

A. J. CAMP.
 MEANS FOR MAKING, COLLATING, AND AUDITING RECORDS PERTAINING TO CAR MOVEMENTS.
 APPLICATION FILED APR. 20, 1909.
 981,245. Patented Jan. 10, 1911.

3 SHEETS—SHEET 1.

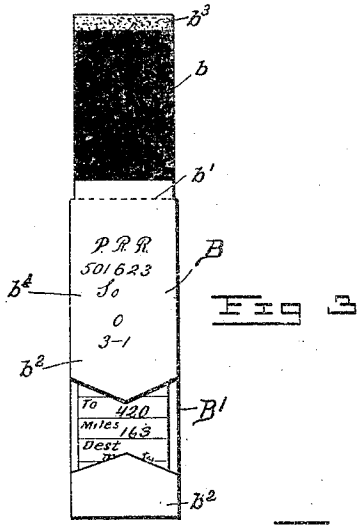


Fig 1

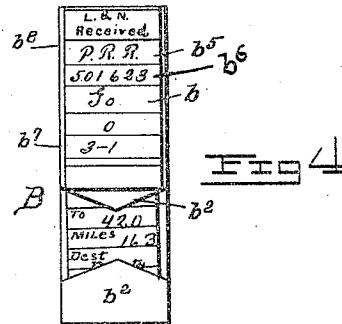


Fig 4

LOUISVILLE & NASHVILLE RAILROAD COMPANY

STATION No

Daily Interchange Report of Cars Received From

FROM 12:01 TO 11:59 P.M.

R	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange
Int	Int	Int	Int	Int	Int	Int
No	No	No	No	No	No	No
Fm	Fm	Fm	Fm	Fm	Fm	Fm
At	At	At	At	At	At	At
Dte	Dte	Dte	Dte	Dte	Dte	Dte
Dest	Dest	Dest	Dest	Dest	Dest	Dest
Cts	Cts	Cts	Cts	Cts	Cts	Cts
L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange
Int	Int	Int	Int	Int	Int	Int
No	No	No	No	No	No	No
Fm	Fm	Fm	Fm	Fm	Fm	Fm
At	At	At	At	At	At	At
Dte	Dte	Dte	Dte	Dte	Dte	Dte
Dest	Dest	Dest	Dest	Dest	Dest	Dest
Cts	Cts	Cts	Cts	Cts	Cts	Cts
L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange
Int	Int	Int	Int	Int	Int	Int
No	No	No	No	No	No	No
Fm	Fm	Fm	Fm	Fm	Fm	Fm
At	At	At	At	At	At	At
Dte	Dte	Dte	Dte	Dte	Dte	Dte
Dest	Dest	Dest	Dest	Dest	Dest	Dest
Cts	Cts	Cts	Cts	Cts	Cts	Cts

Inventor

Augustus J. Camp

Witnesses

H. C. Robbette
Horace E. Deitz

By

Augustus J. Camp
 Attorney

A. J. CAMP.
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3 SHEETS—SHEET 2.

CONDUCTOR'S REPORT		General Office Memorandum		INT PRR	INT B&O	INT L&N	INT Union Line	INT C
OF CARS HANDLED BY				NO 501623	NO 14520	NO 32105	NO 7439	NO
TRAIN NO. 42 SECTION 1				FRM 0	FRM 0	FRM 0	FRM 0	FRM
STARTING FROM				TO 110	TO 110	TO 110	TO 110	TO
Louisville, Ky.				MILES 110	MILES 110	MILES 110	MILES 110	MILES
HOUR 6 ⁰⁰ P.M. DATE 3/2				DEST. Columbus	DEST. Columbus	DEST. Columbus	DEST. Columbus	DEST
AND ARRIVING AT				CTS Midas	CTS Midas	CTS Midas	CTS Midas	CTS
Cincinnati, O.				TRAIN DATE 42 3/2	TRAIN DATE 42 3/2	TRAIN DATE 42 3/2	TRAIN DATE 42 3/2	TRAIN DATE
HOUR 7 ⁰⁰ P.M. DATE 3/2				INT	INT	INT	INT	INT
Conductor				NO	NO	NO C ²	NO	NO
				FRM	FRM	FRM	FRM	FRM
				TO	TO	TO	TO	TO
				MILES	MILES	MILES	MILES	MILES
				DEST	DEST	DEST	DEST	DEST
				CTS	CTS	CTS	CTS	CTS
				TRAIN DATE	TRAIN DATE	TRAIN DATE	TRAIN DATE	TRAIN DATE

LOUISVILLE & NASHVILLE RAILROAD COMPANY													
STATION Cincinnati, O. No. 110													
Daily Interchange Report of Cars Delivered To Big 4 R.R.													
FROM 12:01 A.M. TO 11:59 P.M. 3/3 1909													
D	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange	L&N Interchange
Int	PRR	Int	B&O	Int	L&N	Int	Union Line	Int		Int		Int	
No	501623	No	14520	No	32105	No	7439	No		No		No	
To	Big 4	To	Big 4	To	Big 4	To	Big 4	To		To		To	
At	110	At	110	At	110	At	110	At		At		At	
Dte	3/3	Dte	3/3	Dte	3/3	Dte	3/3	Dte		Dte		Dte	
Dest	Columbus	Dest	Columbus	Dest	Columbus	Dest	Columbus	Dest		Dest		Dest	
Cts	Midas	Cts	Midas	Cts	Midas	Cts	Midas	Cts		Cts		Cts	
	L&N Interchange		L&N Interchange		L&N Interchange		L&N Interchange		L&N Interchange		L&N Interchange		L&N Interchange
Int		Int		Int		Int		Int		Int		Int	
No		No		No		No		No		No		No	
To		To		To		To		To		To		To	
At		At		At		At		At		At		At	
Dte		Dte		Dte		Dte		Dte		Dte		Dte	
Dest		Dest		Dest		Dest		Dest		Dest		Dest	
Cts		Cts		Cts		Cts		Cts		Cts		Cts	
	L&N Interchange		L&N Interchange		L&N Interchange		L&N Interchange		L&N Interchange		L&N Interchange		L&N Interchange
Int		Int		Int		Int		Int		Int		Int	
No		No		No		No		No		No		No	
To		To		To		To		To		To		To	
At		At		At		At		At		At		At	
Dte		Dte		Dte		Dte		Dte		Dte		Dte	
Dest		Dest		Dest		Dest		Dest		Dest		Dest	
Cts		Cts		Cts		Cts		Cts		Cts		Cts	

Fig 3

Fig 2

Witnesses

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Fig 5

Diagram of a record sheet (Fig 5) showing a header section (e) and a table of delivery records (e'). The table has columns for 'L&N Delivered' and 'Days'. The rows contain the following data:

L&N Delivered	L&N Delivered	L&N Delivered	L&N Delivered	L&N Delivered	L&N Delivered
P.R.R.					
501623					
Bag 4					
110					
3/3					
Days	Days	Days	Days	Days	Days

Fig 10

L&N Received
P.R.R.
501623
10
0
3-1
D L&N.
Interchange
Int. P.R.R.
No. 501623
To. Bag 4
Ar. 110
Dir. 3/3
Dest. Columbus
Crs. Indee.

Fig 6

Diagram of a record sheet (Fig 6) showing a header section (e) and a table of delivery records (e'). The table has columns for 'L&N Delivered' and 'Days'. The rows contain the following data:

L&N Delivered	L&N Delivered	L&N Delivered	L&N Delivered	L&N Delivered	L&N Delivered
P.R.R.					
501623					
Bag 4					
110					
3/3					
Days	Days	Days	Days	Days	Days

Fig 7

Diagram of a record sheet (Fig 7) showing a header section (e) and a table of delivery records (e'). The table has columns for 'L&N Delivered' and 'Days'. The rows contain the following data:

L&N Delivered	L&N Delivered	L&N Delivered	L&N Delivered	L&N Delivered	L&N Delivered
P.R.R.					
501623					
Bag 4					
110					
3/3					
Days	Days	Days	Days	Days	Days

Witnesses

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Fig 8

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UNITED STATES PATENT OFFICE.

AUGUSTUS J. CAMP, OF BIRMINGHAM, ALABAMA.

MEANS FOR MAKING, COLLATING, AND AUDITING RECORDS PERTAINING TO CAR MOVEMENTS.

981,245.

Specification of Letters Patent. Patented Jan. 10, 1911.

Application filed April 20, 1909. Serial No. 491,204.

To all whom it may concern:

Be it known that I, AUGUSTUS J. CAMP, a citizen of the United States, residing at Birmingham, in the county of Jefferson and State of Alabama, have invented new and useful Improvements in Means for Making, Collating, and Auditing Records Pertaining to Car Movements, of which the following is a specification.

My invention relates to improvements in means or instrumentalities for keeping records of dealings with freight cars and accounting therefor; and the invention has for its object to dispense with the heretofore usual record books in which entries in respect of the dealings with such cars and accounting therefor have been kept, and to reduce or minimize the number of transcriptions heretofore necessary in keeping account of such cars, and to provide means whereby the entire record of the dealing with the car by the railroad company over whose tracks it is moved will be kept in duplicate in or upon a file record appropriated to said car, and by which at the settlement period a report showing the time when the car was received by the carrying railroad and when it was delivered by said carrying railroad to a connecting line or to destination, may be detached from said file record and sent to the car owning railroad company, the car carrying railroad retaining in its possession a duplicate of and made from the same transcription as the report sent to the car owning company.

The invention and one suitable manner of utilizing the instrumentalities or means claimed are set forth in the following description and illustrated in the accompanying drawings.

That which is claimed as new is set forth in the claims appended to the description.

In the accompanying drawings—Figure 1 is a view showing a blank used by a junction agent in making his daily report of cars "received", at the station. Fig. 2 is a similar view of the report made by a junction agent of the cars "delivered" at his station. Fig. 3 is a view showing a car-record file within which the records pertaining to the movements of a car are retained, the leaf being shown as raised. Fig. 4 is a similar view showing the leaf folded. Figs. 5, 6 and 7 are views of the transcribing blank, said views illustrating the blank in its several

folded positions. Fig. 8 is an end elevation of the blank shown in Figs. 5-7. Fig. 9 is a view showing the conductors' report of the cars handled by him on a trip. Fig. 10 is a detail of the car record file having the car delivery record attached to the car receiving record.

Referring to Figs. 3 and 4 of said drawings, the reference letter B designates a car-record file which consists of a body B' provided on its front or face with a receptacle comprising pockets b^2 separated from each other and adapted to receive the end portions of car record slips which are exposed to view in the space separating said pockets. The face of the body B' is also provided with a surface or space b^4 designed to receive an entry of the initial transaction with the car by the car carrying railroad, that is to say, the receipt of the car by said carrying railroad. The car-record file is provided with a detachable leaf b which, when in position for use as shown in Fig. 4, overlies the record receiving space b^4 . This leaf is designed and constructed to be detached. As shown in Fig. 3 the leaf b is integral with the material of the upper pocket b^2 and a weakened line b^1 is provided for facility of detachment of the leaf. This leaf is provided with spaces for receiving data concerning the car, including as shown, the initials of the car owner b^5 , the number of the car b^6 , and a date b^7 , and is provided with suitable indicia indicating that the record contained thereon relates to the receipt of the car by the car carrying railroad, and as indicated at b^8 this indicia consists of the word "Received". As before stated, when the leaf b is in position for use, as illustrated in Fig. 4, by the interposition of a carbon surface, which preferably and as shown in Fig. 3, is carried by the leaf itself, the record transcribed on said leaf is transferred in carbon upon the record receiving surface b^4 , so that the record of the receipt of the car is in duplicate, once upon the leaf b and once upon the surface b^4 of the car-record file B.

Referring now to Figs. 5, 6 and 7 of the drawings, the reference letter E designates generally a foldable sheet comprising a plurality of sections e , three such sections being shown in the drawing. The several sections of the sheet E are detachable, preferably by means of weakened lines e^1 and

each section comprises a record slip e^2 provided with indicia e^4 indicating that the record contained thereon relates to the delivery of a particular car, and having spaces for data concerning the delivery of the car including the initials of the owner of the car, the number of the car, and the date of delivery together with such data as may be suitable, for example, to whom and at what place the car was delivered. Such sheet comprising a plurality of record slips detachably connected together may be extended as shown in the drawings in Figs. 5-7, so that each sheet will be provided with a multiplicity of such detachably connected together slips, so that entries relating to a number of cars may be entered in appropriate record slips contained thereon, the sheet to be subsequently divided along the several lines e^2 to separate the several sets of detachably connected record slips. The several detachably connected record slips comprising the sheet E are so arranged that when the latter is folded as shown in Fig. 8, said slips will be in register, and, by the interposition of carbon surfaces, which preferably and as shown are carried by the requisite number of sections, as indicated, by the numerals e^5 , as clearly shown in Fig. 8, the entry is reproduced simultaneously and in carbon upon each of the plurality of detachably connected together record slips. These slips so detachably connected together are of a form and size to be received in the pocket receptacle of the car record file, and also be attached to the free end of and constitute an extension of the leaf b of the car record file, as shown in Fig. 10 of the drawing, and when so disposed said file will contain duplicate records of the delivery of the car, one attached to the leaf b and the other disposed in the receiving pocket of the file. From an inspection of the entry of the date of receipt of the car on the leaf b and the entry of the date of delivery thereof on the slip e^2 , the time during which the car was in the possession of the car carrying railroad can be computed, and the number of days entered in a space e^6 provided therefor on the slip e^2 . This entry may be made before the duplicate slips are detached from each other and the computation will then appear on each of said duplicate slips including the one disposed in the pocket of the car record file. When three such slips are detachably connected together, as shown in the drawing, the third slip may be sent to the car owner as a notification that the car has passed out of the possession of the particular car carrying railroad, and indicating the disposition thereof. When the settlement period arrives the leaf b of the car-record file together with the delivery slip e^2 attached thereto are detached from the file and mailed to the car owner, constituting a notification to such

owner of the time of receipt and delivery and the number of days during which the car was in the possession of the car carrying railroad, as a basis of accounting. The car-record file is retained by the car carrying railroad and contains on the surface b^1 and in the receiving pocket b^2 an exact duplicate of the settlement slip forwarded to the car owner.

From the foregoing description it will appear that the record of dealings with cars have been carried on without the necessity of entry in books and with a minimum number of transcriptions, liability of mistake, and consumption of time in the keeping of the record.

Intermediate the receipt and delivery of the car by the car carrying company, in the ordinary conduct of such business, there are conductors' wheel reports which deal with the moving of the car while in the control of the car carrying company, and the disposition of which are not particularly concerned in my invention, but such conductors' wheel reports or transcriptions thereof may be received in the pocket receptacle of the car record file B, so that said file will contain not only a complete record in duplicate of receipt and delivery of the car, for retention by the car carrying company and transmission to the car owner, but also the intermediate records of the movements of the car while in the possession of the car carrying company.

Although my invention is not limited thereto, I have shown in the drawings and will now describe suitable instrumentalities and a manner of making reports by the receiving and delivery agents and conductors of the car carrying road, which are transmitted to the car record office, where the record is kept according to and by the use of the instrumentalities of my invention in which description a complete illustration of a suitable method of the keeping of the account of the car from its receipt and delivery and as to its intermediate movements is set forth. Assuming that a car of the Pennsylvania Railroad Company, No. 501,623, is received by the agent of the Louisville & Nashville Railroad Company, at a station designated as O (Fig. 4). This agent makes a report of the fact to the car recording office, his report specifying the owner of the car by the initials of the owning company, the number of the car, from whom it was received, where it was received, the date of receipt, and other information, such as its destination and contents. A suitable report sheet A for such purpose is indicated in Fig. 1 comprising on the one sheet a plurality of blocks or spaces a^2 appropriated to individual cars and having suitable indicia identifying spaces where the above recited or other suitable data is to be entered.

tered, the spaces being preferably ruled as shown at *a*, and the several blocks or spaces being defined by vertical and horizontal lines *a'* along which lines the sheet may be severed to separate the several record blocks, which then constitute record slips. When such report comes from the receiving agent, either in the form indicated or other suitable form, a car record file is appropriated to the cars enumerated on the slips of which it is desired to keep records according to my invention, and the data of receipt of said car is transcribed onto the leaf *b* of the car-record file, and reproduced in carbon upon the surface *b'* of said file. If the receiving agent's report is in the block form above referred to, the sheet may be divided into the several blocks for facility of distribution to the employees of the car record office, and if desired the receiving agent's record slip *a'*, after transcription on the leaf of the car-record file as above described, may be disposed in the receiving pocket of said file. The conductor of the train carrying the car also forwards his report to the car record office, and a suitable form for such report is shown in Fig. 9 and designated by the letter C. This form may embody on one sheet a number of groups or blocks of data *C'* appropriated to individual cars and each containing spaces for the designation of the car owner and the number of the car, the station from which it was moved by the particular conductor, and the station where it was received by him, together with the mileage between such stations and other desired information such as the date and the ultimate destination of the car. This report sheet can also, as shown, contain a section *c'* upon which general information, not concerned in the car accounting to which my invention relates, may be written. When arranged in the block form indicated, the conductors' report may be severed into the several blocks or slips at the car receiving office, distributed, and the slips disposed in the pockets of the car record files appropriated to cars designated thereby, so that for the convenience of the car carrying railroad its conductors' report or reports, if the car be handled by more than one conductor, may be contained in the file record.

When the car is delivered the delivery agent sends in his report, a suitable form of which is shown in Fig. 2 of the drawing, which preferably accords in all respects with the car receiving agent's report except that the report indicates the delivery rather than the reception of the car. It contains suitable spaces and designations for the initials of the owner of the car, the car number, the date of delivery, and such other information as may be desirable for example to whom the car was delivered, where it was delivered, its ultimate destination, and con-

tents. When this report is received at the car record office, if it is in the form illustrated, the sheet is divided into the several blocks or slips relating to the individual cars for facility of distribution to the proper employees of the car record office. The data contained on this report is then transcribed onto the appropriate block or space of the foldable sheet E illustrated in Figs. 5-7 of the drawings, being reproduced thereon in multiple. The several duplicate sections of this record are then separated, one thereof is attached to the free end of the leaf *b* of the car record file, one of said parts, that is to say, either the slip *e'* or the leaf *b* being provided with an adhesive for this purpose. As shown in the drawing, the flap *b* is provided with this adhesive designated *b''*, a duplicate strip *e'* is disposed in the pocket receptacle of the car-record file, and if the reproduction be in triplicate, the triplicate may, as before stated, be sent to the car owning company as a notice of the delivery of the car by the car carrying company.

My invention provides novel means by which car records may be conveniently kept in a simple way without entries in books, minimizing the probability or possibility of error, and greatly reducing the time involved in the keeping of the account. The files appropriated to individual cars contain the essential records of the car, namely, the fact and time of receipt and delivery thereof in duplicate, in a suitable form so that one duplicate record may be detached and sent to the car owner as a settlement account and the other retained by the car carrying company.

Having thus described my invention what I claim is,—

1. A car-record file consisting of a body having a detachable leaf overlying one surface thereof, one face of said leaf having indicia constituting an index to the file contents, means for duplicating the index indicia on a face of the body, the free end of said leaf being provided with means for attachment thereto of a record slip, said file provided also with pockets constituting a receptacle to receive a record slip and separated from each other to provide a space in which the record slip is exposed to view.

2. A car-record file consisting of a body having a detachable leaf overlying one surface thereof, said leaf having a carbonized under surface whereby the body surface is adapted to receive a duplication of memoranda placed on said detachable leaf, and oppositely disposed pockets constituting a receptacle to receive a record slip, said pockets being separated from each other to provide a space in which the record slip is exposed to view.

3. In a car record system, a sheet embody-

ing a plurality of detachably-connected blanks each having indicia to constitute an independent record slip indicating the date of delivery of a selected car, and a car record file comprising a body provided on its face with a receptacle for a record slip, said body also having a detachable leaf bearing index indicia identifying it with the indicia of the selected car contained on the record slip of that car, said leaf also having indicia indicating the date of receipt of the car, said leaf and record slip combinedly constituting a time record pertaining to the car.

4. In a car record system, a sheet embodying a plurality of detachably-connected blanks each having indicia to constitute an independent record slip indicating the date of delivery of a selected car, and a car record file comprising a body provided on its face with a receptacle for a record slip, said body also having a detachable leaf bearing index indicia identifying it with the indicia of the selected car contained on the record slip of that car, said leaf also having indicia indicating the date of receipt of the car, means being provided for duplicating the indicia of the leaf on the body of the file, said record slip and the duplicated indicia constituting a permanent time record pertaining to the car.

5. In a car record system, a sheet embody-

ing a plurality of detachably connected blanks each having indicia to constitute an independent record slip indicating the date of receipt of a selected car, a car record file comprising a body provided on its face with a receptacle for record slips, said body also having a detachable leaf bearing index indicia identifying it with the indicia of the selected car contained on the record slip of that car, the indicia of said record slip and the leaf being in correspondence with respect to the date of receipt of the car, means for duplicating the index indicia of the leaf on a face of the body of the car record file to form permanent index indicia on the file, and a car record slip having indicia identifying it with the indicia of the file, and also having indicia indicating the date of delivery of the car, said leaf being attachable to a slip bearing the indicia of the latter car record slip and constituting with said slip a time record pertaining to the car independent of the records contained within the file.

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

AUGUSTUS J. CAMP.

Witnesses:

ARTHUR L. BRYANT,
GEO. W. REA.