

(Model.)

2 Sheets—Sheet 1.

S. F. STEVENS.

RAILWAY PASSENGER TARIFF AND DISTANCE GUIDE BOOK.

No. 348,595.

Patented Sept. 7, 1886.

| S ^{and} C Division 1 | | | |
|-------------------------------|----------------|----------------------------|--------------------------|
| Local Miles | Local Miles | Miles Through Albany | STATIONS |
| | | 187 | Albany |
| 4 | 10 | 6.30 | Menards Cooperville |
| 5 | 10 | 7.10 | Cemetery Rouses Point |
| 7 | 15 | 6.25 | West Troy N. Junction |
| 10 | 25 | 6.75 | Cairo's Chazy |
| 11 | 30 | 6.80 | W. Waterford W. Chazy |
| 8 | 20 | 6.75 | Troy Sciota |
| 8 | 20 | 6.35 | Green Island Salmon R. |
| | | 6.30 | Waterford Beckmantown |
| 13 | 40 | 6.60 | Junction Peru |
| 19 | 60 | 6.50 | Madanville La Mills |
| 26 | 85 | 6.75 | Round Lake Fortona |
| 32 | 100 | 6.80 | Ballston Harkness |
| 47 | | 6.10 | Schenectady Plattsburgh |
| 39 | | 7.10 | Brancie Ausable |
| 39 | 120 | 5.55 | Saratoga Port Kent |
| 50 | 155 | 5.80 | Gansevoort Valcour |
| 56 | 175 | 4.80 | Ft. Edward Wallkillburgh |
| 58 | 185 | 5.05 | Jenay Hill Hillsboro |
| 61 | 1.96 | 4.35 | Glens Falls Westport |
| 67 | | 4.65 | French Mt. W. Mills |
| 71 | 2.70 | 3.75 | Caldwell Crown Point |
| 63 | 2.00 | 4.10 | S. Basin Port Henry |
| 67 | 2.10 | 4.45 | Port Anri Baldwin |
| 71 | 2.36 | 3.45 | Cornellocks Add. Juno |
| | | | W B |

Fig 1.

WITNESSES

Geo. A. Darby

Charles S. Brintnall

INVENTOR

Samuel Frederick Stevens

By W. C. Hagan his atty

(Model.)

2 Sheets—Sheet 2.

S. F. STEVENS.

RAILWAY PASSENGER TARIFF AND DISTANCE GUIDE BOOK.

No. 348,595.

Patented Sept. 7, 1886.

| J. K. | | O. I. M. 17 | |
|----------------|-------------|----------------|-------------|
| Local Branches | Main Line | Local Branches | Main Line |
| Valcour | Port Kent | Albany | Valcour |
| 7 26 50 | 7 26 50 | 7 26 50 | 7 26 50 |
| 14 55 100 | 14 55 100 | 14 55 100 | 14 55 100 |
| 33 1 55 150 | 33 1 55 150 | 33 1 55 150 | 33 1 55 150 |
| 30 1 40 140 | 30 1 40 140 | 30 1 40 140 | 30 1 40 140 |
| 28 1 25 130 | 28 1 25 130 | 28 1 25 130 | 28 1 25 130 |
| 23 1 10 120 | 23 1 10 120 | 23 1 10 120 | 23 1 10 120 |
| 21 95 110 | 21 95 110 | 21 95 110 | 21 95 110 |
| 19 80 100 | 19 80 100 | 19 80 100 | 19 80 100 |
| 18 70 90 | 18 70 90 | 18 70 90 | 18 70 90 |
| 23 90 100 | 23 90 100 | 23 90 100 | 23 90 100 |
| 29 1 15 110 | 29 1 15 110 | 29 1 15 110 | 29 1 15 110 |
| 34 1 35 120 | 34 1 35 120 | 34 1 35 120 | 34 1 35 120 |
| 29 1 20 110 | 29 1 20 110 | 29 1 20 110 | 29 1 20 110 |
| 33 1 35 120 | 33 1 35 120 | 33 1 35 120 | 33 1 35 120 |
| 37 1 55 140 | 37 1 55 140 | 37 1 55 140 | 37 1 55 140 |
| 7 26 50 | 7 26 50 | 7 26 50 | 7 26 50 |
| 9 30 60 | 9 30 60 | 9 30 60 | 9 30 60 |
| 12 40 70 | 12 40 70 | 12 40 70 | 12 40 70 |
| 18 70 100 | 18 70 100 | 18 70 100 | 18 70 100 |
| 21 1 15 110 | 21 1 15 110 | 21 1 15 110 | 21 1 15 110 |
| 14 45 90 | 14 45 90 | 14 45 90 | 14 45 90 |
| 18 55 100 | 18 55 100 | 18 55 100 | 18 55 100 |
| 22 70 110 | 22 70 110 | 22 70 110 | 22 70 110 |

FIG. 2.

WITNESSES

Geo. A. Darby
Charles S. Brintnall

INVENTOR

Samuel Frederick Stevens
by W. C. Hagan his 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. 348,595, dated September 7, 1886.

Application filed October 3, 1885. Serial No. 178,905. (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 new and useful Improvements in Railway Passenger-Tariff and Distance Guide-Books, and of which the following is a specification.

My invention relates to a railway guide-book for the use of conductors of railway-trains, and the object and purpose of my invention is, by means of the form given to the leaves of the book and the relative arrangement of the printed matter which it contains, to enable the conductor of a train or others who may use it to determine promptly and with ease the local distances and passenger-fares between stations of the main line and the stations of connecting branch roads.

My invention herein as to some of its features relates to certain improvements upon the invention for a like object described in Letters Patent No. 310,329, granted to me January 6, 1885. In said Letters Patent the names of the main-line stations were printed upon fly-indices of the book alone, there being the names of two of the main-line stations printed upon each underlapping fly, so that when the book was open at the first page it showed the names of all the main-line stations in their order. With the book thus arranged and made there was combined therewith on the margin of each right-hand page, inside of where cut to produce a fly, two columns of figures which, where transversely opposite, indicated the distance between the lower one of the main-line stations named upon the fly-index of the book where open and each succeeding station, and upon the left-hand pages of the book, where open, there were two columns of figures which, where transversely opposite, indicated the fares and distances between the upper one of the two main-line-station names upon the fly-index of the page where the book was open and each succeeding station.

My improvements upon the invention described in said older patent consist of a different arrangement of the columns of fares and distances as relating to the two main-line-station names upon each fly-index, by which the columns of figures indicating fares and distances between the upper one of the two main-

line-station names on each underlapping fly is arranged upon the margin inside of the fly of each right-hand page where the book is opened, instead of upon the left hand of the book where opened as in the older patent alluded to, and with the columns of figures indicating the fares and distances used in connection with the lower one of the two main-line-station names upon each underlapping fly arranged upon the left-hand page of the book where open, instead of the right-hand page, as in my older Letters Patent before named. To the differing arrangement of matter before alluded to there is added upon each page of the book in column above the two main-line-station names the names of the main-line stations, which in their order precede those upon the fly, so that when the book is opened at any of its pages each right-hand page thereat will in connection with the names of stations upon each underlapping fly below show in column all the names of the main-line stations in their order. In connection with the column of main-line stations thus arranged there is also used a column of branch-station names, which are placed alongside of the column of main-line-station names, there being two branch-station names placed one above the other upon each underlapping fly, so that when the book is opened at the first page it will show thereat in column the names of all the branch stations. Upon each of the right-hand pages of the book, where open above the two names of branch stations upon the underlapping fly, there are placed in column the names of the remaining branch stations that are to be used in connection with the column of main-line-station names. Arranged upon what are the right and left hand pages of the book where opened are columns of figures indicating local and through fares and distances between stations of the main line and the branch stations, all of which will be more fully detailed hereinafter in connection with its illustration, and detailed in the claims.

Accompanying this specification to form a part of it there are two plates of drawings, containing two figures illustrating my invention, with the same designation of its parts by letter-reference used in all of them.

Of these illustrations, Figure 1 shows the book as open at the first page. Fig. 2 shows

what are the right and left hand pages of the book as opened at page 17, and as the matter of all the pages is arranged in the same manner as at page 17 (excepting the first page) but one page besides the first page is shown.

The arrangement of the reference-matter upon the pages of the book is designated by indicating-letters, and the manner of its application is described as follows:

- 10 The leaves of the book are cut to produce the fly-indices F, which are made wide enough where they underlap each preceding page to contain side by side the names of two main-line stations arranged in their order one above the other, and two of the branch stations arranged one above the other, so that when the book is open at the first page it will show in their order a column of main-line stations designated at M, and a column of branch stations designated at B, the two columns being arranged side by side, the two main-line-station names and branch-station names upon each underlapping fly being index stations.
- 20 The letter L indicates a column of figures arranged on each left-hand page of the book where open, excepting the first page, which indicates where transversely opposite the fares and distances between the upper one of the two main-line-index stations of the column M upon each underlapping fly, and the succeeding main-line stations of the same column; and the same column of figures N on the right-hand pages of the book where open, and where transversely opposite, give the fares and distances between the lower one of the two main-line-index-station names of the column M and each succeeding main-line station of the same column. Thus "Saratoga" being the upper one of the two index main-line stations upon the underlapping fly of page 17 in column M the figures in column L will give the distances and fares between "Saratoga" and each of the succeeding main-line stations. Thus the distance from "Saratoga" to "Fort Edward" is seven miles, the fare is twenty cents, these being the figures in column L, upon page 17, which are opposite the station "Fort Edward," and in the same manner "Gansevoort" being the lower index-station upon page 17 the figures in column N where opposite will give the distances between "Gansevoort" and the stations below it in column M. Thus the distance from "Gansevoort" to "Fort Edward" is eighteen miles, the fare fifty-five cents, these being the figures in column N opposite "Fort Edward."

- 60 The letter O designates a column of figures arranged upon what is each right-hand page of the book where open, (excepting the first page,) which column of figures, where transversely opposite the names of the branch stations in column B, (above the two index stations upon the underlapping fly,) indicate the local fares and distances between the upper one of the two index-station names upon the underlapping fly of column B and all the sta-

tions in the same column above it. Thus "Port Kent" being the upper one of the two index-station names upon the underlapping fly of page 17 in column B, the column O will give, where transversely opposite, the names of the stations in said column B, the distances and fares between "Port Kent" and all the other stations in said column that are above the two index stations at the bottom of the column B, which are upon the underlapping fly of the page where the book is open. So we find the local fare and distance between "Port Kent" and "Plattsburgh" to be distance seven miles, fare thirty cents.

The letter I indicates a column of figures arranged upon what is each right-hand page of the book where open, and which column of figures, where transversely opposite the station-names of the main line M, gives the through fare and distance between the upper one of the two index stations in the branch column B of each underlapping fly and each station of the main-line column M. Thus with the book open at page 17, and as shown at Fig. 2, the upper index-station name of the underlapping fly of that page in column B is "Port Kent," and the column I will give, where its figures are transversely opposite, the fares and distances between "Port Kent" and any of the main-line stations in column M. So the distance from "Port Kent" to "Troy" is one hundred and fifty-six miles, and the fare from "Port Kent" to "Troy" is five dollars and sixty cents.

The letter J designates a column of figures arranged upon what is each left-hand page of the book where open, excepting the first page, which figures in column, where transversely opposite the branch-station names in column B, will give the local fares and distances between the lower one of the two index stations of the branch column B where upon the underlapping fly and each of the branch stations in the same column above it. Thus "Valcour" is the lower one of the two index-station names upon the underlapping fly in column B at page 17 of the book, and the figures of the column J, where transversely opposite, will give the local fares and distances between "Valcour" and the other of the branch stations whose names are in said column B above "Valcour." Thus the distance from "Valcour" to "Plattsburgh" is found to be fourteen miles, the fare fifty-five cents, those being the figures found in column J, that are opposite the station "Plattsburgh" in branch column B.

The letter K indicates a column of figures arranged upon what is each left-hand page of the book where open, and the figures of this column K, where transversely opposite the main-line stations in column M, indicate the distances and through-fares between the last one of the two index stations upon the underlapping fly of page 17 in the branch column B and the stations of the main line in column M. Thus the fare from "Valcour" to

"Albany" is five dollars and fifty-five cents, and the distance is one hundred and fifty-five miles, these being the figures found in the column K, that are transversely opposite to the station "Albany" of the main line M.

While I have shown the columns O and I as arranged upon what are the right-hand pages of the book where open and the columns J and K upon what are the left-hand pages of the book where open, either of these columns may be transferred to the opposite pages, provided the column of main-line-station names and the column of branch-stations names are not changed and with such columns when transposed arranged relatively to the main line and branch column of stations as I show and describe them.

While I have shown but one column of branch stations arranged upon the fly-indices and pages of the book, an additional column may be added alongside of that shown and in the same relation to the column of main-line stations with columns of figures which, where transversely opposite, will in the same manner show the distances and fares between either of the two index stations of such added second column of branch stations and any above it in the same column, or the distance between the stations of the second branch column and any station of the main line or the stations of the first branch column, B, in the same manner as the latter is used in connection with the main-line-station column.

At the top of the columns of each right and left hand page, giving local fares and through-fares between the branch-index stations and the latter and the stations of the main line, for every reference thereto, there is placed at the top of each of said columns the names of the index stations to which the columns relate in that connection, which at page 17 are "Port Kent" and "Valcour," the index-station name being applied to the columns containing fares or distances relating to said index-station names.

While I have shown and described the columns L, N, J, and K as indicating fares and distances both, they may, if desired, be used to designate either or both, and I do not limit my invention as to the arrangement of the matter which I illustrate and describe to the use of both fares and distances, for it can be used to indicate either or both in the same manner.

While I have shown my invention as applied to the Saratoga and Champlain divisions of the Delaware and Hudson road, the same arrangement of matter may be applied to any other road and its branches.

With the book as thus made, and having the printed matter therein arranged as shown and described, when it is used for reference to

any particular station of the main line or branches it is opened at the page where the station referred to appears as an index station on the underlapping fly, and where thus open not only all the fares or distances from that station to any of the main-line stations are easily determined, but also all the local or through fares or distances between the branch stations and the index station are easily found.

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

1. A railway guide-book with index-leaves having the names of two stations in their order upon each underlapping index-fly thereof, column of figures opposite the station-names indicating upon each left-hand page the fare or distances between the lower one of the two station-names upon the underlapping fly of each page of the book where open and each succeeding station upon the fly-indices below, and columns of figures on the inner edge of each of the right-hand pages opposite the station-names upon the fly-indices below where the book is open indicating fares or distances between the upper one of the two index stations and the stations upon the fly-indices below, as shown and described.

2. A railway guide-book having index-leaves containing where they underlap each other two main-line-station names in their order, and above the latter, upon each page in column, the names of the main-line stations which precede those upon the underlapping fly in their order, a column of branch-road stations also arranged upon the index-leaves alongside of the main-line stations, there being two of such branch stations upon each underlapping fly, one above the other in their order, with other branch-road stations upon each page in column above those upon the underlapping fly, columns of figures upon each page of the book where open, which, where transversely opposite the stations in the main-line column, give the fares or distances between each of the two index stations of the page where open and the main-line stations, and columns of figures which, where transversely opposite, give the fares or distances between each of the index stations of the branch-road column and the branch-road stations that are in the same column above the branch-road-index stations, as shown and described.

Signed at Troy, New York, this 25th day of September, 1885, and in the presence of the two witnesses whose names are hereto written.

SAMUEL FREDERICK STEVENS.

Witnesses:

CHARLES S. BRINTNALL,
GEO. A. DARBY.