

No. 876,062.

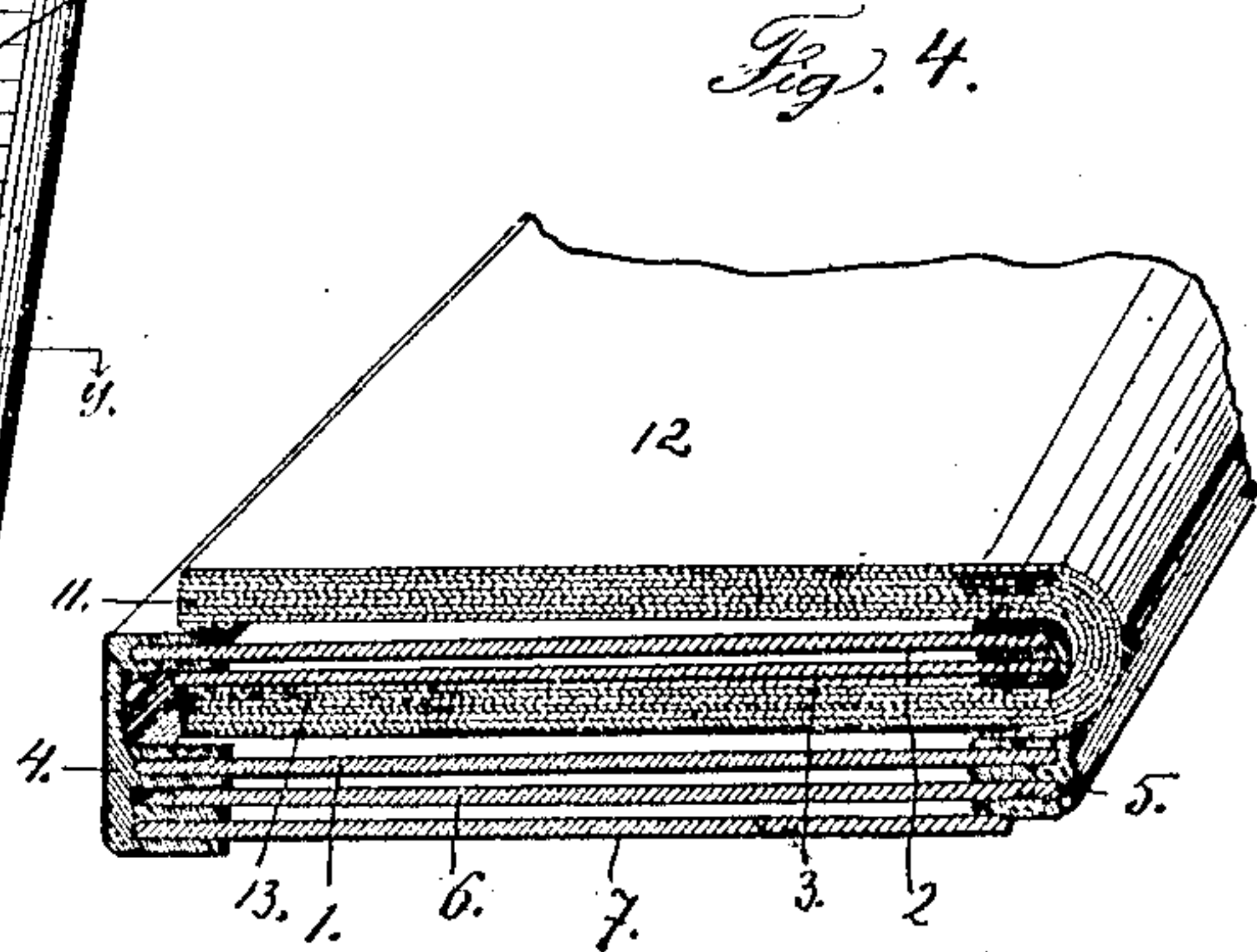
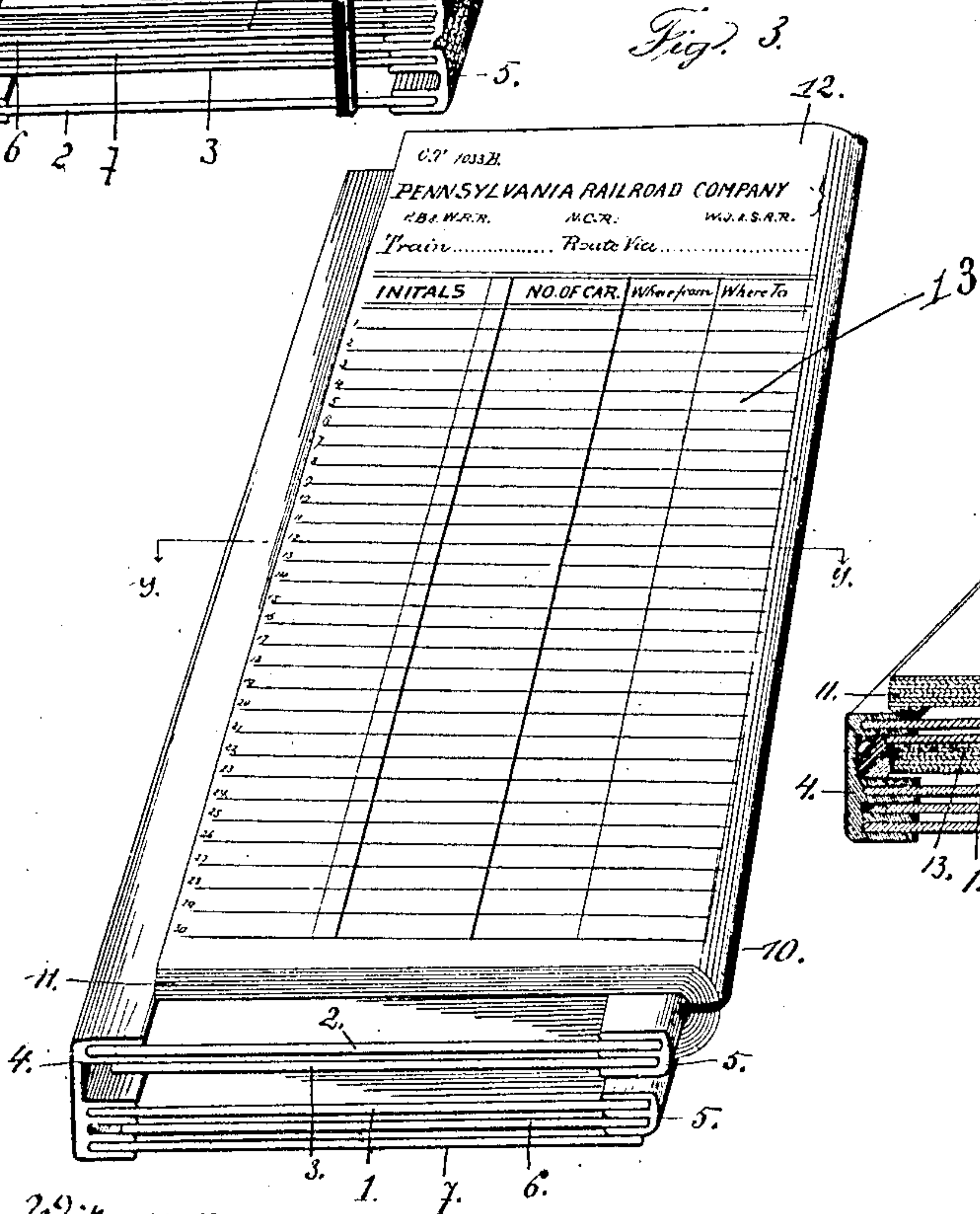
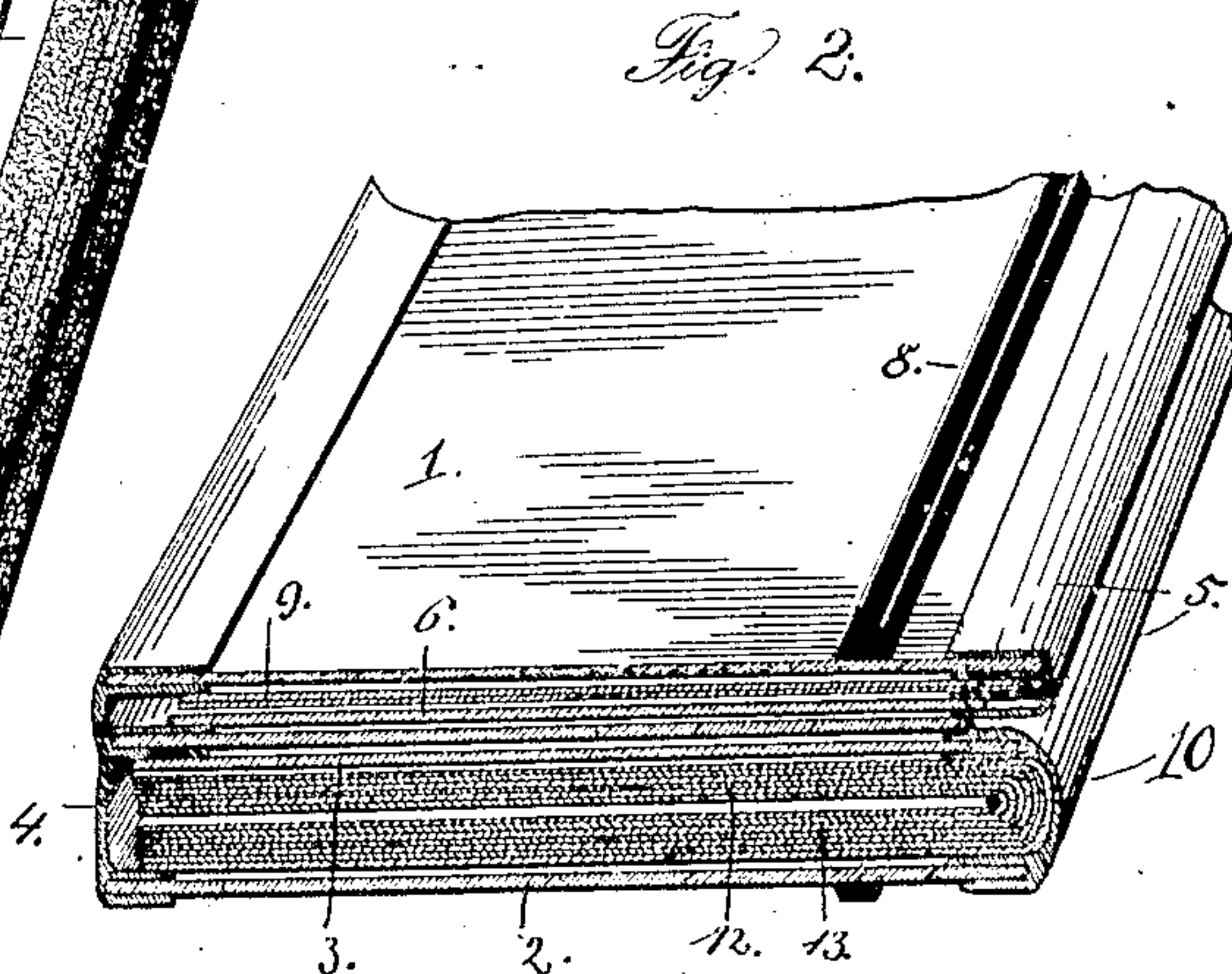
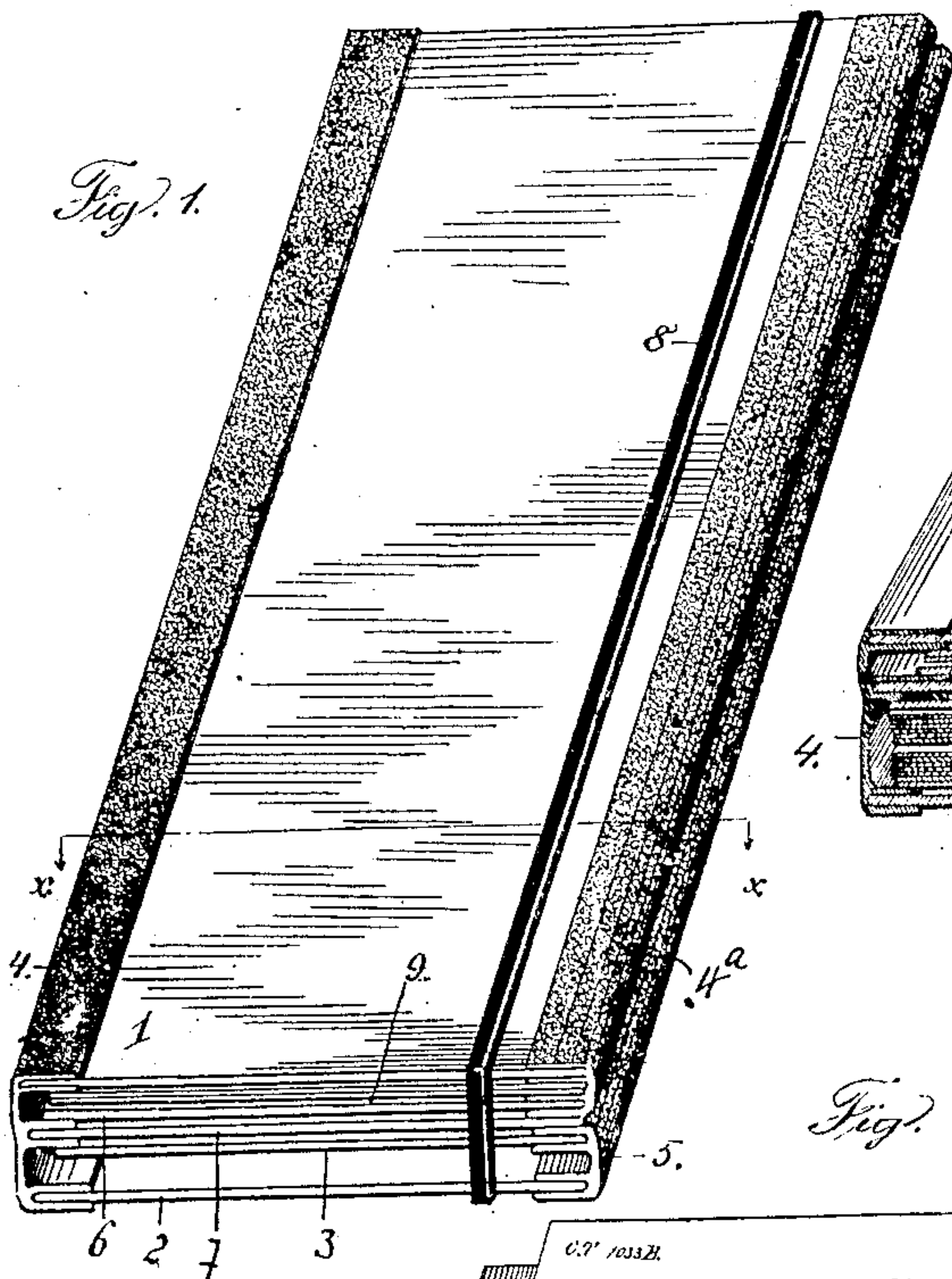
PATENTED JAN. 7, 1908.

A. KEISER.

RAILROAD CONDUCTOR'S FOLDER AND CAR RECORD.

APPLICATION FILED MAY 17, 1906.

3 SHEETS—SHEET 1.



Witnesses:
A. H. Rabsig,
J. H. Butler.

Inventor,
Andrew Keiser
St. Louis Co.
by Attorneys.

No. 876,062.

PATENTED JAN. 7, 1908.

A. KEISER.

RAILROAD CONDUCTOR'S FOLDER AND CAR RECORD.

APPLICATION FILED MAY 17, 1906.

3 SHEETS—SHEET 2.

Fig. 5.

Fig. 6.

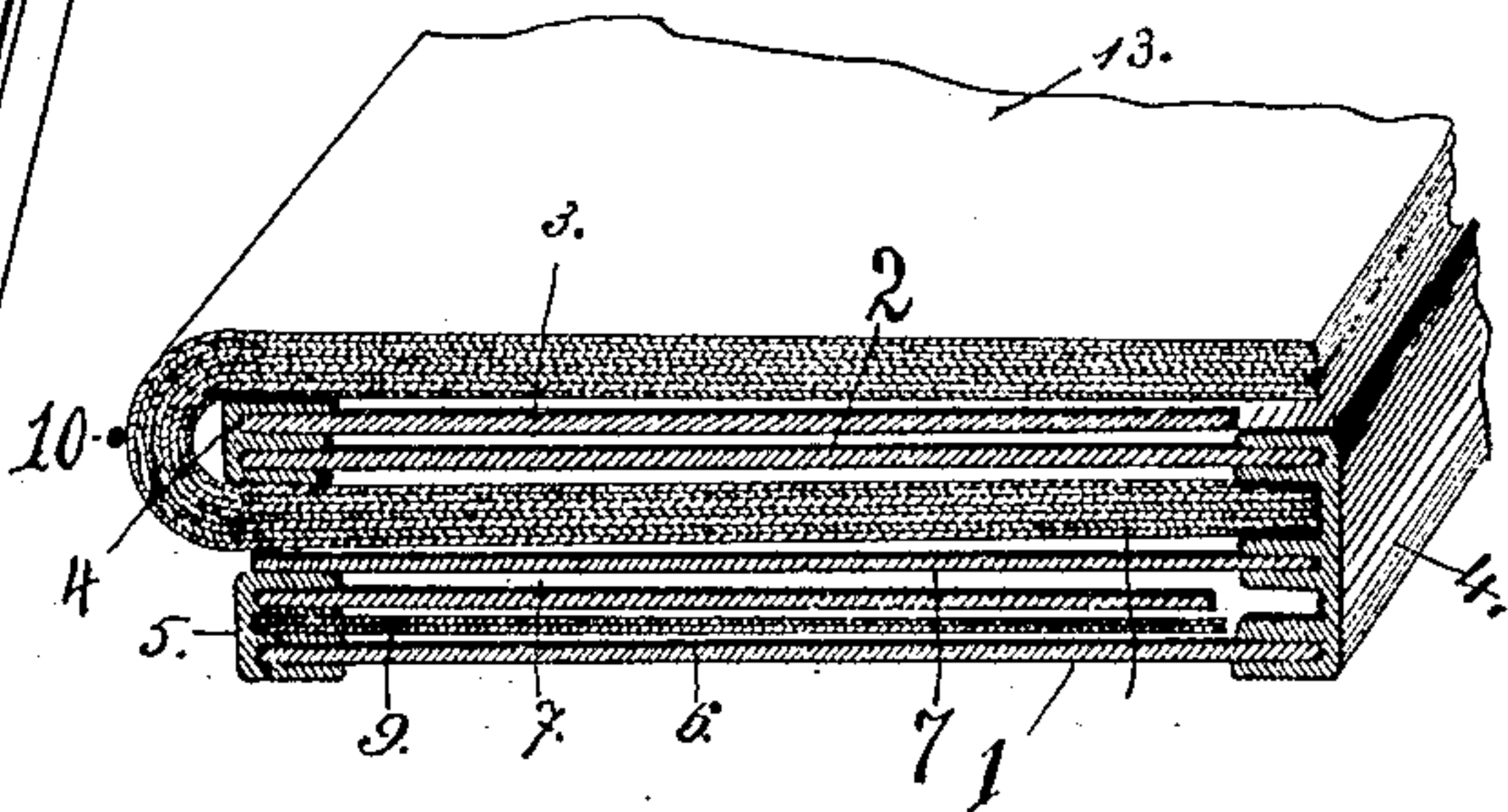


Fig. 7.

Witnesses:

A. H. Rabinovitch

D. H. Butler

Inventor.

Andrew Keiser

by W. C. Hest Co.
Attorneys.

No. 876,062.

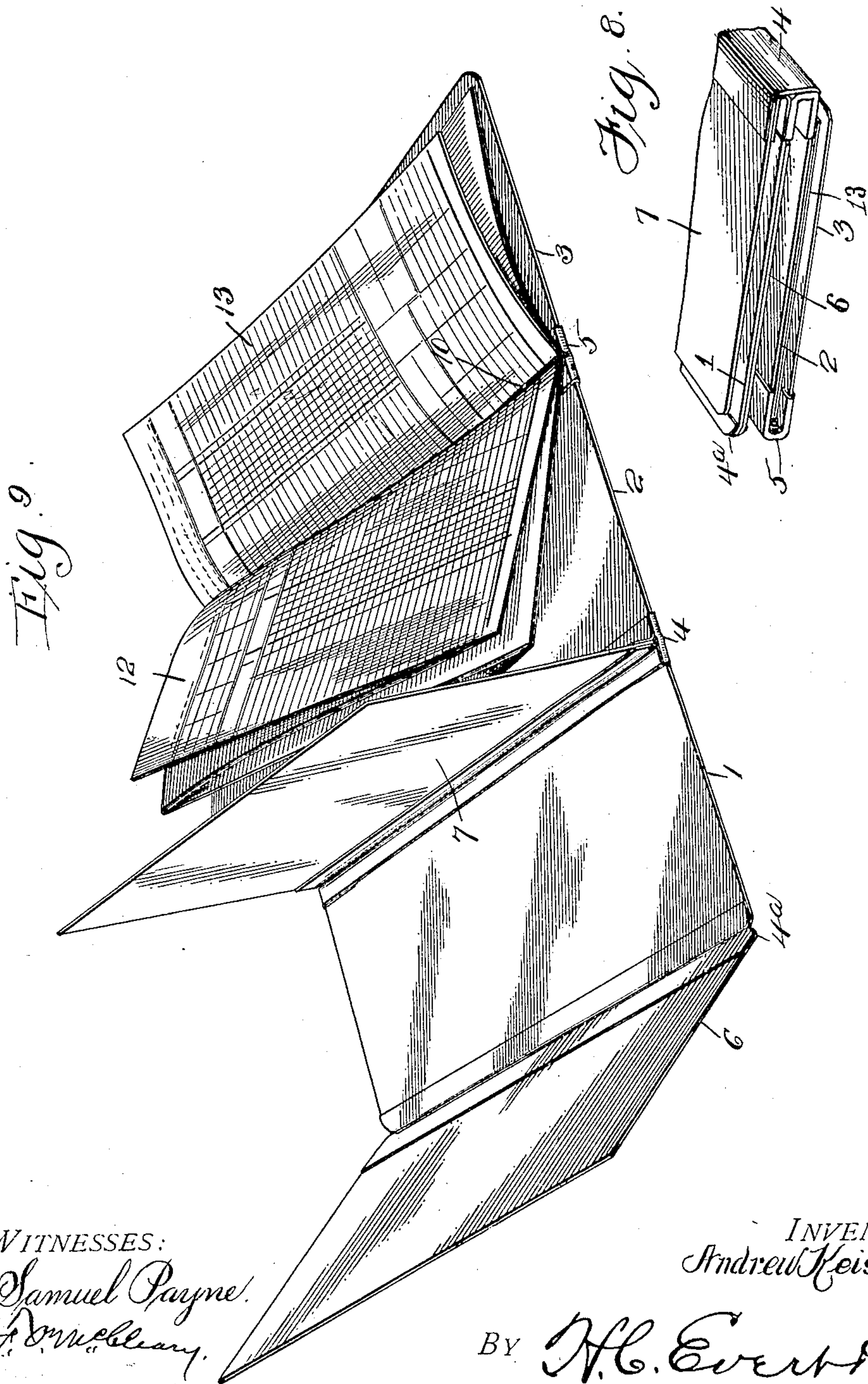
PATENTED JAN. 7, 1908.

A. KEISER.

RAILROAD CONDUCTOR'S FOLDER AND CAR RECORD.

APPLICATION FILED MAY 17, 1906.

3 SHEETS—SHEET 3.



WITNESSES:
Samuel Payne.
A. McElroy.

INVENTOR
Andrew Keiser.

BY *A. C. Everett & Co.*
Attorneys

UNITED STATES PATENT OFFICE.

ANDREW KEISER, OF GREENSBURG, PENNSYLVANIA.

RAILROAD-CONDUCTOR'S FOLDER AND CAR-RECORD.

No. 876,062.

Specification of Letters Patent.

Patented Jan. 7, 1908.

Application filed May 17, 1906. Serial No. 317,265.

To all whom it may concern:

Be it known that I, ANDREW KEISER, a citizen of the United States of America, residing at Greensburg, in the county of Westmoreland and State of Pennsylvania, have invented certain new and useful Improvements in Railroad-Conductors' Folder and Car-Record, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to record books, adapted especially for the use of railroad men in the making up of car reports, and like records.

The primary object of the invention, is to provide a simple and convenient record book so constructed as to adapt it for the use of conductors of freight-trains to enable them to make up the car records without liability of exposing the sheets of the book to damage by rain or snow, in inclement weather, it being well known that ordinarily the entering or making up of freight car records requires a conductor to walk from one end of a train to the other, this work being frequently done in wet or snowy weather.

A further object of the invention is to provide a manifolding record book, so constructed that only the leaf being written upon need be exposed, the other leaves being so folded and carried as to protect them from being soiled or damaged.

A further object of this invention is to provide a car-record book having the leaves so folded and relatively arranged as to present a plurality of like leaves, or manifold copies connected at their ends or in a single continuous strip made up of independent separable sections.

A further object of the invention is to provide a book of the character indicated having firm and substantial surfaces to support the sheets while being written upon, and flexibly secured backs or covers adapted to fully protect and conceal the leaves when the book is not in use.

The construction of the improvement will be fully described hereinafter in connection with the accompanying drawings which form a part of this specification, and its features of novelty will be defined in the appended claims.

In the drawings, Figure 1 is a view in perspective of a book embodying the invention as it appears when folded or closed, Fig. 2 is a

section taken on the line $x-x$ of Fig. 1, Fig. 3 is a perspective view of the book with a part of its leaves folded outward into position for writing, Fig. 4 is a section on the line $y-y$ of Fig. 3, Fig. 5 is a perspective view showing the book folded, the sheets folded into a position reversely of that shown in Fig. 3, Fig. 6 is a section on the line $w-w$ of Fig. 5, Fig. 7 is a perspective view showing the book reversed to expose the undermost sheet of the series of sheets shown in Fig. 3, Fig. 8 is a fragmentary perspective view of the book folded with the slate member outermost, Fig. 9 is a view in perspective of the book with its covers and leaves in open position.

The book comprises three sections designated by the numerals 1, 2 and 3 respectively, said sections preferably being of heavy card board, or like material, capable of affording a firm support for paper to be written on. The sections 1 and 3 are secured to the opposite longitudinal edges of the section 2, by flexible connecting strips 4 and 5, and to the outer edge of the section 1 is flexibly connected by a strip 4^a a flap 6, the latter being preferably of thinner material than the other sections. The connecting strips 4, 4^a and 5 are exaggerated in thickness in Figs. 1 to 7 of the drawings to more clearly illustrate the construction.

Between the sections 1 and 2 is hinged a stiff leaf 7 by means of the same flexible strips 4 that connect the edges of the sections 1 and 2 together, the edges of said flexible strip 4 being secured to the opposite side of the leaf 7 by adhesive material. The surfaces of this leaf 7 are coated with a suitable composition so that said leaf may be used as a slate. By this arrangement of the strips 4, 4^a and 5, the various sections 1, 2, 3, and 6 together with the slate section 7 are foldable in both directions relative to each other, so that the various necessary folds can be readily made as hereafter explained. The folds of the inserted sheets are disposed parallel to the flexible connections between the sections.

Fig. 8 of the drawings represents a portion of the device folded with the slate section outermost, in which position it will be arranged when the slate is to be used, and when thus folded the slate comes uppermost, the section 1 comes next, the section 6 comes next, the section 2 next, the leaves 13 next, and the section 3 comes next, as shown in

Fig. 8, so that Fig. 8 clearly represents the arrangements of the parts.

An elastic band 8, preferably attached to the section 2, holds the book closed as shown in Fig. 1. The space between the section 1 and its flap 6 serves as a pocket in which extra carbon sheets may be conveniently carried as shown at 9 in the drawings.

Secured between the sections 2 and 3 at their point of juncture, and preferably by an elastic band 10, is a folded record sheet, the same comprising a continuous piece of paper folded transversely and tearable at the folds, the printing and lines upon the sheet being so arranged that the printed matter of the folded sections will register, whereby manifold copies of matter written upon the outer sheet will be provided by interposing carbon sheets between the folds of the printed sheet.

The utility of the improved book will be understood and appreciated from the following explanation of the manner of folding and using it.

When the book is not required for use, it is folded to the position shown in Figs. 1 and 2, and in this form may be readily carried in the pocket. When it is desired to make up a car record, the section 3, with half of the leaves (as shown at 11 in Figs. 3 and 4) resting thereon, is turned under the section 2 after which the section 1, its flap 6, and the slate 7 are turned from the opposite side of the book below the section 3. This gives the user the advantage of a rigid support for the exposed sheet 12, said support comprising the combined thickness of all of the sections, together with that of the flap 6 and slate 7, and all of the sheets except the one to be then written on, are covered to protect them from defacement, one-half of all the sheets being concealed between the sections 1 and 3, and all but the outermost one of the sheets 12 being covered.

When it is desired to use the sheets 13, or those opposite the sheets shown at 11 in Fig. 3, the book is folded to the position shown in Figs. 5 and 6, with the section 3 uppermost, the section 2 below it, then the slate 7, flap 6 and section 1 in the order named, the sheets 12 being held between the section 2 and the slate 7.

When it is desired to write on the reverse sides of the sheets 12, the sheets and carbons are reversed, and the book is turned to the position shown in Fig. 7, the relative posi-

tions of the folding sections being the same as in Figs. 5 and 6.

In wet weather, the slate 7 is brought into requisition and all entries are made thereon, and subsequently transferred to the record sheets after the conductor has returned to his car or other place of shelter. When the slate is to be thus used, all of the record sheets are entirely covered and concealed, and the book is folded as shown in Fig. 8. The record sheets are between the sections 2 and 3; the section 1 and its flap 6 rest on the section 2, and the slate 7 rests on the flap 6 in position to be written upon.

While the improvement is especially adapted for the use of railroad men, it will of course be understood that it is capable of use wherever written records or entries are required to be made, and particularly where such records or entries must be made out of doors.

What I claim and desire to secure by Letters Patent, is:—

1. A folding record of the class described comprising an intermediate portion foldable centrally, side portions foldably connected to the opposite edges of the intermediate portion, and a slate foldably connected at one edge to the intermediate portion at the folding point of the same.

2. A folding record of the class described comprising three sections of card-board or like material flexibly joined at their edges to provide a central section and two side sections, record sheets detachably united at the juncture of two of said sections, and a slate section flexibly secured between two of said sections.

3. A folding car record book comprising three cover sections of paste board or like material, one of said sections being flexibly secured at its opposite edges to the proximate edges of the other two sections, record sheets detachably united between two of said sections, and a slate section flexibly secured between two of the cover sections and adapted to be folded to conceal the record sheets and present the slate section in position for writing.

In testimony whereof I affix my signature in the presence of two witnesses.

ANDREW KEISER.

Witnesses:

H. C. EVERT,

MAX H. SROLOVITZ.