

(Model.)

3 Sheets—Sheet 1.

S. F. STEVENS.

RAILWAY PASSENGER TARIFF AND DISTANCE GUIDE BOOK.

No. 348,596.

Patented Sept. 7, 1886.

I	
III	IV
Albany — 1	
Menands — 3	Cooperville — 3
Cemetery — 5	Reuses Point — 5
West Troy — 7	Moers Junc. — 7
Cohoes — 9	Chazy — 9
W. Waterford — 11	West Chazy — 11
Troy — 13	Sciota — 13
Green Island — 15	S. River — 15
Waterford — 17	Beekmantown — 17
Junction — 19	Peru — 19
Mechanicville — 21	L. Mills — 21
Round Lake — 23	Ferrona — 23
Ballston — 25	Harkness — 25
Schenectady — 27	Plattsburgh — 27
Branch — 29	Ausable — 29
Saratoga — 31	Port Kent — 31
Gansevoort — 33	Valcour — 33
Fort Edward — 35	Whallonsburg — 35
Sandy Hill — 37	Willsboro — 37

FIG 1

WITNESSES

Geo. A. Darby

Charles S. Brintnall

INVENTOR

Samuel Frederick Stevens

by W. E. Hagan his Atty.

(Model.)

3 Sheets—Sheet 2.

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J G		F E		STATIONS		15
Mainline		Mainline		Mainline		Branches
						Plattsburgh
						Albany
						Menards
						Cemetery
						West Troy
						Cotacoos
						Waterford
						Troy
						Green Island
						Waterford
						Junction
						Mechanicville
						Round Lake
						Ballston
						Schenectady
						Branch
						Saratoga
						Cansevoort
						Fort Edward
						Sandy Hill

FIG 2

WITNESSES:

Geo. A. Darby
Charles S. Buntinall

INVENTOR

Samuel Frederick Stevens
by W. C. Hagan his Atty

(Model.)

3 Sheets—Sheet 3.

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J G H E				Main Line		Branches
Albany Fares & Through	Albany Fares & Local	Williston Fares & Local	Williston Fares & Through			
						Whellonsburgh
135	8		143	Albany	Williston	
480	30		5.05			
131	21	13	139	Menands	Port Kent	
470	80	50	4.95			
129	27	19	158	Cemetery	Valcour	
465	105	75	4.90			
129	34	26	156	West Troy	Plattsburgh	
460	135	1.65	4.85			
126	63	44	153	Cohoes	Ausable	
450	2.35	2.05	4.75			
124	51	43	152	W. Waterford	Ferrona	
445	2.20	1.90	4.70			
125	48	40	154	Troy	Harkness	
460	2.05	1.75	4.55			
123	44	36	156	Green Island	Peru	
460	1.85	1.55	4.55			
124	42	34	152	Waterford	I. Mills	
445	1.75	1.45	4.70			
123	39	31	150	Junction	S. River	
440	1.60	1.30	4.65			
116	38	30	124	Mechanicville	Beckmantown	
420	1.50	1.20	4.45			
109	45	35	117	Round Lake	West Chazy	
395	1.70	1.40	4.20			
103	44	41	111	Bailston	Sciota	
375	1.95	1.65	4.00			
118	52	46	126	Schenectady	Moers Junc.	
430	2.15	1.85	4.55			
110	49	42	115	Brantford	Chazy	
405	2.00	1.70	4.30			
96	53	48	104	Saratoga	Coopersville	
355	2.15	1.85	3.80			
86	57	49	93	Carletonville	Rouses Point	
320	2.30	2.00	3.45			
79	Port Edward	Sand Hill	87	Port Edward		
3.00			3.25			
82			89	Sandy Hill		
3.10	10		3.35			

FIG 3

WITNESSES:

Geo. A. Darby

Charles S. Brintnell

INVENTOR

Samuel Frederick Stevens

by W. C. 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 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-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 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 (on this page it being "Plattsburgh") and each succeeding branch station in column C. Thus, from "Plattsburgh" to "Feronia" the distance is seventeen miles, the fare eighty-five cents, the latter being the figures in column G opposite "Feronia."

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 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 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 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 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 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.