will for any specified or selected route or combination of routes of railway or steamboat travel entire, or for any portion thereof, and in either direction between any two or more points, as may be desired.

For purpose of illustration I have shown in the drawings a map of a railway-route, and then have shown the arrangement and application of the sheets in process of combination, which forms the abstract pertaining to and describing all stations and objects of interest on the route selected.

Figure 1 is a map, showing the route selected from New York to Ellenville *via* Kingston, and over portions of these different lines of railway, viz: the West Shore, the Walkill Valley Railroad, and the New York, Ontario, and Western Railroad. Fig. 2 shows the marginal reference numbers and marks on the various descriptive sheets or series of sheets used in the combination covering the route shown in Fig. 1.

As a preliminary step in the description, I

will state that all railroads and water routes are, for convenience, given a number which will apply to that particular line only, while branches of the same road are indicated by small superior figures in addition to and to the right of the principal number, and that all the descriptive sheets pertaining to that particular line of railway will bear this chosen number instead of the corporate name of the railway or steamboat company operating the line. There being two general directions upon each line of travel, the letter *x* prefixed to this chosen number indicates an opposite direction from that indicated by the number itself. These descriptive sheets are also numbered in consecutive order along each line of road or travel, and in connection with the chosen number as applied distinctively to the road or line, all of which will be more fully shown. Said descriptive sheets are preferably printed only upon one side, so that the other may serve for memorandum.

In making up the abstract covering the route from New York to Ellenville *via* Kingston, the sheets or series of sheets A B C D E F G H I are used, and each of which is also complete in itself. A is composed of a series of three sheets, as indicated by the marginal numbers 1, 2, and 3, which describe the route across the river at Forty-second street, New York, to Weehawken, the southern terminus of the West Shore route, and also the points of interest, together with historical facts connected with the places passed *en route* as far as Haverstraw, as indicated. The number on the left of the margin, as 530, indicates the railway company operating or owning the road, and on the right, as 981-4, indicates that the fourth sheet of route numbered 981 would complete the consecutive order of the abstract should a change of cars at this point be made. No such change is made, however, in this instance, and the next sheet or series of sheets of route 530 (marked B) are added, and which are consecutively numbered 4 and 5, completing the description of the route as far as West Point, as shown thereon. The reference-mark "special sheet" indicates that a sheet or series of sheets relating entirely to West Point, its surroundings, and historical associations, with special plats, maps, charts, and illustrations, is prepared and may be inserted

next in order where the traveler using the abstracts desires to stop at this place and continue the journey at a later day or by another train. The next sheet or section, C, completes the numerical and consecutive order of route 530, and is the sixth sheet, describing the route to and including Cornwall, while D, the seventh sheet, extends to Newberg, and the series marked E, the eighth and ninth, complete the route to Kingston, one of the specified points in the selected route. Here a change of cars to the Walkill Valley Railroad is made and reference is had to the marginal numbers on the right for the proper sheet or series of sheets which should be added to preserve continuously the descriptive matter pertaining and applying to the route selected. The number given to the Walkill Valley Railroad being 845, the margin to the right shows that x 845-1 is the next sheet in consecutive order to be selected. The prefix x indicates the direction and the figure 1 the number of the sheet pertaining to that line, which proves to be a series of three sheets; and is marked F. This series of sheets describes the route to Campbell Hall, the terminus of the Walkill Valley Railroad, as is shown on the margin, where another change is made to the line of the New York, Ontario, and Western Railway, which having been numbered 524, reference is had to the marginal numbers on the right, and it is shown that 524-8 and x 524-12 will apply in the proper designated order; but the prefix x indicates the opposite direction from that which the route as selected maintains, and 524-8 (marked G) is added, which describes the route to Middletown. The numerical order of route 524 is continued, and the ninth sheet (marked H) is added, which completes the route to Summitville, as indicated. Here another change is made, and again reference is had to the marginal reference on the right for the proper sheet to add to still preserve the route in its continuous and consecutive order, which shows that 524²-1, and marked I, should follow, and which, when added, completes the route to Ellenville, which is also the terminus of a branch of 524, as indicated. These sheets, when properly selected, as shown, form a continuous descriptive abstract or guide for the route or combination of routes selected, and as thus arranged are stitched or fastened together in any suitable manner to form a book for more convenient reference, and which, when so bound, conceals from view the marginal figures and reference-marks, they having no reference whatever to the subject-matter contained in the sheets or series of sheets to which they apply, only so far as they indicate the proper order of consecutive arrangement. The said sheets when so arranged, as indicated, will contain all information concerning changes of cars, cities, towns, and junction-points with other

roads or branches, interesting descriptive and historical matter, &c., pertaining to the route. 65

It will be understood, of course, that the sheets shown in the drawings are only samples of those which will be prepared, covering all routes of travel and adapted to be combined together in various orders, so that one sheet or set of sheets may form a part of any abstract the route of which shall include the section of country to which the sheet relates. For example, should the route selected be from New York city to Ellenville *via* Cornwall, of the sheets shown in Fig. 2 sheets A B C will first be taken, then will be added a sheet or sheets descriptive of the route from Cornwall to Campbell Hall, and then the abstract will be completed by adding the sheets G H I, the marginal index figures and marks on the several sheets serving in each case to secure a proper arrangement of the proper sheets. It is also intended to include in their proper place and order maps and illustrations of the route and plats of cities, towns, and junction-points, showing location of depots, hotels, &c.; also special sheets describing in more minute detail cities, towns, localities, lakes, rivers, mountains, objects of interest, &c., in their proper order and place and in the manner set forth, at will, as may be required or desired by the traveler or person using the abstract. 70 75 80 85 90 95

What I claim is—

1. The series of independent descriptive sheets or sections adapted, substantially as described, to be gathered in sundry orders to form a continuous description of consecutive points on any selected route of travel, substantially as described. 100

2. In a railway route-abstract or travelers' guide, the series of descriptive or illustrative sections or sheets, each of which relates to some definite portion of sundry routes of travel and has the description or illustration of said portion complete in itself and terminating with the sheet or section, whereby said sheets and sections are adapted to be collected together in the order necessary to the selected route without making any break in the narrative or confusion in the sense thereof, substantially as described. 105 110

3. The series of independent descriptive sheets, each having on its margin a series of index-figures and reference-marks, whereby its position in any one of sundry orders of gathering to which it is adapted is determined and a continuous description of consecutive points on any selected route of travel is secured, substantially as described. 115 120

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

THOMAS F. NELSON.

Witnesses:

C. D. VAN VECHTEN,
MARY DEACON.