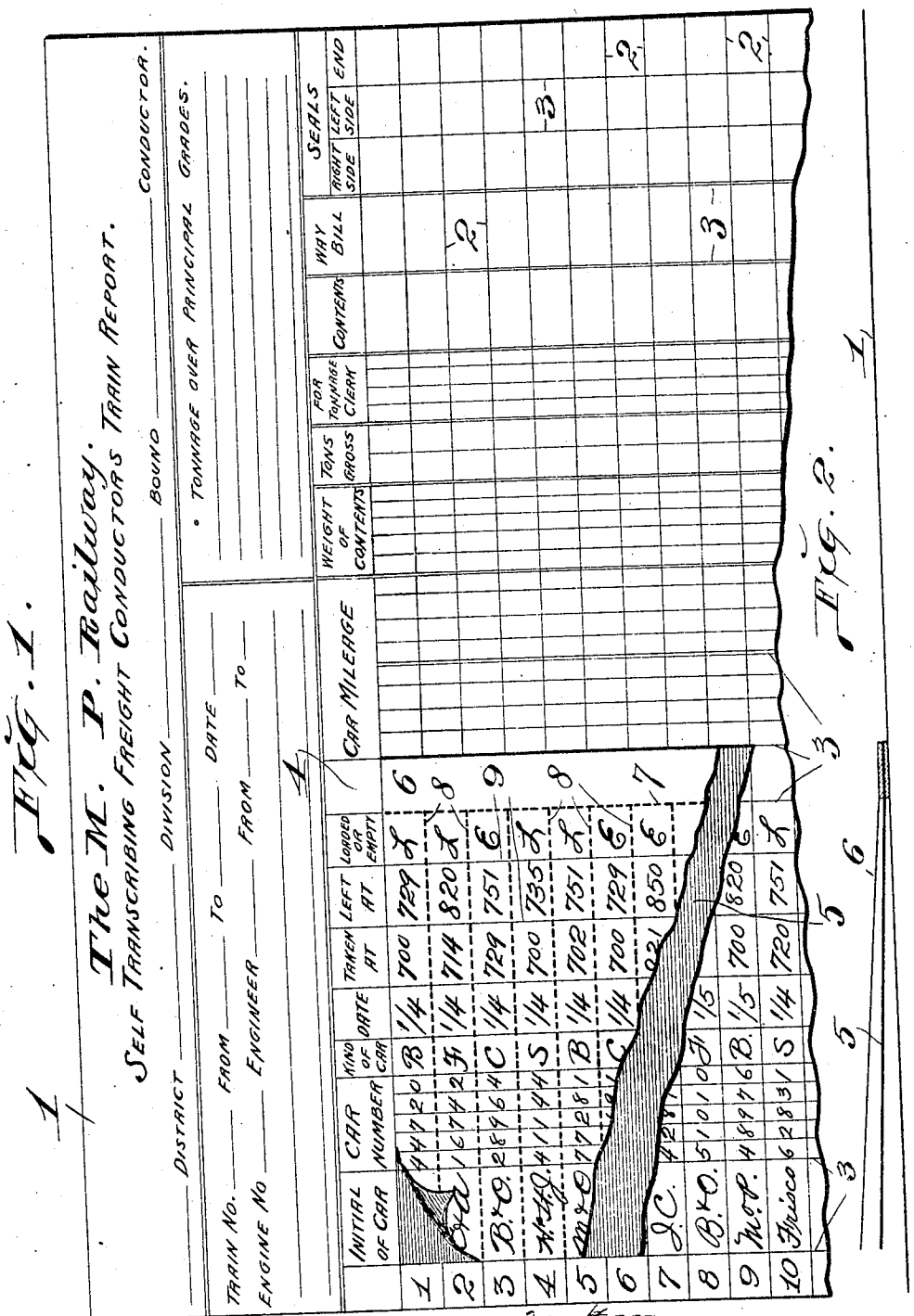
No. 849,756. PATENTED APR. 9, 1907.

G. E. TAYLOR.

SELF TRANSCRIBING CONDUCTOR'S TRAIN REPORT.

APPLICATION FILED FEB. 2, 1906.

2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

Fig. 3.

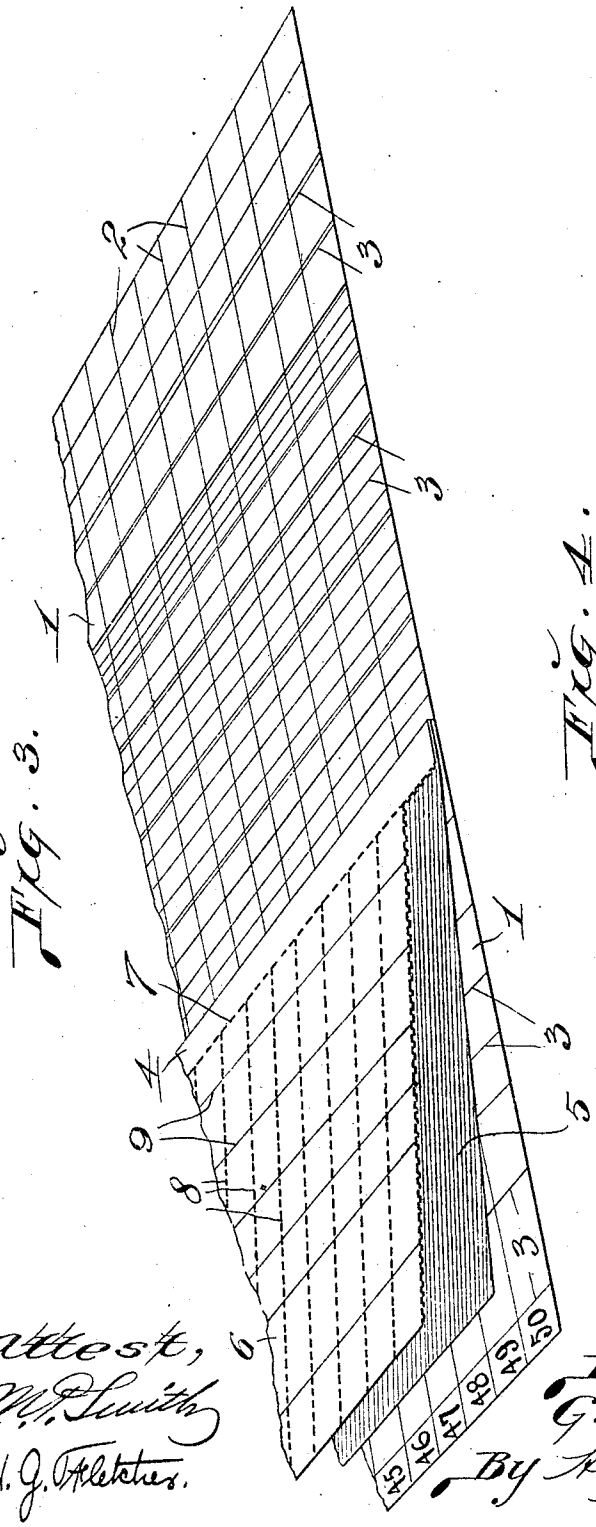


Fig. 4.



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GEORGE E. TAYLOR, OF ST. LOUIS, MISSOURI.

SELF-TRANSCRIBING CONDUCTOR'S TRAIN-REPORT.

No. 849,756. Specification of Letters Patent. Patented April 9, 1907.

Application filed February 2, 1906. Serial No. 299,228.

To all whom it may concern:

Be it known that I, GEORGE E. TAYLOR, a citizen of the United States, and a resident of St. Louis, Missouri, have invented certain new and useful Improvements in Self-Transcribing Conductors' Train-Reports, of which the following is a specification containing a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to a self-transcribing conductors' train-report; and the object of my invention is to provide a sheet for the use of conductors of freight-trains and whereon is written certain data and record of the various cars making up a train in charge of the conductor.

By the use of my improved report much of the time, labor, and expense that is now involved in transcribing the conductors' report is done away with and the liability of making mistakes in transcribing a record is reduced to a minimum.

It is the present practice for a conductor of a freight-train to fill out his report with the data and record of each car in the train, and when this report is turned in to the proper authority it is necessary to go through said report and copy off on slips certain of the data and record for each car, after which the slips are separated so that all of the slips bearing corresponding initials of the various car-lines are brought together, and then each bundle of slips is delivered to the proper person, who copies the data and record from each slip into the proper record-book. This procedure necessarily involves much time, labor, and expense, and mistakes are liable to occur in copying and recopying the data from the original report, and I propose to paste an auxiliary sheet, together with a sheet of carbon, onto the main record-sheet, which auxiliary sheet is provided with ruled lines identical with the ruled lines on that portion of the main sheet to which said auxiliary sheet is attached. This auxiliary sheet is detachable from the original sheet and separable on transverse lines between the sections on which certain of the data relating to each car is written, so that after a complete record of all the cars in a train is made the auxiliary sheet can be detached from the main sheet and then the data and record on each individual car can be detached from the adjacent record to form the slips, which are then arranged in corresponding packages or bundles and then delivered to the proper clerks or authorities.

To the above purposes my invention consists in certain novel features of construction and arrangement of parts, which will be hereinafter more clearly set forth, pointed out in my claims, and illustrated in the accompanying drawings, in which—

Figure 1 is a face view of the upper portion of one of the reports as contemplated by my invention. Fig. 2 is a view looking at the edge of one of my improved reports. Fig. 3 is a perspective view of the lower portion of one of my improved reports with the lower one of the sections of the auxiliary sheet detached. Fig. 4 is a face view of one of the sections of the auxiliary sheet.

Referring by numerals to the accompanying drawings, 1 indicates the main sheet of the report, at the top of which appears the name of the railway, together with indicated spaces in which are written certain data relative to the division, the conductor, engineer, engine-number, train-number, date, the station from which the train started, and the destination of the train. The spaces for all this data may vary to conform to the rules and requirements of different roads.

The main portion of the sheet below the data just referred to is ruled with the transverse parallel lines 2, and along the left-hand edge of said sheet the spaces between these lines are numbered consecutively from the top. The main portion of the sheet below the spaces for the data above referred to and to the right of the consecutive numbers of the transverse spaces is ruled with lines 3, which are parallel with each other and also parallel with the side edges of the sheet. These lines are spaced at predetermined distances, and the spaces between said lines are marked, commencing at the space to the right of the consecutive numbering, with the headings as follows: "Initial of car," "Car-number," "Kind of car," "Date," "Taken at," "Left at," and "Loaded or empty." Immediately to the right of the space headed "Loaded or empty" is a blank space 4, which extends all the way to the bottom of the sheet. The spaces between the lines 3 to the right of the space 4 are headed "Car mileage," "Weight of contents," "Tons gross," "For tonnage clerk," "Contents," "Way-bill," and "Seals." These headings

may vary according to the rules and requirements of the various railways or transportation companies.

A carbon-sheet 5 has its right-hand edge pasted onto the main sheet 1 the entire length of the space 4, and the left-hand edge of said carbon-sheet terminates at the line between the consecutive numbers and the first space between the lines 3, which is headed "Initial of car." This carbon-sheet extends from the top one of the transverse lines 2 to the bottom of the sheet.

The auxiliary sheet 6 is of the same size as is the carbon-sheet 5, and it is pasted or secured at its right-hand edge immediately on top of the right-hand edge of the carbon-sheet. Extending from the top to the bottom of the auxiliary sheet 6 parallel with its right-hand edge and coinciding with the line 3 between the space headed "Loaded or empty" and the space 4 is a row of perforations 7. Transversely-arranged parallel rows of perforations 8 extend from the row of perforations 7 to the left-hand edge of the auxiliary sheet, which rows of perforations 8 coincide with the transverse lines 2, and thus the auxiliary sheet is formed into a series of spaces which are identical with the transverse spaces between the lines 2 and which are consecutively numbered on the original sheet. The face of the auxiliary sheet 6 between its left-hand edge and the row of perforations 7 is ruled with the lines 9, which are parallel with each other and with the side edges of said auxiliary sheet and which are so arranged as to exactly coincide with the lines 3 on that portion of the original sheet over which the auxiliary sheet is positioned.

In the use of my improved report the conductor, after filling in the proper matter at the head of the sheet 1, writes upon the auxiliary sheet, in consecutive order, beginning in the left-hand column, the initials of car No. 1, the car-number, kind of car, date, the number of the station at which the car was taken, the number of the station at which the car was left, and data as to whether the car was loaded or empty, all of which indications are of course placed in the proper spaces between the lines 9.

The data written upon the auxiliary sheet 6 is transferred by the carbon-sheet 5 to the proper spaces on the original sheet 1, so that when the conductor finishes his report all the data is complete upon the original sheet, and part of the data, or such as is required to be transcribed in other books, appears upon the auxiliary sheet.

After the entire report is complete and turned in to the proper person the auxiliary sheet 6 is detached upon the perforated line 7, and then said sheet is separated upon the transverse perforated lines 8, thus dividing said auxiliary sheet into a series of narrow slips, each one of which contains data relative to a single car.

All of the slips bearing corresponding car-initials are now arranged together, and each corresponding package of slips is delivered to the proper person, who enters the data contained on said slips in the proper book or report.

Thus it will be seen that the conductor in making out his report on a sheet of my improved construction makes a double record of certain data of each car in the train, one of which records is utilized in transcribing the data to other record-books, thus effecting a great saving in time, labor, and expense.

I claim—

A self-transcribing conductor's train-report, constructed with a main sheet 1, the main portion of the face of which is ruled at regular intervals with the horizontally-arranged lines 2 and the spaces between said lines being consecutively numbered at the left-hand edge of the sheet, there being a series of vertically-arranged ruled lines on the left-hand portion of the face of the sheet to form columns which are provided with headings indicating data concerning the markings, movements, and condition of individual cars, an auxiliary sheet 6 secured at its right-hand edge to the approximate center of the main sheet and with its left-hand edge terminating adjacent the consecutive numbers at the left-hand edge of the main sheet, there being vertically-arranged ruled lines 9 on the auxiliary sheet which register with the vertically-arranged ruled lines on the main sheet beneath said auxiliary sheet, there being horizontally-arranged lines of perforations 8 in the auxiliary sheet which coincide with the horizontally-arranged ruled lines on the main sheet, there being a vertically-arranged row of perforations adjacent and parallel with the right-hand edge of the auxiliary sheet, a carbon-sheet 5 interposed between the auxiliary and main sheets and secured at its right-hand edge between said sheets, and the portion of the main sheet not covered by the auxiliary sheet being ruled with vertical lines to form columns which are provided with headings indicating data concerning the cars recorded on the auxiliary sheet; substantially as specified.

In testimony whereof I have signed my name to this specification in presence of two subscribing witnesses.

GEORGE E. TAYLOR.

Witnesses:
M. P. SMITH,
E. L. WALLACE.