

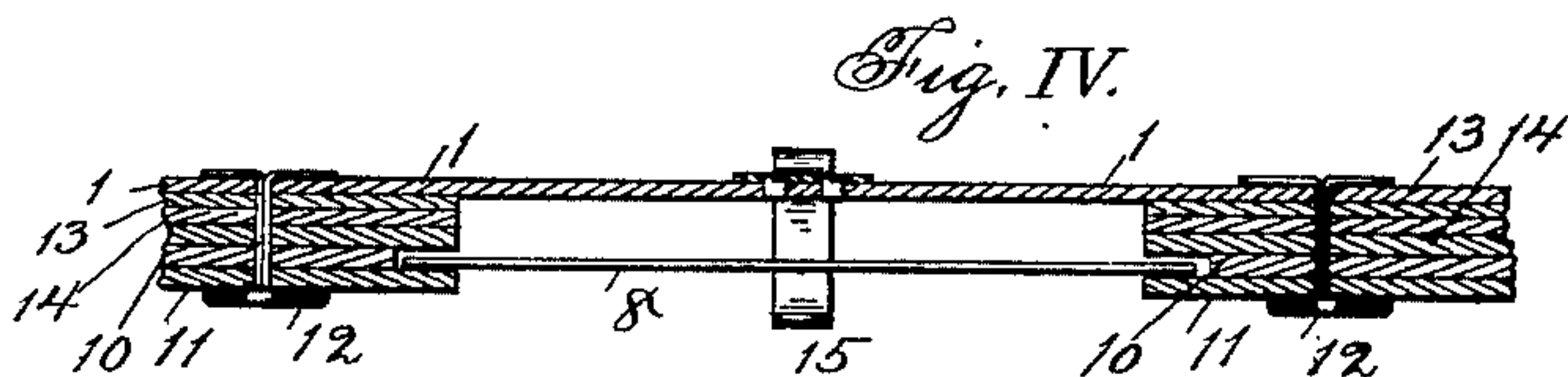
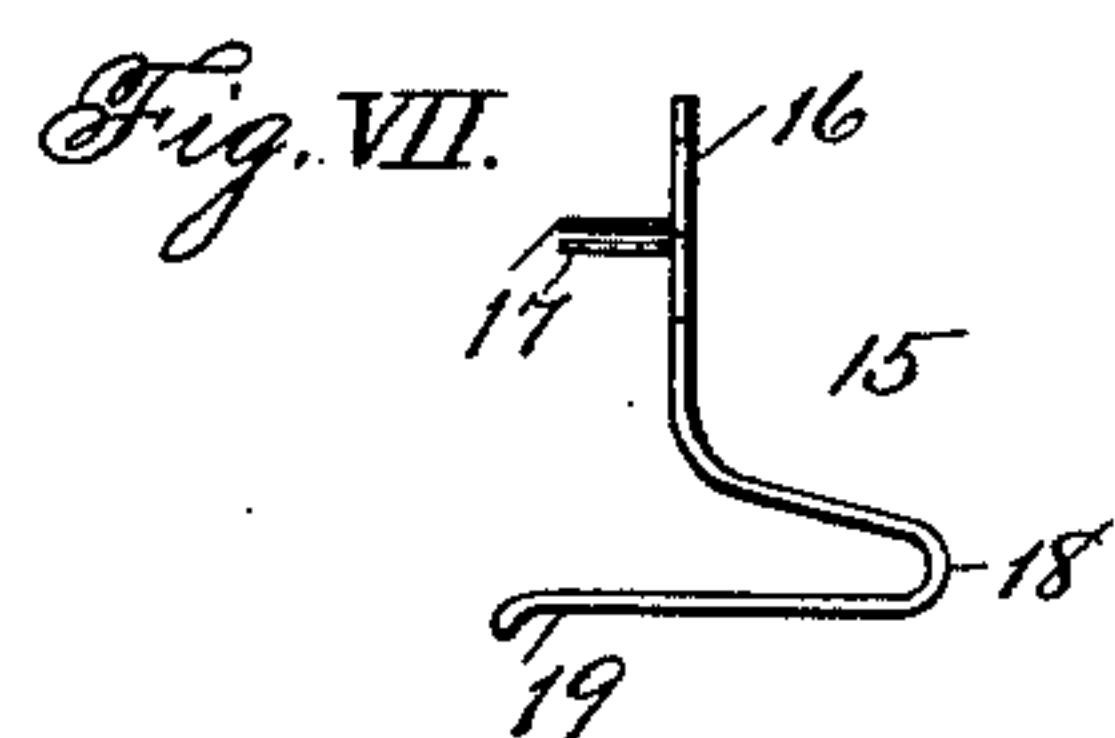
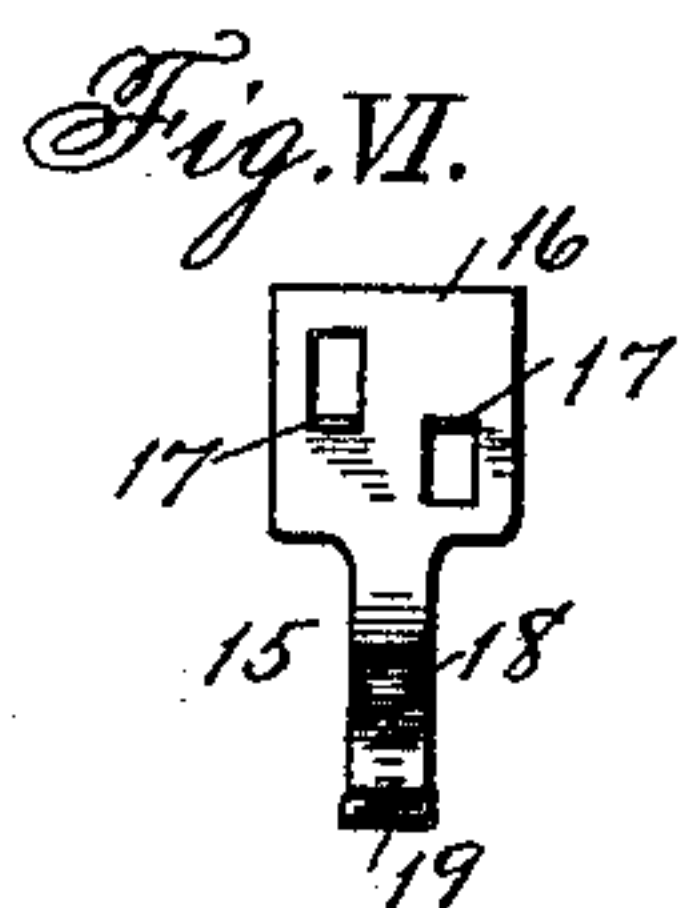
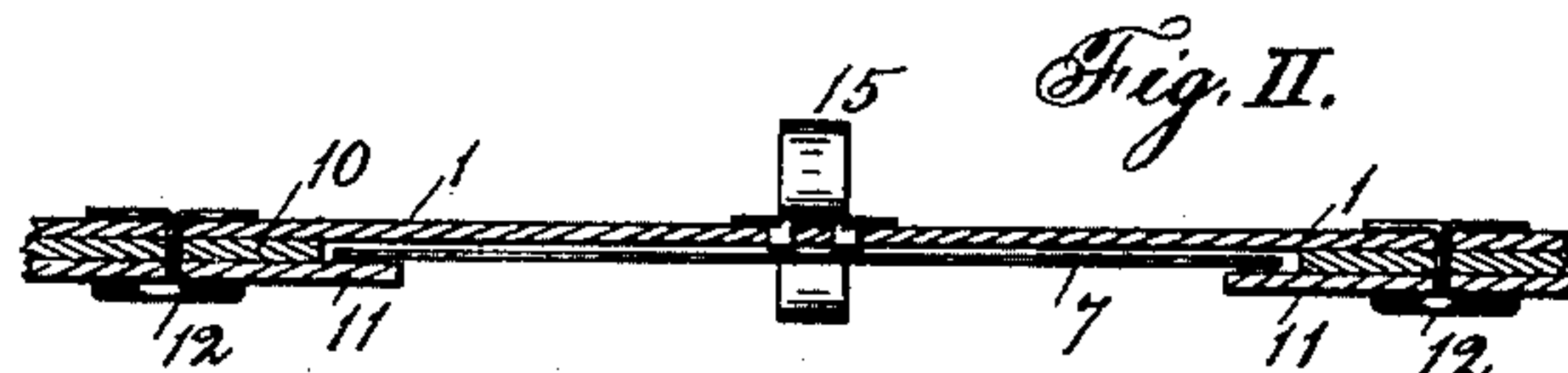
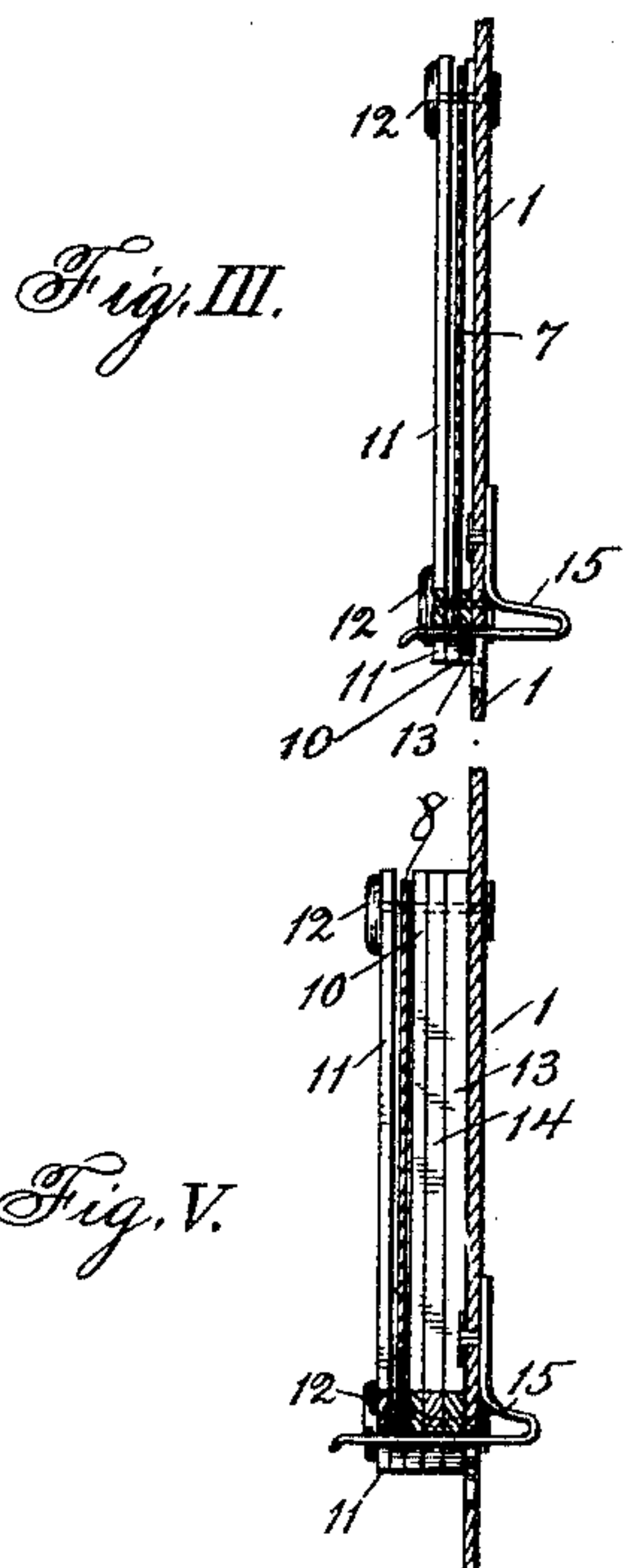
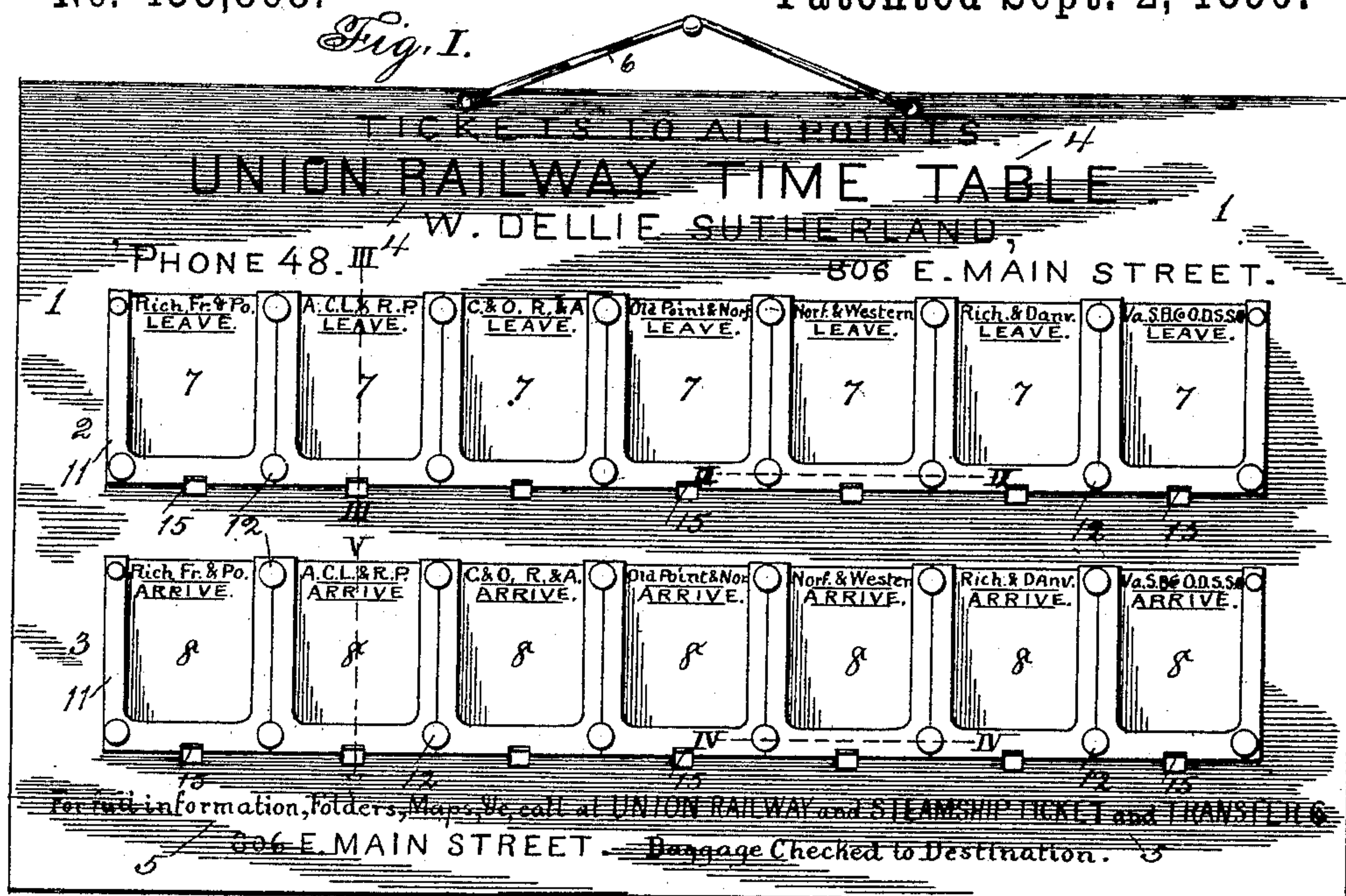
(No Model.)

2 Sheets—Sheet 1.

W. D. SUTHERLAND.
RAILWAY OR STEAMSHIP TIME TABLE.

No. 435,868.

Patented Sept. 2, 1890.



Attest:
J. G. Lepper.
E. L. Knight.

Inventor:
W. D. Sutherland.
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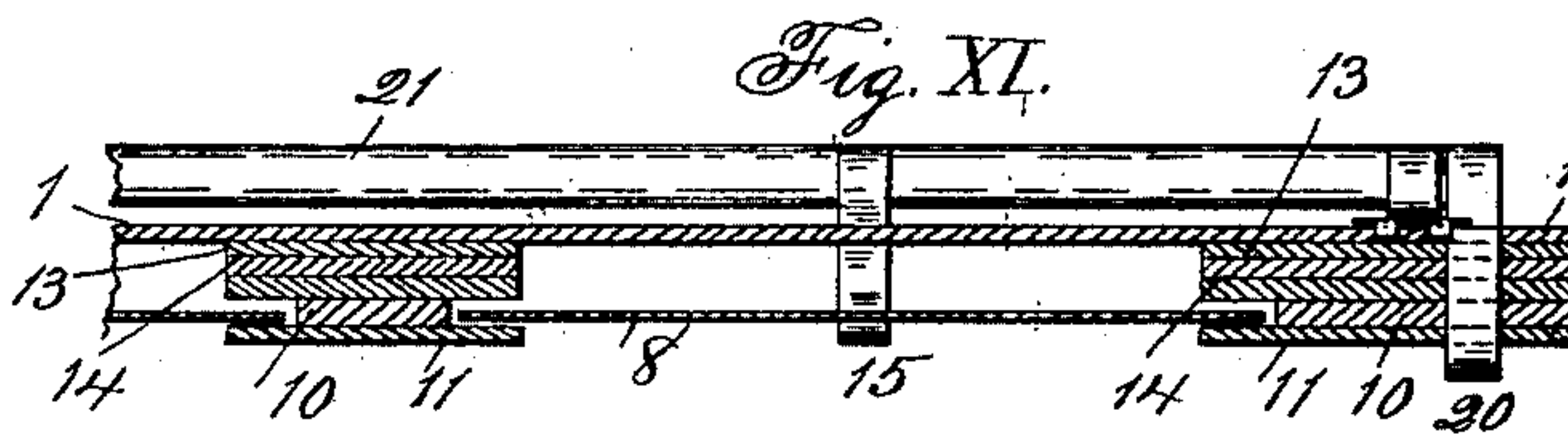
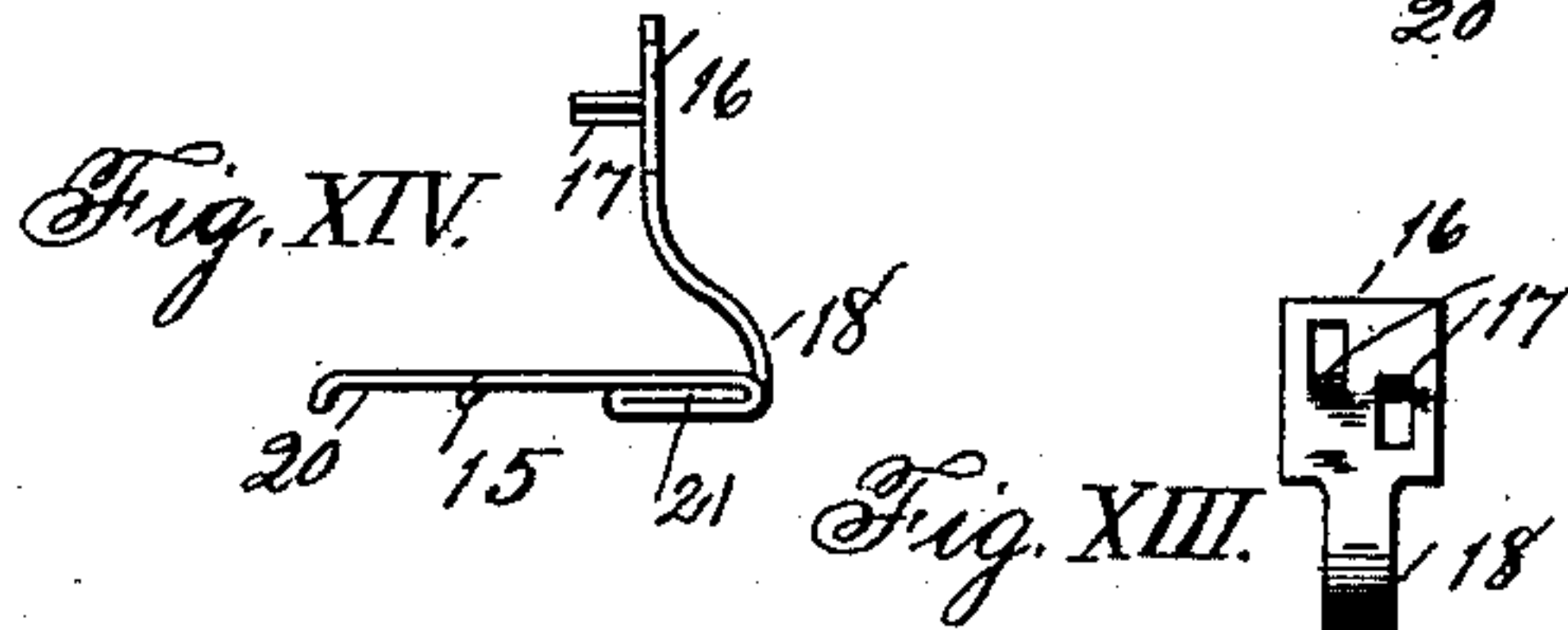
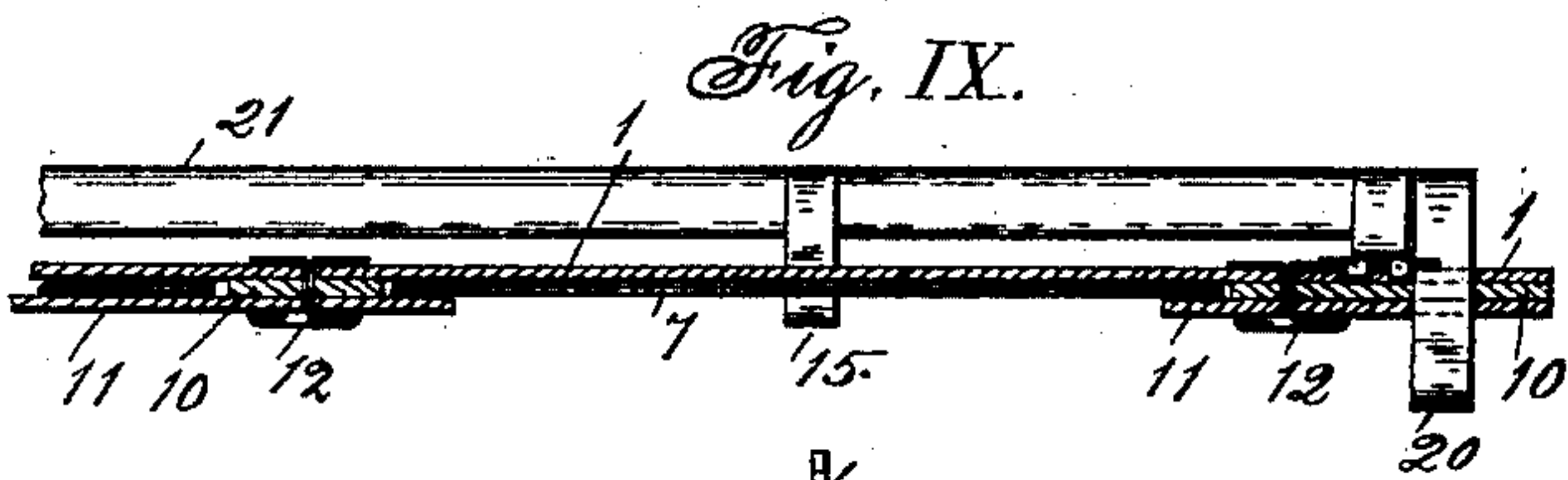
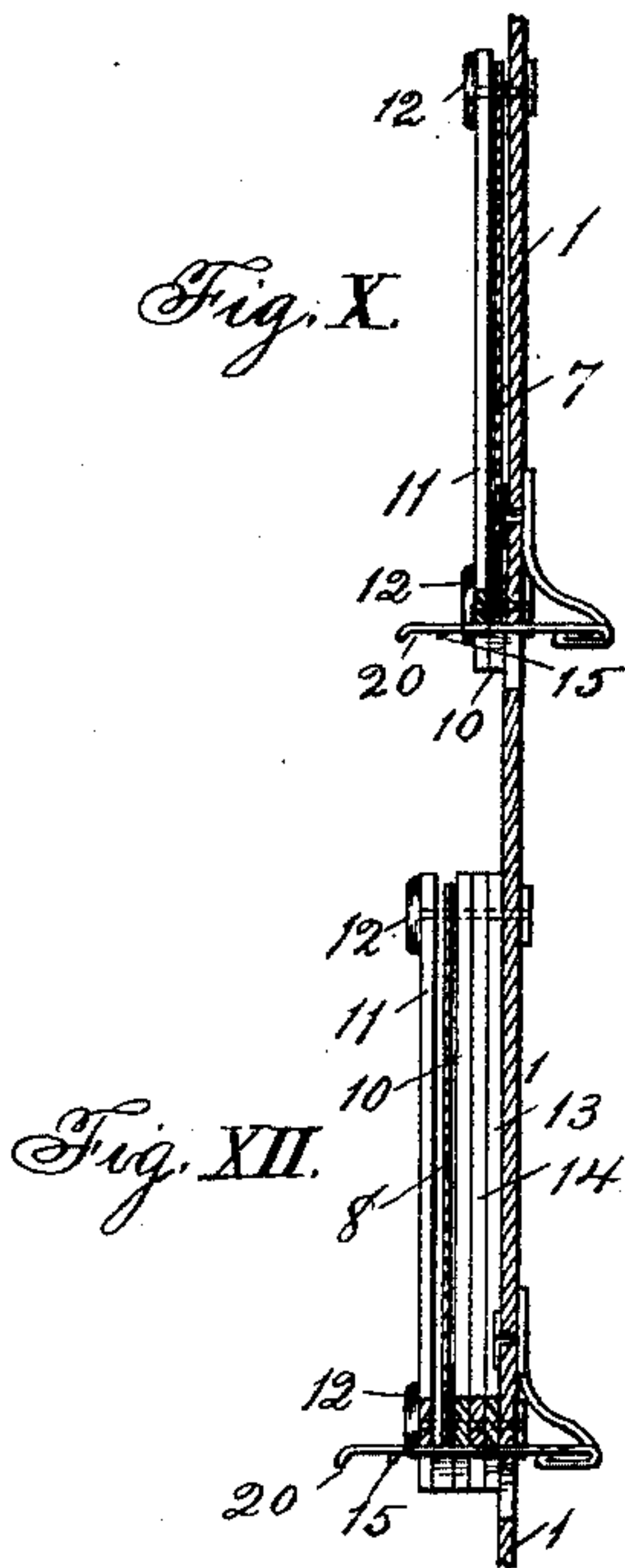
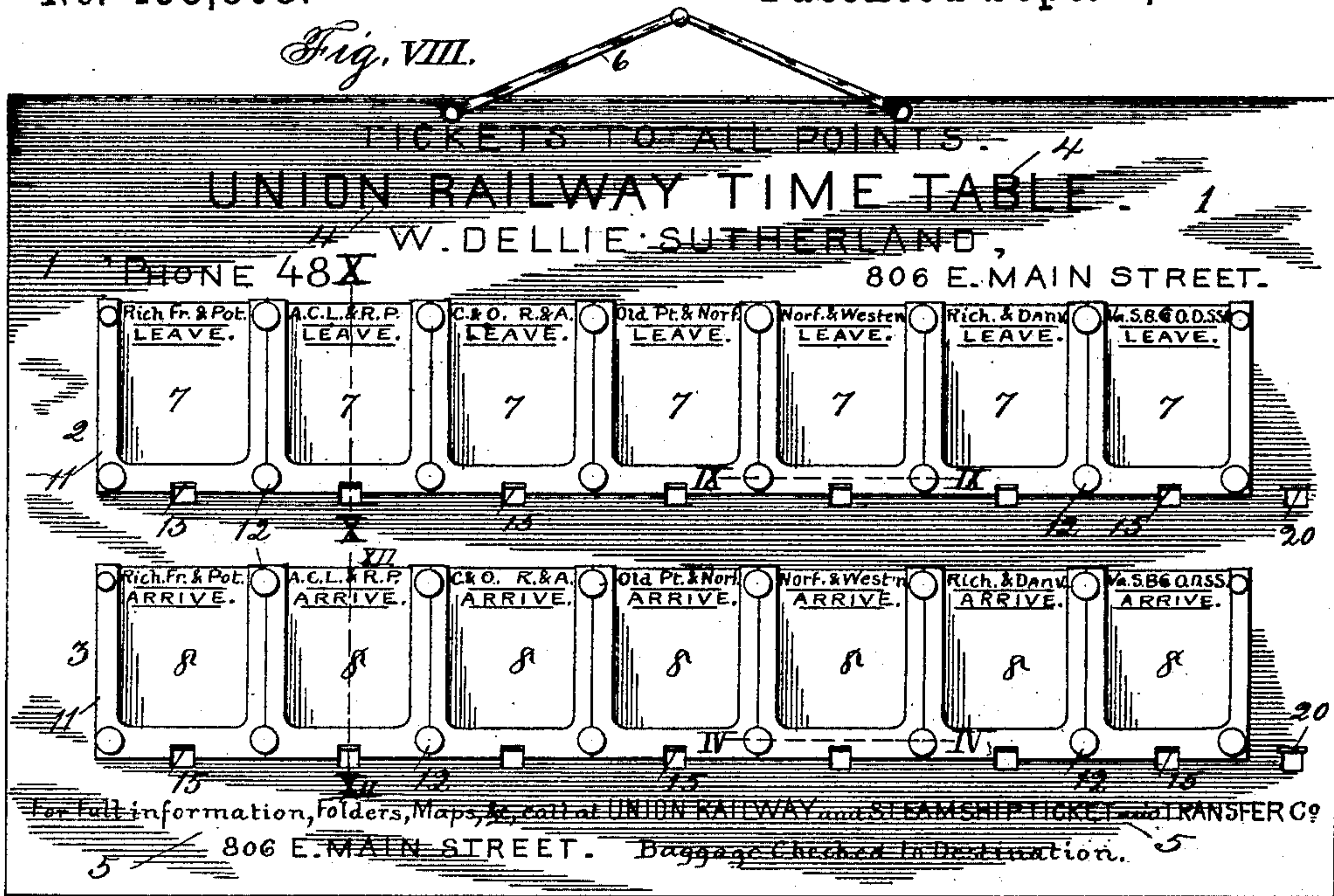
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W. D. SUTHERLAND.
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UNITED STATES PATENT OFFICE.

WILLIAM DELLIE SUTHERLAND, OF RICHMOND, VIRGINIA.

RAILWAY OR STEAMSHIP TIME-TABLE.

SPECIFICATION forming part of Letters Patent No. 435,868, dated September 2, 1890.

Application filed April 30, 1890. Serial No. 350,099. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM DELLIE SUTHERLAND, a citizen of the United States, residing at Richmond, in the county of Henrico and State of Virginia, have invented a new and improved Railway or Steamship Time-Table, of which the following is a specification.

This invention relates to an advertising medium for the purpose of placing before the public the times of arrival and departure of trains, steamboats, or other conveyances, as also the advertisement of the agent, &c., and has for its object to provide a cheap and convenient device which may be readily hung in public and private places, and which is adapted to be changed continually as occasion may require, means being provided for the convenient withdrawal of the various cards having marked thereon the times of arrival and departure.

The invention consists in a suitable support or back having arranged thereon two corresponding parallel series of pockets opening at top of peculiar construction, and having suitable means for displaying cards or time-tables which they are adapted to receive, said back also having suitable advertising-space, all of which will appear more clearly upon reference to the accompanying drawings, forming part of this specification, and in which—

Figure I is an elevation of the simple form of my invention. Fig. II is a horizontal section, on an enlarged scale, on the line II II, Fig. I. Fig. III is a vertical section, on an enlarged scale, on the line III III, Fig. I. Figs. IV and V are views corresponding to Figs. II and III, taken on the lines IV IV and V V, respectively, Fig. I, said views differing from Figs. II and III in that the card is held in a plane forward of the plane of the cards in the upper series, so that it will not be obstructed by said upper series in being withdrawn. Figs. VI and VII are respectively a plane and side elevation of a suitable spring-trigger which is adapted to discharge the cards from the respective pockets. Fig. VIII represents a modification which differs from Fig. I, in that means are provided for discharging all of the cards through the medium of a single trigger. Figs. IX and X are sec-

tions, on an enlarged scale, taken on lines IX IX and X X, respectively, in Fig. VIII. Figs. XI and XII are enlarged sectional views, on the lines XI XI and XII XII, respectively, Fig. VIII. Figs. XIII and XIV are respectively a plan and a side elevation of the form of trigger used in connection with Fig. VIII.

1 represents the back or support; 2 3, the upper and lower horizontal series of pockets; 4 5, the advertising matter, as explained, and 6, a suitable suspending medium. 7 and 8 represent the time-tables, which are placed in the upper and lower series of pockets, respectively, and each time-table 7, with the corresponding one 8 below it, are for the same line of conveyance and differ in that the former gives the time of departure while the latter gives the time of arrival. It will thus be seen that while the upper series may contain a time-table showing the times of departure of the trains on every railway and steamer connected with a certain city, the lower series will always contain directly beneath the times of arrival of the same.

The pockets are constructed as follows: Upon the back or support 1 are placed U-shaped spacing-pieces 10, whose interior outlines correspond to the outlines of the time-tables. Overlapping U-shaped flange-pieces 11, having smaller openings than the spacing-pieces, are then placed upon said spacing-pieces to form pockets therewith and in connection with the back. These three parts are then secured together by large pins 12, which pass through all of them and are clinched on the back. These pins may have ornamental heads.

In making the series of pockets a number of spacing-pieces may be cut from a single piece, as also may the superposed flange-pieces, if desired. In the lower series, in order to hold the cards in a plane in front of the plane of the upper series, additional packing-pieces 13 14 may be employed, upon which the pieces 10 and 11 are secured by means of pins 12 in the same manner as explained with reference to the upper series.

15 represents a spring-trigger, which is secured by the attaching end 16, having suitable clinching-prongs 17, and has a suitable spring 18 and operating end 19. This trigger is secured on the rear side of the back

only by means of the said clinch-pin, and the operating end 19 projects through a suitable slot beneath the center of and in contact with the lower edge of each time-table. It will thus be seen that in order to discharge any time-table, when the same has become out of date and it is desired to insert a new one, it will be simply necessary to press down the end 19 and allow the same to strike sharply against the lower edge, when the card will be thrown out of the pocket and a new one may be inserted. The old card having the advertisement printed thereon is allowed to remain where it falls, and hence the provision of the means for discharging it. While this means of discharging is thus described as being used, it is obvious that a cheap and efficient device for the purpose hereinbefore named could be provided and used instead of said discharging device.

In Figs. VIII to XII, inclusive, a modification of the discharging device is illustrated. Here all the cards may be discharged at once through the medium of a single trigger 20, which is pressed down and allowed to spring up in the same manner as the individual triggers in Fig. I. This is accomplished by the following mechanism: 21 represents a horizontal rod connected rigidly to the trigger 20 and extended along behind the entire series of pockets. It rests upon each of the individual triggers, which are applied to the device shown in Fig. VIII, as in Fig. I. Inasmuch as the rod rests upon these individual triggers and just in rear of the cards, it will be seen that upon depressing the trigger 20 all the triggers 15 will be depressed, and upon releasing the trigger 20 all the cards will be discharged from the pockets, when a new set may be rapidly inserted. It will also be seen that the rod 19 does not in any way interfere with the operation of each trigger separately, if such be necessary.

The devices herein described will be found to be very convenient for use where a number of the advertising devices are located at different points in the city, and it becomes necessary at frequent intervals to change all the time-tables thus exhibited; as a means of rapidly removing all the cards this will effect a great saving of time.

I do not confine myself to the use of the discharging devices described, as it is obvious that the device is very convenient for use simply with the two parallel series of pockets whereby the departure and arrival may be exhibited one above the other, of a number of trains.

I am aware that it is not new to provide devices having pockets in which schedules or other matter to be exhibited may be changed at will, and such, therefore, I do not claim;

but what I claim is the construction and arrangement herein set forth.

Having thus described my invention, the following is what I claim as new therein and desire to secure by Letters Patent:

1. In an advertising device, substantially as described, the combination of the back, the U-shaped spacing-pieces placed upon the back, and the superposed U-shaped flange-pieces having smaller openings than the spacing-pieces and forming a pocket with the back and spacing-pieces, said back, spacing-pieces, and flange-pieces being secured together by suitable means, substantially as and for the purpose set forth.

2. In an advertising device, the combination of the back 1, and the upper and lower series of pockets 2 3, of similar form and constituted of the U-shaped spacing-pieces 10, and the U-shaped flange-pieces 11, having smaller openings, the lower series being also provided with additional packing-pieces 13 14, and all of said pieces being secured by pins 12 passed through them, as explained.

3. The combination, with the back and the pockets adapted to receive cards, substantially as explained, of the discharging-triggers located at the bottoms of the respective pockets and adapted to contact with the bottom of the cards, for the purpose set forth.

4. The combination, with the pocket, of the trigger 15, having the attaching end 16, the spring 18, and the horizontal operating end 19, projecting beneath the pocket and adapted to contact with the card therein, substantially as and for the purpose set forth.

5. The combination, with the back and the pockets provided with suitable discharging-triggers, of a single operating-trigger located at a suitable point and having working connection with the discharging-triggers, whereby a snap of the operating-trigger discharges the contents of all the pockets, as set forth.

6. The combination, with the advertising device consisting of a suitable back and the pockets, substantially as herein explained, of the individual triggers located at the bottoms of the respective pockets and adapted to contact with the cards, the operating-trigger located at one end and the connecting-rod attached to the operating-trigger and extending horizontally along the back above the individual discharging-triggers, whereby the operating-trigger is adapted to cause all the individual triggers to discharge the cards, and the individual triggers are adapted to operate independently, all substantially as herein explained.

WILLIAM DELLIE SUTHERLAND.

Witnesses:

G. G. WORSHAM,

T. F. WHEELWRIGHT.