Feb. 12, 1929. 1,702,026

V. H. AUSTIN

WAYBILL

Filed Aug. 20, 1927 2 Sheets-Sheet 1

Fig. 1.

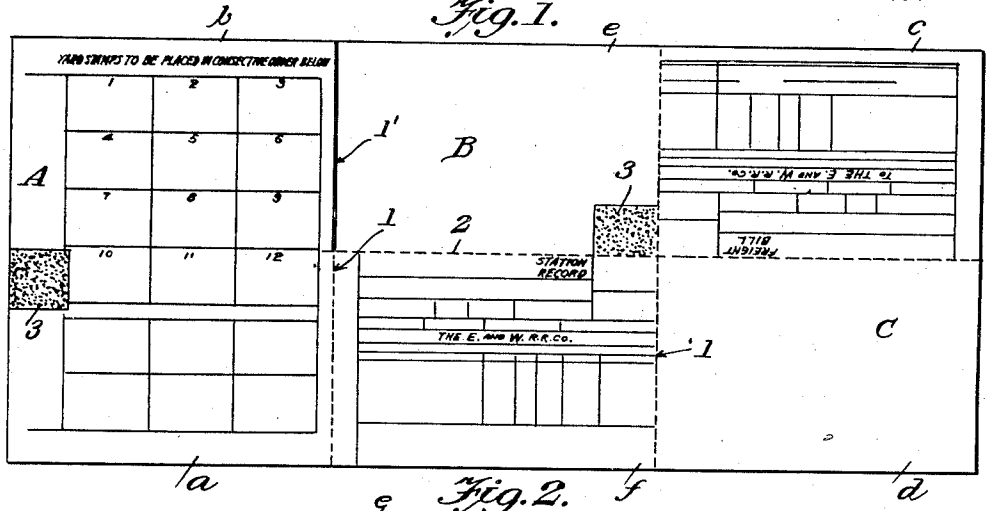


Fig. 2.

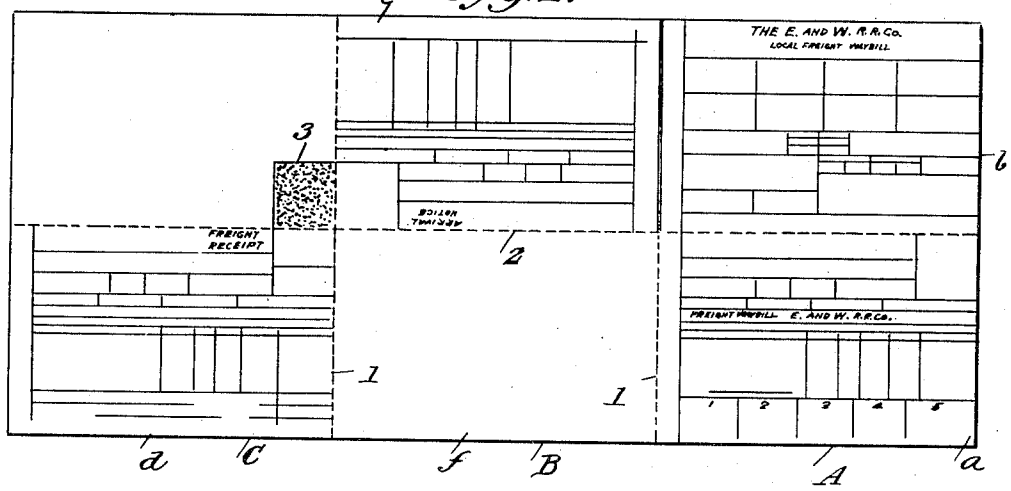
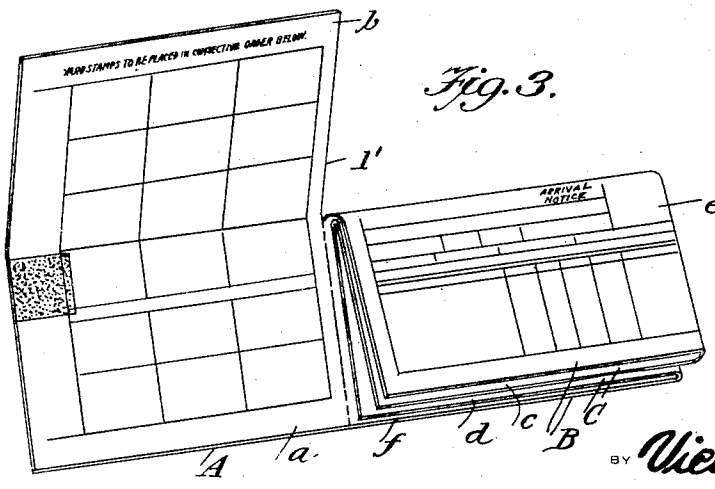


Fig. 3.



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WITNESS:

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Fig. 4.

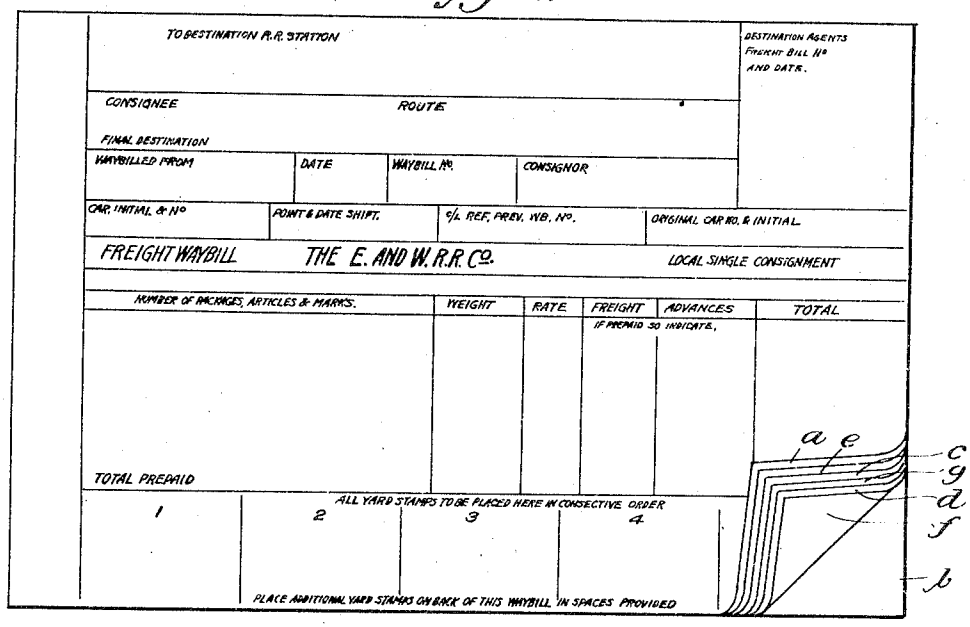
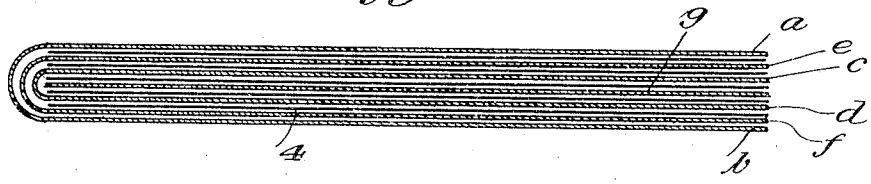


Fig. 5.



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Patented Feb. 12, 1929. 1,702,026

UNITED STATES PATENT OFFICE.

VIRGIL H. AUSTIN, OF HANNIBAL, MISSOURI.

WAYBILL.

Application filed August 20, 1927. Serial No. 214,351.

This invention relates to a freight waybill, the general object of the invention being to provide a combined waybill, freight bill, receipt, and station record, so as to eliminate having to expense freight bills, freight receipts and station or unloading records at destination, as the billing at originating point completes the record at this point and at destination point also.

This invention will act to save time, labor and material and will also act to save time in unloading freight.

This invention also consists in certain other features of construction and in the combination and arrangement of the several parts, to be hereinafter fully described, illustrated in the accompanying drawings, and specifically pointed out in the appended claims.

In describing my invention in detail, reference will be had to the accompanying drawings wherein like characters denote like or corresponding parts throughout the several views, and in which:—

Figure 1 is a view of the blank from which the device is formed.

Figure 2 is a view of the opposite face of said blank.

Figure 3 is a view showing the device partly folded.

Figure 4 is an enlarged face view of the folded device, with the leaves turned up at one corner.

Figure 5 is a sectional view through Figure 4.

As shown in these views, I take a blank, such as shown in Figures 1 and 2, and divide it into three sections A, B and C by the scored lines 1, and I also divide the sections into halves by the scored line 2 which extends through the longitudinal center of the blank to provide the leaves *a*, *b*, *c*, *d*, *e* and *f*. The top part of the left hand line 1, in Figure 1, may be cut or broken to separate the leaves *b* and *e* from each other, as shown at 1′. The front and rear faces of the blank are printed to form the various record receiving spaces. For instance, the front face of leaf *a* forms the waybill, while the front or outer face of the leaf *b* forms a waybill for local freight. The inner or rear faces of these two leaves are divided into squares to receive the yard stamps. Leaf *c* has one face forming the freight bill and rules for filling out the blank may be placed on the opposite face. Leaf *d* has one face forming a freight receipt and its other face may contain notations concerning the shipments. Leaf *e* has one face forming the arrival notice and the other face is blank and leaf *f* has one face blank and its other face forming the station record. Portions of some of the leaves may be provided with carbon, as shown at 3, and sheets of carbon may be placed between the leaves, as shown at 4 in Figure 5. Extra leaves may be placed between some of the leaves of the device when other records are desired. The blank may be folded in various ways, the drawings showing section C folded upon section B and then the upper halves of the two sections folded upon the lower halves, or in other words, leaves *c* and *e* folded upon leaf *d*. This folding is shown in Figure 3. Then the section A is folded upon the other sections with the leaf *a* on top and the leaf *b* in rear, as shown in Figure 5.

This device can be carried by the freight conductor along with the freight, or the car can travel on a slip-bill and the device could be mailed by train baggage mail to agent destination so as to reach there before the arrival of the car. The blanks are filled in at the forwarding office and this completes the writing at destination. The device is folded up in such a manner that it will be easy to handle, and the different bills are conveniently arranged for the consignee or consignor and for a permanent file for the railroad station. All the parts are within the waybill and are kept intact until the destination is reached. Loose leaves may be inserted for forwarding office copies. By having the carbon spots on portions of the leaves, the destination agent can write in his pro number without inserting carbon sheets.

The printed lines and other matter may be placed as the user desires. However, this matter should be so placed that when the leaves are folded, the information required thereon for the forwarding and receiving offices will be on the lower half of the blank, the upper half on the waybill carrying such information as will be required by auditing offices.

This invention will promote efficiency, by making the bills as nearly correct as possible at forwarding offices. It will mean a great saving in labor and money, will expedite the movement of freight, saving in expensing bills, making tallies of freight, saving in billing or expensing machines, and the invention will enable the consignee to be able to get receipt of freight on the

proper form immediately upon arrival which will mean a saving in claims. The destination agent will have in his possession an exact copy of the original waybill which will mean a saving in correspondence.

Freight waybill, at destination, will be torn off at perforated line and put through the accounting department without delay, will show all handlings in transit, freight conductors' references, junction points and transfer points, etc. The freight waybill is then sent into general auditing office.

Freight bill is the consignee's receipt for payment of charges. This can be checked for rate and extensions, and tendered the consignee for payment without having to be expensed, as is now being done.

Freight receipt.—Shipment can be delivered upon receipt at destination without being held up for agent to expense the bill to get receipt and there will not be as much delay as there is now.

Station or unloading record.—This can be torn off on perforated line upon receipt at destination and can be immediately taken to the freight house or car and the freight can be checked from car from it, without having to wait for agent to make a tally of the freight or for the bills to be expensed. Considerable time can be saved in unloading freight. The record can then be filed at station as a permanent record in pro number order, carrying the same pro as the freight bill, and freight receipt.

The upper half of the freight waybill can then be carbonized, so as to copy through to the fourth copy, inserting carbon paper for the freight bill, freight receipt and station record (carbon paper of half size) completing all records for the lower half of freight waybill and additional carbons can be inserted for additional tissue copies, if desired.

The bill may be used in the following manner:

The waybill comes from the printer flat and is delivered to user in the same manner.

Billing office will fill with carbons as follows:

Place 5½ by 8½ size carbon on station record, fold over at right angle on top thereof the freight receipt. Place another carbon, same size, on freight receipt. Fold down on top thereof freight bill. Place carbon same size thereon, pull down the arrival notice, place thereon another carbon same size, insert blank paper 8½ by 11 for forwarding station record, carbon same size, fold over waybill for billing.

Place 5½ by 8½ size carbon on station record, fold over on top thereof freight receipt, place another carbon same size on freight receipt, fold down on top thereof freight bill, place carbon same size thereon, pull down the arrival notice, place thereon carbon same size. For less carload place or insert blank paper 5½ by 8½, carbon same size, and insert in machine with the upper half waybill turned back to station record. The blank paper is for forwarding station record. For car load use blank paper 8½ by 11, carbon same size, insert through machine full length of waybill.

By placing three carbon sheets between the sections A, B and C and placing a half sheet between the folded rear carbon sheet, six copies can be made with the three carbons.

This waybill being used as an interline proposition, the expense bill which is made in connection therewith, should be torn away at junction point and serve as a record for the inbound and outbound roads, which would mean a saving in expensing these bills for this record, as is being done now.

What I claim is:

1. A record blank of the class described comprising a sheet having transversely arranged fold lines thereon dividing the sheet into three sections of equal size and a centrally arranged longitudinally extending fold line dividing the sections into halves, the upper half of the middle section being separated from the upper half of the front section, whereby the sheet is adapted to be folded with the rear section upon the middle section and the upper halves of the rear and middle sections upon the lower halves thereof, with the lower half of the front section on the top half of the middle section and the upper half of the front section upon the lower half of the middle section.

2. A record blank of the class described comprising a sheet having transversely arranged fold lines thereon dividing the sheet into three sections of equal size and a centrally arranged longitudinally extending fold line dividing the sections into halves, the upper half of the middle section being separated from the upper half of the front section, whereby the sheet is adapted to be folded with the rear section upon the middle section and the upper halves of the rear and middle sections upon the lower halves thereof, with the lower half of the front section on the top half of the middle section and the upper half of the front section upon the lower half of the middle section, marked spaces on the outer face of each half of the front section, marked spaces on the rear face of the upper half of the middle section, marked spaces on the front face of the lower half of the middle section, marked spaces on the front face of the upper half of the rear section and marked spaces on the rear face of the lower half of the rear section, said spaces registering when the sections are folded.

In testimony whereof I affix my signature.

VIRGIL H. AUSTIN.