

(Model.)

3 Sheets—Sheet 1.

S. F. STEVENS.

RAILWAY PASSENGER TARIFF AND DISTANCE GUIDE BOOK.

No. 348,596.

Patented Sept. 7, 1886.

I	
NE	NW
Albany — 1	
Menands — 3	Coopersville — 3
Cemetery — 3	Reuses Point — 3
West Troy — 5	Morris Junction — 5
Cohoes — 5	Chazy — 5
W. Waterford — 7	West Chazy — 7
Troy — 7	Sciota — 7
Green Island — 9	S. River — 9
Waterford — 9	Beekmantown — 9
Junction — 11	Peru — 11
Mechanicville — 11	L. Mills — 11
Round Lake — 13	Ferrona — 13
Ballston — 13	Harkness — 13
Schenectady — 15	Plattsburgh — 15
Branch — 15	Ausable — 15
Saratoga — 17	Port Kent — 17
Cansevoort — 17	Valcour — 17
Fort Edward — 19	Whallonsburg — 19
Sandy Hill — 19	Willsboro — 19

FIG 1

WITNESSES

Geo. A. Darby

Charles S. Brintnall

INVENTOR

Samuel Frederick Stevens

by W. E. Hagan his Atty.

(Model.)

3 Sheets—Sheet 2.

S. F. STEVENS.

RAILWAY PASSENGER TARIFF AND DISTANCE GUIDE BOOK.

No. 348,596.

Patented Sept. 7, 1886.

J G	F E	STATIONS	Branches
		Plattsburgh	
161 24	188	Albany	Ausable
161 100	7.10	Menands	Ferrona
165 77	3 28.2	Cemetery	Horness
6.60 85	15 7.00	West Troy	Peru
164 13	6 154	Cohoes	L. Mills
5.95 70	30 6.90	Waterford	S. River
162 10	10 182	Troy	Beckmantown
5.90 50	60 6.90	Green Island	West Chazy
164 8	12 179	Waterford	Sciota
5.80 40	66 6.80	Junction	Movers June
167 8	16 177	Mechanicville	Chazy
5.75 25	75 6.75	Round Lake	Coopersville
162 5	24 181	Ballston	Rouses Point
5.95 20	120 6.90	Schenectady	
161 10	24 181	Branch	
5.90 40	146 6.90	Saratoga	
157 16	33 177	Gansevoort	
5.75 60	166 6.75	Fort Edward	
152 21	41 176	Sandy Hill	
5.70 75	185 6.70		
149 16	36 169		
5.55 65	165 6.55		
143 20	40 162		
5.25 80	151 6.25		
136 24	44 156		
5.00 100	2.00 6.05		
181 171	171 6.60		
5.60 100	163 6.35		
144 9	14 149		
5.35 90	30 5.95		
130 22	14 149		
4.85 70	30 5.95		
119 33	25 139		
4.50 145	180 5.50		
113 39	31 132		
4.10 125	160 5.30		
115 42	34 128		
4.40 130	110 5.40		

FIG 2

WITNESSES:

Geo. A. Darby
Charles S. Buntinall

INVENTOR

Samuel Frederick Stevens
by W. C. Hagan his atty

(Model.)

3 Sheets—Sheet 3.

S. F. STEVENS.

RAILWAY PASSENGER TARIFF AND DISTANCE GUIDE BOOK.

No. 348,596.

Patented Sept. 7, 1886.

J G		F E		Main Line	Branches
Through	Local	Through	Local		
					Whalonburgh
135	8			143	Willstons
480	30			5.05	Albany
131	21	13	138		Menands
470	80	50	495		Port Keret
149	27	19	158		Cemetery
465	105	75	490		Valcour
129	34	36	136		West Troy
460	135	105	485		Plattsburgh
126	53	44	133		Cohoes
450	235	85	475		Ausable
128	51	43	132		H. Waterford
445	220	120	470		Ferrona
125	48	40	136		Troy
440	205	125	465		Harkness
123	44	38	134		Green Island
430	180	155	460		Peru
124	42	34	132		Waterford
445	175	145	470		I. Mills
123	39	31	130		S. River
440	160	130	465		Junction
116	38	34	129		Mechanicville
420	150	120	445		Beckmantown
106	43	36	117		Round Lake
390	170	140	420		West Chazy
103	49	41	111		Ballston
375	190	165	400		Sciota
118	52	46	124		Schoenestady
430	215	185	455		Mooers June.
110	49	42	118		Chazy
405	200	170	430		Brantford
96	53	48	104		Saratoga
355	215	185	380		Coopersville
86	57	49	95		Rouss Point
320	230	200	345		Gansevoort
79	Port E.	87			Port Edward
300	Edward Hill	325			Sandy Hill
82		89			
310	10	335			

FIG 3

WITNESSES:

Geo. A. Garby

Charles S. Brintnell

INVENTOR

Samuel Frederick Stevens

by W. E. Hagan atty.

UNITED STATES PATENT OFFICE.

SAMUEL FREDERICK STEVENS, OF NORTH ADAMS, MASSACHUSETTS.

RAILWAY PASSENGER-TARIFF AND DISTANCE GUIDE-BOOK.

SPECIFICATION forming part of Letters Patent No. 348,596, dated September 7, 1886.

Application filed October 28, 1885. Serial No. 181,164. (Model.)

To all whom it may concern:

Be it known that I, SAMUEL FREDERICK STEVENS, of the town of North Adams, county of Berkshire, State of Massachusetts, have invented a new and useful Improvement in Railway Passenger-Tariff and Distance Guide-Books, of which the following is a specification.

My invention relates to the arrangement of printed matter upon the pages of a railway passenger-tariff and distance guide-book for the use of railway conductors and others; and in most of its features my invention consists of certain improvements upon the invention for a like purpose that is shown in an application for Letters Patent made by me, and filed in the United States Patent Office, October 3, 1885, and also upon the invention illustrated and described in Letters Patent No. 310,329, dated January 6, 1885.

In the application for Letters Patent before named the arrangement of the printed matter was combined with a book having a fly-index cut upon its pages, to contain the names of the railroad-stations, and with matter upon the pages, where opened at the index stations, which gave the relative distances, and fares from the index stations to other stations.

By my improvement, as will be more fully detailed in connection with its illustration, I dispense with the fly-index cut upon the pages of the book, and arrange a single index-page upon which are printed the main-line-station names in their order in column, and alongside of the latter a column of branch-road stations. To designate the index stations thus placed, so that a series of the stations may be grouped for reference, to one page of the book, each consecutive two of the station-names of the main-line and branch column (excepting the terminal station at the top of the main list) are inclosed, where transversely opposite, by brackets, with the number of the book-page containing the fares and distances between either of these four stations thus grouped consecutively, and the other stations are printed opposite the brackets inclosing them. The matter upon the pages other than the index-page is arranged with reference to the index stations about the same, as in the application for Letters Patent made by me, now on file and pending, as before named.

Accompanying this specification, to form a part of it, there are three plates of drawings containing three figures illustrating my invention, with the same designation of the arrangement of the subject-matter used in all the figures.

Of the illustrations, Figure 1 shows the book open at the index-page. Fig. 2 shows it opened at page 15, and Fig. 3 shows it as opened at page 19, the arrangement of matter being the same on all the pages of the book but the index-page.

The arrangement of the several parts of printed matter employed in carrying out my invention are designated by letter-reference, and their connected use is described as follows:

The letter I designates the index-page, and this page contains a column of main-line-station names and, M, a column of branch-station names, N. All the station-names in both columns of index stations (excepting the terminal main-line station, in this instance designated as 'Albany') are grouped in pairs by brackets in each column, where transversely opposite, so that there are four station-names grouped in each set of index stations. Opposite the brackets of each column which connects each consecutive two names of the stations therein is printed the number of the page containing the printed matter relating to the fares and distances from each of the four index stations thus designated and the other stations. Thus 15 is the page-number opposite the two station-names "Schenectady" and "Branch," of the main-line column, and figure 15 is opposite the grouped two station-names of the branch column. So we read that page 15 contains the distances between these stations and the other branch and main-line stations.

Upon what is each right-hand page of the book where open there is arranged a column of main-line-station names in their order. This column is indicated at D, and alongside of it is a column of branch-road stations designated at C, and arranged on the outer edge of the page. Upon the inner side of the right-hand page, when the book is open, there is a column of figures, F, which, when transversely opposite, give the fares and distances between the lower one of the index-branch stations ("Ausable" in this instance) and each succeeding branch station. Thus, from "Ausa-

ble" to "Salmon River" the distance is fifteen miles, the fare seventy-five cents, these being the figures in column F transversely opposite "Salmon River." Upon the same
 5 right-hand page of the book is another column of figures, E, which, where transversely opposite, give the fares and distances between the lower one of the branch-index stations ("Ausable" in this instance) and each of the main-
 10 line stations in column D. Thus, the fare from "Ausable" to "Albany" is seven dollars and ten cents, the distance one hundred and eighty-eight miles, these being the figures in column E that are transversely opposite
 15 the station-name "Albany."

Upon each left-hand page of the book where open there is a column of figures, G, which, where transversely opposite, give the through-fares between the upper branch index station
 20 (on this page it being "Plattsburgh") and each succeeding branch station in column C. Thus, from "Plattsburgh" to "Feron" the distance is seventeen miles, the fare eighty-five cents, the latter being the figures in column G opposite "Feron."

Upon each left-hand page there is another column of figures, J, which, where transversely opposite, give the fare and distance between the upper index branch station (for this page
 30 15 being "Plattsburgh") and each of the main-line stations. Thus, from "Plattsburgh" to "Troy" the distance is one hundred and sixty-two miles, the fare five dollars and ninety cents, these being the figures in column J that are transversely opposite "Troy" in the
 35 main-line column D.

Upon each right-hand page of the book where open, and immediately beneath the column F thereof, there is a column of figures, R, giving the fares and distances between the inner one of each of the main-line-index station groups, which at page 15, and as shown in the index-page designating the reference-page, is "Branch," and each succeeding
 45 main-line station. Thus between "Branch" and "Ganesvoort" the fare is eighty cents, the distance twenty-five miles, these being the figures in column R, which are transversely opposite the station-name "Ganesvoort."

The letter P designates a column of figures arranged beneath the column G, giving the fares and distances between the upper one of the main-line-station names of each index-group and main-line-station names in the same
 55 column below it. Thus the distance from "Schenectady" to "Saratoga" is twenty-two miles, the fare eighty cents, the latter being the figures transversely opposite "Saratoga" in column P. As the numbers of the pages
 60 rise numerically, the length of the column G and F shorten from the bottom upwardly, and

hence it becomes convenient to insert the column P beneath that indicated at G and the column R beneath the column F, for the columns P and R increase in length from the bottom upwardly, as the numbers of the pages decrease numerically just as fast as the columns G and F shorten upwardly from the bottom under the same conditions numerically.

For convenience of reference the station-names of each index-group are placed at the heads of the columns of fares and distances, where in determining the latter they are initial stations upon the page.

I disclaim herein a book made with a fly-index and containing pages to which the index stations refer, having columns of figures giving fares and distances between said index stations and other stations.

While I have shown my invention as applied to the Delaware & Hudson road and its Canada branch road, my invention can be applied to any other road, as the manner of arranging the matter constitutes my invention instead of the matter which I use in illustrating it.

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

A railway passenger-tariff and distance guide-book having an index-page arranged therein and containing a column of main-line-station names and a column of branch-road-station names side by side, with all station-names of both columns but the first station-name of the main-line column grouped into consecutive series of four stations each, each group being composed of two main-line and two branch-line stations, which, where in couples, are transversely opposite, with the number of the reference-page which gives the distances and fares between these index stations and other stations printed opposite each group, and said reference-pages to which the index-numbers refer, each having a column of main-line and a column of branch-line stations printed thereon side by side, and columns of figures, which, where transversely opposite, give the fares and distances between each of the said index branch-road stations and other branch-road stations and main-line stations upon each page, and columns of figures which give the fares and distances between each of said main-line-index stations and other main-line stations, as shown and described.

Signed at Troy, New York, this 3d day of October, 1885, and in the presence of the two witnesses whose names are hereto written.

SAMUEL FREDERICK STEVENS.

Witnesses:

CHARLES S. BRINTNALL,
 GEO. A. DARBY.