

(No Model.)

W. M. PHILLIPS
TALLY CHECK.

No. 540,109.

Patented May 28, 1895.

Fig. 1

A		D		B	
No. 25	ENGINE No. 1028	O., M. & ST. P. R. Y.		No. 25	ENGINE No. 1028
Date Aug. 9th 1894		Supt. Motive Power,		Date Aug. 9th 1894	
6 BUCKETS COAL		MILWAY		6 BUCKETS COAL	
TAKEN AT				TAKEN AT	
South Union				South Union	
John Smith				John Smith	
STATION,				STATION,	
ENGINEER				ENGINEER.	
FIREMAN				FIREMAN.	

A		D		B	
No. 25	ENGINE No. 1028	O., M. & ST. P. R. Y.		No. 25	ENGINE No. 1028
Date Aug. 9th 1894		Supt. Motive Power,		Date Aug. 9th 1894	
6 BUCKETS COAL		MILWAY		6 BUCKETS COAL	
TAKEN AT				TAKEN AT	
South Union				South Union	
John Smith				John Smith	
STATION,				STATION,	
ENGINEER				ENGINEER.	
FIREMAN				FIREMAN.	

Witnesses:
Geo. W. Young

Henry Randhart

A		D		B	
No. 25	ENGINE No. 1028	O., M. & ST. P. R. Y.		No. 25	ENGINE No. 1028
Date Aug. 9th 1894		Supt. Motive Power,		Date Aug. 9th 1894	
6 BUCKETS COAL		MILWAY		6 BUCKETS COAL	
TAKEN AT				TAKEN AT	
South Union				South Union	
John Smith				John Smith	
STATION,				STATION,	
ENGINEER				ENGINEER.	
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John Smith				John Smith	
STATION,				STATION,	
ENGINEER				ENGINEER.	
FIREMAN				FIREMAN.	

Inventor:

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UNITED STATES PATENT OFFICE.

WILLIAM M. PHILLIPS, OF MILWAUKEE, WISCONSIN, ASSIGNOR OF ONE-HALF
TO EDWARD F. ELWELL, OF SAME PLACE.

TALLY-CHECK.

SPECIFICATION forming part of Letters Patent No. 540,109, dated May 23, 1895.

Application filed October 17, 1894. Serial No. 526,179. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM M. PHILLIPS, a citizen of the United States, and a resident of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Tally-Checks; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to tally checks, and consists in certain peculiarities of construction as will be fully set forth hereinafter and subsequently claimed.

In the drawings, Figure 1 is a representation of one side of a tally-check embodying my present invention. Fig. 2 is a representation of the reverse side of the same check.

While my invention is capable of use in a great variety of ways, and in many different kinds of business I have herein shown only one specific use of my said tally check and will proceed to describe the same, inasmuch as such illustration will explain the whole matter equally as well as would an infinite variety of illustrations.

The two figures shown in the accompanying drawings illustrate my invention applied to a tally-check for use in the fuel account of a railway system, it being stated that all names employed in the drawings to designate the railway, the stations and employes are purely fictitious.

I will first describe the obverse or face of the tally-check shown. At the left end is shown the stub A, which is preferably bound into a check-book with the other checks, the same being numbered consecutively, or in any manner desired. At the right end is shown the fuel accountant's tally B, identical in all respects with the stub A, each bearing (in the particular use to which my tally-check is herein shown applied) the number of the check, the number of the engine, a date line, a line for the number of buckets of coal called for, a line for writing in the station where the order is to be filled, and a line for the signature of the engineer, and preferably another line for the signature of any other person (such as the fireman or dispatcher) who might present the order, at the beginning of a trip, before the engine is turned over to the engineer who is to make the run. On the

reverse of the tally-check is another tally, C, identical in all respects with the stub A and tally B just described, and located at the left, next the stub A, from which it is partially separated by a row of indentations or perforations *a*. On the obverse of the check, next said stub A are printed the title and address of the particularsuperintendent or other official, to whom the fuel accountant makes his returns, this official being designated in the illustration given in the space D, as "Supt. Motive Power." On the extreme right or free end of the check, on the reverse side, corresponding to the tally B on the obverse side, are printed the title and address of the official charged with keeping the record of the fuel consumed, this official being designated, in the illustration given in the space E, as "Fuel Accountant." These titles, of course, are arbitrary, and differ with different railway systems, but those employed are sufficiently self-explanatory for the purpose of this description. Between the spaces B and D on the obverse of the check are a series of coupon-like spaces, F F F, partially separated from each other by rows of indentations or perforations *b b*, which render the check easily separable at the line of any of the said rows *b*, but all these rows (like the described row *a* next the stub A) begin and terminate at a considerable distance from the upper and lower edges of the described check, leaving a substantial integral and non-perforated or non-indented continuous edge or outline around the entire check, whereby any accidental separation of the device is guarded against, and so that even if the check is folded along any of the lines *b b*, it will not separate, without intent and effort. These spaces F F are further printed or marked, in the illustration given, with the words "Bucket" or "Buckets" and are numbered consecutively from the right to the left, but instead of each space F being numbered alike, on the two sides of the check, as is customary when detachable coupons are numbered on both sides in tickets and analogous articles, it will be seen that the coupon F marked "1" on the obverse side has no number on the reverse side, and that the coupon F marked "2" on the obverse side is marked "1" on the reverse side, and so on. In the

illustration given, the face or obverse side of the check has ten of these bucket coupons, numbered consecutively, and the reverse is similarly marked and numbered, the only difference being that just described, namely, that the reverse numbering begins (and ends) one space farther toward the left, for a reason to be hereinafter explained.

I will now describe the use of my device. This check is supposed to be No. 25, bound if preferred, with others, all consecutively numbered, in a book in the custody of the engineer in charge of engine numbered say "1028." Let us suppose that this engineer, while on his trip, finds he is short of coal, so, when he reaches the first coaling station on his run (say "South Union") he fills up this check (having previously used the preceding twenty-four checks) by writing, in the space B, the date, (say August 9,) adds the number of buckets of coal he needs, (say "six,") writes in the name of this coaling station ("South Union") and signs his name (say "John Smith"). He writes all the same data on the stub A, at the left of Fig. 1 (for his own record, as he keeps the stubs) and in the space C, on the reverse side of the check. Shown in Fig. 2. He then folds and tears (in this instance) the right hand end of the check, along the line of the perforated or indented row *b* which is marked *x-x* in Fig. 1, and this leaves loose in his hand the detached right hand end of this check 25, which piece has (on its face or obverse) the just described written record, in the space B, and at its left edge the highest numbered bucket coupon, numbered "6," corresponding to the said written record. This detached portion of the check he hands to the "tipple-man" or "chute-man" at the coaling station, as his order, and gets the six buckets of coal called for. The "tipple-man" sends this portion of the check (with all other similar tallies) at stated intervals, to the "fuel accountant" in accordance with the direction or address on the reverse side of this portion. The engineer retains the balance of this check 25 until he finishes his run, and then folds and tears the middle portion off the stub, at the line *a*, and deposits it, together with his time-check, with the round-house foreman, who forwards the same to the "Supt. motive power," as per the direction or address on said middle detached portion. This forms an absolute check, in auditing the fuel account, for the reason that the highest numbered bucket coupon on the fuel accountant's portion, must agree with the written number of buckets in space B, and also must be identical with lowest numbered coupon of the superintendent's portion, and also agree with the written number of buckets on his portion, and any attempt at any alteration would necessarily be detected, when the two portions of this check 25 were brought together for the final auditing.

While I have illustrated but a single use

of my invention, it is obvious that exactly the same device, by a mere change of inscriptions, would serve as a similar check in an infinite number of various kinds of business, without departing from the spirit of my invention, but whatever the particular inscriptions, or nature of the business to be kept account of and tallied may be, in any particular case, it is absolutely essential that my tally-check should comprise a flexible sheet, provided with suitable inscriptions and spaces for tallying on both sides thereof, and that it should have a series of separable coupons, consecutively numbered and similarly inscribed on both sides of said strip, and that the number on each of the intermediate coupons on one side of said strip should be one number higher than the number upon the other side of that coupon, and consequently, that the lowest numbered coupon on one side of said strip, and the highest numbered coupon on the other side thereof should be numbered on those respective sides only.

It will be noticed that on whatever partially perforated line my device may be separated, when it has been so separated and detached from its stub, there remain in hand two cards, each self addressed to proper officers of the railroad, and ready for immediate mailing or transportation, without change or cover, to the proper destination, and this constitutes a very useful feature of my device.

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

A tally-check comprising a flexible strip provided with suitable inscriptions and spaces for tallying on both sides thereof, and having a series of separable coupons consecutively numbered and similarly inscribed on both sides of said strip, the number on each of the intermediate coupons on one side of said strip being one number higher than the number on the other side of said coupon, and the lowest numbered coupon on one side of the strip and the highest numbered coupon on the other side thereof being numbered on those respective sides only and said strip having imperforate portions at each end thereof next to said separable coupons, self addressed upon opposite sides of said strip for mailing or transportation after separation, said coupons being partially separated by rows of perforations or indentations extending only part way across said strip, and leaving a continuous integral edge or border around all the detachable coupons, substantially as shown and described.

In testimony that I claim the foregoing I have hereunto set my hand, at Milwaukee, in the county of Milwaukee and State of Wisconsin, in the presence of two witnesses.

WILLIAM M. PHILLIPS.

Witnesses:

H. G. UNDERWOOD,
HENRY DANKERT.