

954,853.

J. C. A. CRANE.
CONDUCTOR'S TRAIN BOOK.
APPLICATION FILED FEB. 26, 1909.

Patented Apr. 12, 1910.

2 SHEETS—SHEET 1.

Fig. 2.

Train No. _____ of _____ Division _____
Leaving _____ at _____ M. _____ 19 _____
Arriving _____ at _____ M. _____ 19 _____
Conductor _____

Form No. _____
Engine No. _____ From _____ To _____
Engine No. _____ From _____ To _____
Brakemen _____

Initial Number Kind Date From To Conty. Remarks

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
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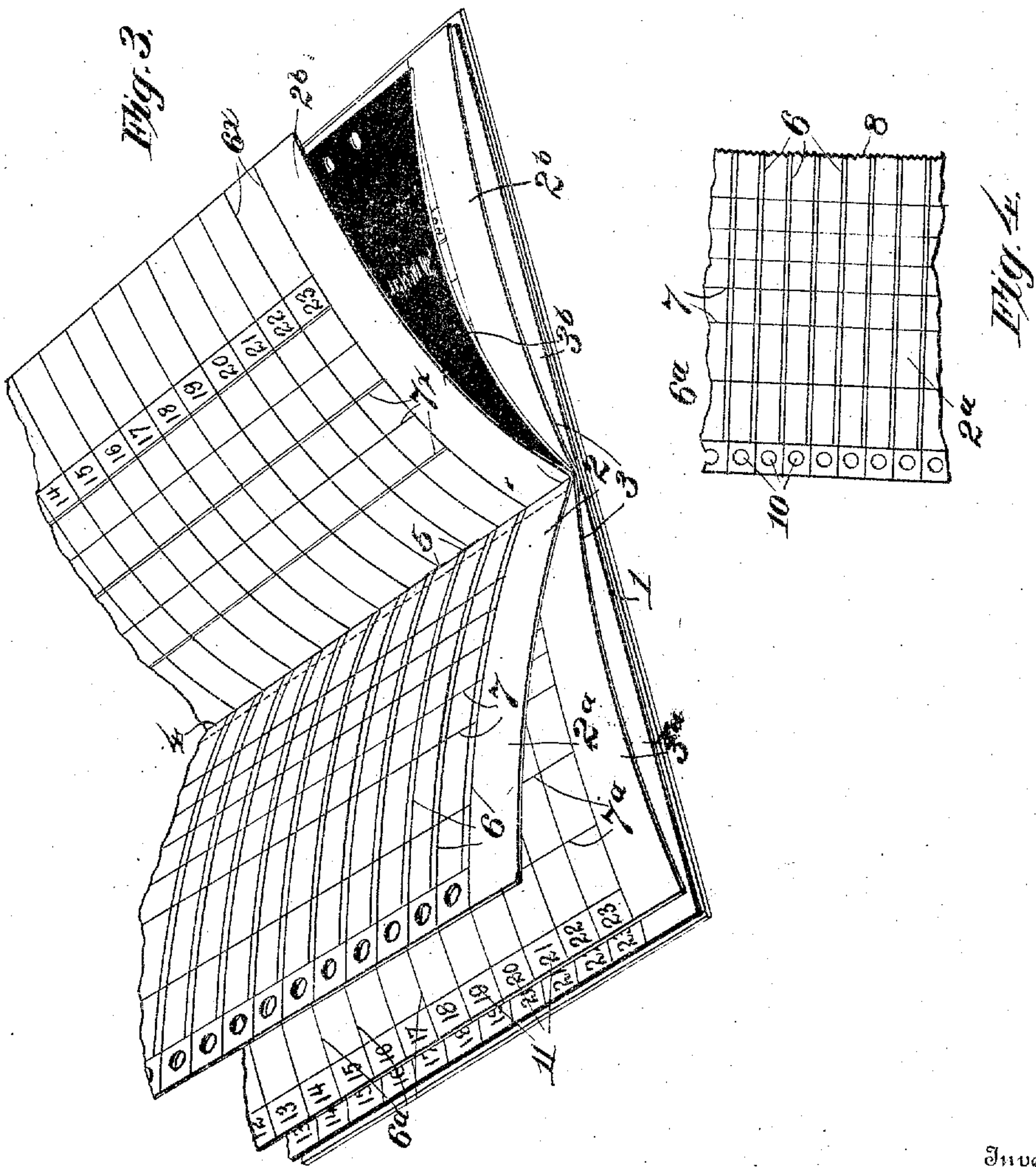
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UNITED STATES PATENT OFFICE.

JAMES C. A. CRANE, OF DENISON, TEXAS.

CONDUCTOR'S TRAIN-BOOK.

954,853.

Specification of Letters Patent. Patented Apr. 12, 1910.

Application filed February 26, 1909. Serial No. 480,140.

To all whom it may concern:

Be it known that I, JAMES C. A. CRANE, a citizen of the United States, residing at Denison, county of Grayson, and State of Texas, have invented certain new and useful Improvements in Conductors' Train-Books, of which the following is a specification.

My invention relates to conductors' train reports and particularly to train reports especially adapted for use by the conductors of freight trains.

The object of my invention is to provide an improved train report for car record purposes which will admit of forwarding an accurate report to the car accountant of all cars handled immediately on arrival at terminal and which will give the car record office an original report.

A further object of my invention is to provide a device as mentioned wherein the train conductor's book showing movements made by cars is made in original form on a single sheet, the portion relating to the movements and contents of the several cars being detachable from the book, and provided with a carbon record formed simultaneously with the recording of the date on the detachable portion, whereby the original car record may be forwarded to the car accountant immediately upon reaching the end of the route and leaving the conductor a copy of the same from which to prepare his full report.

A further object of my invention is to provide a record book as mentioned which will allow the conductor more time in which to make his complete report at the end of the run.

Other objects will appear hereinafter.

With these objects in view my invention consists generally in a record book or as commonly known a train book and in the details of construction and arrangements of parts all as will be fully described hereinafter and particularly pointed out in the claims.

My invention will be more readily understood by reference to the accompanying drawings forming a part of this specification and in which—

Figure 1 is a view of a book in position to record the report, Fig. 2 is a similar view of the book with the detachable original car record portion removed, Fig. 3 is a per-

spective view of the lower portion of the book, and Fig. 4 is a detail view of a portion of the detachable original car record sheet.

Referring now to the drawings, 1 indicates the back or cover of the book which may be made of any suitable material but preferably of card board and 2 indicates the main sheet of the record upon which the original data is placed. Interposed between the back 1 and the main sheet 2 is an auxiliary sheet 3. The parts 1, 2 and 3 are substantially co-extensive in size and are folded together at the center 4 and secured at the central line by stitching or stapling 5. In using the book it is opened at the page presenting the sheet 2 upon which to make the original record. By folding the book as described the sheets are each divided into two leaves forming the pages 2^a—2^b and 3^a—3^b respectively. The page 2^a is divided by horizontal lines 6 into a number of sections, one for each car handled by the train, and by vertical lines forming columns in which are placed the initial of the car, the number, the kind, the date, the starting point, and terminus of each car and the contents. At the top of the page is a printed blank to fill in with the name of the division, the number and date of the train, its starting point and time of leaving, its destination and time of its arrival, and the conductor. The right hand side of the page is provided with a perforated line 8 a short distance from the line 4, affording means for separating the page when the train arrives at its destination to mail immediately to the car accountant. The page 8^a of the auxiliary sheet is correspondingly divided by the horizontal and vertical lines 6^a—7^a respectively. Back of page 2^a is prepared with carbon 9 or a loose leaf of carbon paper may be inserted so that as the original report is made on said page a carbon copy will be formed on the page 8^a. The left hand column of the page 2^a is provided with a series of perforations 10, there being one perforation in each section cut off by the line 6, for a purpose hereinafter described. The corresponding column of page 8^a is provided with the numerals 11 which indicates the number of cars and also position in the train. The right hand side of the main sheet, that is the page 2^b, is divided by the horizontal lines 6^b, which are continuations of the line 6 and by vertical lines 7^b

into columns for recording the destination of each car, its weight, information as to fastenings of end doors on inside of cars, the seal numbers, the number of the car in the train and remarks. The top of the page is provided with a blank on which to record the numbers of the engines, from and to where each is operated, the names of engineers and the brakemen. The leaf containing page 3^b as the right hand portion of the auxiliary sheet 3, forms in the book, the next detachable leaf having the page 2^a, and the back of page 2^b forms in the book the next page 3^a.

In using the device, the conductor makes the proper entry each time a car is taken on or dropped, hence when the train arrives at the terminal the record is complete and saves the conductor a great deal of time in preparing his report at the end of the trip, which is now the customary practice. As soon as a train arrives at its destination, the conductor detaches the leaf containing the page 2^a along the perforated line 8 and forwards the same to the car accountant by the first passenger train. As soon as the leaf is received at the accountant's office the sections divided by the line 6 are separated and distributed to the several clerks who are to enter the permanent records of the several cars. It is the usual practice in car accounting offices to assign the cars of a certain line or lines to a separate clerk, or the cars of different series. Hence when the usual sheet report is received it must pass through the clerks' hands successively, each picking out the cars of the line or class assigned to him. It is obvious that with the present method many errors are made and that a large percentage of such errors will be obviated by the proper use of the device above described. The perforations 10 are provided for placing the sections on a file so that the file pin shall not destroy or obliterate any portion of the record. It is also obvious that inasmuch as the conductor's report is complete at the end of the trip and may be immediately sent to the proper office, that errors will be reduced to a minimum and by reason of reports being entered in records more quickly much time and expense will be saved in tracing shipments, by telegraph. Furthermore, as the reports forwarded are the originals the liability of errors will be further reduced.

As above described the book is constructed to contain a single report, in which case a book is supplied for each trip. However, it may be desirable to provide a book adapted to contain a number of reports, and in Fig. 3 I have illustrated such a device. In this form the book is composed of a plurality of similar sheets, one side of each containing the pages 2^a and 2^b, and the other side the pages 3^a and 3^b. In making the book each

alternate sheet is reversed, that is has the side containing the pages 3^a and 3^b turned uppermost so that the book practically comprises the alternate sheets 2 and 3 as in the preceding form. The sheets are secured together along a vertical central line as before described and the page 3^b is carbonized, page 3^b forming the back of the leaf containing page 2^a, hence it is obvious that when the book is opened with the pages 2^a—2^b exposed, the corresponding page 3^b, which is the back of leaf containing page 2^a, is in position to make an impression upon the corresponding page 3^a. After the report is completed the leaf containing the page 2^a, having the back 3^b, is detached along the perforated line, as before described. By turning over two more leaves in succession, namely page 2^b with the back 3^a and the following page 3^b with the back 2^a which constitutes the uppermost page for the next report, the book is in position to enter another report. With this construction each sheet comprises the pages 2^a and 2^b upon one side with the pages 3^b and 3^a on the reverse faces thereof respectively, each page containing the same matter as described for the corresponding pages in the prior form.

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

1. A conductor's train report book comprising a back and a main sheet in combination with an auxiliary sheet interposed between them, the same being folded and secured together along a central vertical line dividing the same into left and right hand pages, the left hand page being provided with the records of the several cars of which the train was composed and their movements and contents together with data at the top indicating the train and the conductor and also provided at its right hand edge adjacent said central line with a line of perforations whereby it may be readily detached, the right hand page of the main sheet bearing data indicative of the destination of the cars, their weights, information in regard to sealing and a record of the engines, the engineer and the brakemen, said left hand leaf of the main sheet being prepared with carbon on the back and the underlying page of the auxiliary sheet being ruled like the left hand page of the main sheet, substantially as described.

2. A conductor's train record book comprising a plurality of similarly ruled sheets folded and secured together along a central vertical line dividing the same into equal right and left hand leaves, the left hand page on one side of the sheet being provided with the records of the several cars of the train and their movements and a line of perforations adjacent its inner edge whereby it may be readily detached, the right hand

page on the same side bearing data indicative of the destination of the cars, their weights, information in regard to sealing and a record of the engines, the engineer and
5 brakemen, the back of the said left hand leaf being prepared with carbon and the back of the right hand leaf being ruled similar to the front of said left hand page, and said sheets being arranged one upon the

other and the alternate sheets being reversed, 10 substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JAS. C. A. CRANE.

Witnesses:

F. STURGS,

C. S. P. GARDNER.