

(No Model.)

R. ALEXANDER.
RAILROAD TIME TABLE.

No. 257,836.

Patented May 16, 1882.

SOUTH BOUND.

NEW YORK.	4.30	8.30	10.00	3.40
J. CITY.	4.40	8.40	10.10	3.50
PHILADELPHIA.	7.05	11.40	12.25	5.50
BALTIMORE.	9.40	8.10	2.50	8.50
WASHINGTON.	11.00	4.30	4.00	10.10
ARR. RICHMOND.	2.58	9.58	9.58	...
AUGUSTA.	a	b	c	d
MACON.	e	...	...	...
ARR. NEW ORLEANS.	...	...	...	10.22

ATLANTIC COAST LINE.
TIME TABLE
THROUGH TO
NEW ORLEANS.

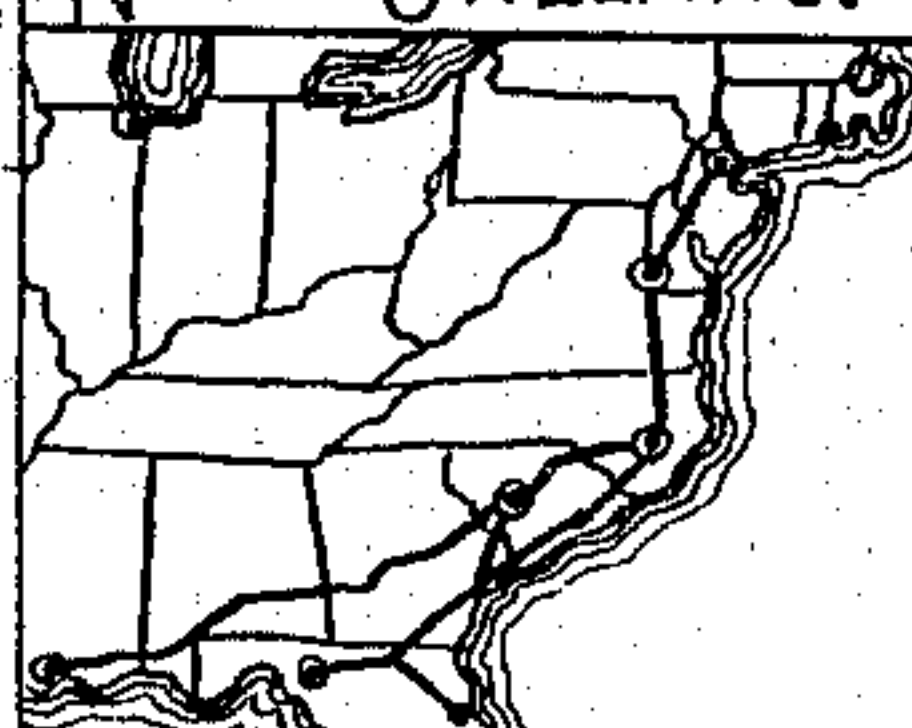


Fig. 1

A

SOUTH BOUND.

LVE NEW YORK.	4.30	8.30	10.00	3.40
J. CITY.	4.40	8.40	10.10	3.50
PHILADELPHIA.	7.05	11.40	12.25	5.50
BALTIMORE.	9.40	8.10	2.50	8.50
WASHINGTON.	11.00	4.30	4.00	10.10
ARR. RICHMOND.	2.58	9.58	9.58	...
ARR. RICHMOND.	11.25	...	12.07	...
ATLANTA.	e ^x	b ^x	c ^x	d ^x
NEW ORLEANS.	10.02	...	10.22	...
ARR. SAN ANTONIO.	...	...	...	7.09

PIEDMONT AIR LINE.
TIME TABLE
TO
NEW ORLEANS &
SAN ANTONIO.

Fig. 2

A

C

Fig. 3

SOUTH BOUND.

LVE NEW YORK.	4.30	8.30	10.00	3.40
J. CITY.	4.40	8.40	10.10	3.50
PHILADELPHIA.	7.05	11.40	12.25	5.50
BALTIMORE.	9.40	8.10	2.50	8.50
WASHINGTON.	11.00	4.30	4.00	10.10
ARR. RICHMOND.	2.58	9.58	9.58	...
ARR. RICHMOND.	11.25	...	12.07	...
ATLANTA.	e ^x	b ^x	c ^x	d ^x
ATLANTA.	...	12.20	...	12.50
ARR. JACKSONVILLE.	...	5.30	...	8.00

PIEDMONT AIR LINE.
TIME TABLE
TO
JACKSONVILLE.

Inventor:

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Witnesses:
John C. Turnbridge
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UNITED STATES PATENT OFFICE.

RICHARD ALEXANDER, OF NEW YORK, N. Y., ASSIGNOR TO GUSTAVE LEVE,
OF SAME PLACE, AND HENRY P. ALDEN, OF MONTREAL, CANADA.

RAILROAD TIME-TABLE.

SPECIFICATION forming part of Letters Patent No. 257,836, dated May 16, 1882.

Application filed March 1, 1882. (No model.)

To all whom it may concern:

Be it known that I, RICHARD ALEXANDER, of New York, in the county and State of New York, have invented an Improved Railroad Time-Table, of which the following is a specification.

Figures 1, 2, and 3 represent perspective views of my improved time-table.

The object of this invention is to produce a time-table on which can be read with convenience all the schedules of trains on any particular road and its branches in such manner that the time at which a train will leave any particular station and the time at which it or its branch trains or boats will reach any particular other station or stations can be read off in consecutive order without confusion.

Time-tables as heretofore arranged were always more or less confusing to travelers, because of the interlined references therein necessarily contained to branching trains or routes, and it was a matter of special difficulty to find on an ordinary time-table the actual time of departure of a train or boat for a station that was on one of the branches of the railway or boat line.

My invention consists in combining with a trunk time-table leaves so arranged with reference to their length and the matter which is printed upon them, and so bound, stitched, or gummed together, that when any one or more of these leaves is or are folded upon the trunk or first table it or they will, in connection with what they leave uncovered on the latter, formulate a complete time-table for the particular branch or series of trains, conveyances, or boats desired to be ascertained.

In the drawings, the letter A represents the back leaf of my improved time-table, which contains the names of stations, and in line therewith the times of departure or arrival of trains, in their order, in columns that are marked *a b c d*, the names of the stations being in a column which is marked *e*. The time-table, which is printed on the leaf A, is a complete time-table by itself, showing the arrival and departure of trains between two particular terminal stations—say New York and New Orleans—as indicated. To this leaf A is stitched, bound, gummed, or otherwise fastened, at or near one edge, a series of leaves, B C D E F G, &c., preferably to its lower end, each of said

leaves B C D E F G, &c., being so arranged that it can be folded over a part of the leaf A, but not over the whole of it, and each of these leaves contains on it another time-table, with the names, stations, and the times of departure or arrival of trains therein, so that when such a leaf—say the leaf B (see Fig. 2)—is folded upon the leaf A the columns *b^x*, *c^x*, and *d^x* on the leaf B will come in line with those marked *b c d*, respectively, on the leaf A, as is clearly shown in Fig. 2. The names of the stations on the column *e^x* of the leaf B will be consecutive with the names of the stations left uncovered on the leaf A, and will be the names of a branch of the road or route marked on the leaf A—for example, the branch between Richmond and San Antonio—so that when B is turned upon A it will present a continuous time-table between New York and San Antonio and all the intermediate stations on that route. Then, by folding the shorter leaf C over the leaf B, which partly covers the leaf A, as in Fig. 3, the route between Richmond and Jacksonville *via* Atlanta may be read off, so that on the leaves A, B, and C thus exposed the continuous route from New York to Jacksonville can be read off; and so forth. In like manner, by folding a longer sheet—D, for instance—than B is upon the sheet A, the trains between New York and Montgomery, Alabama, might be read off on the same route that begins by trains traveling between New York and Washington, or between New York and Baltimore; and thus it will be seen that by properly arranging the leaves in the book they can be folded one upon the other to read off the continuous routes between the two terminal stations of each, rendering the reading of the time-tables of branch routes easy and preventing all confusion.

I claim—

The railroad time-table consisting of a series of leaves of varying lengths, all fastened together at one edge, and adapted to be folded one upon the other, and when folded one upon the other to produce continuous reading-matter and continuous time-tables between terminal stations, as herein shown and described.

RICHARD ALEXANDER.

Witnesses:

GEORGE BIRNBAUM,
SAML. R. BETTS.