

UNITED STATES PATENT OFFICE.

MORRIS SZEKLER, OF CLEVELAND, OHIO.

STREET-RAILWAY CHART.

SPECIFICATION forming part of Letters Patent No. 742,520, dated October 27, 1903.

Application filed June 18, 1903. Serial No. 162,110. (No model.)

To all whom it may concern:

Be it known that I, MORRIS SZEKLER, a citizen of the United States of America, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Street-Railway Charts; and I hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same.

This invention relates to improvements in street-railway charts.

The object of this invention is to provide a chart of this description by means of which all the streets which will be traversed by a car on any particular line can be seen at a glance and also all intersecting streets and the approximate location of the important buildings on the streets traversed by the car or in the immediate vicinity of the car-line.

My invention therefore consists in the arrangement as illustrated in the drawing and hereinafter set forth in the specification and pointed out in the claims.

The accompanying drawing illustrates a chart embodying my invention, in which—

a and *b* represent horizontal lines which extend across the top of the chart. Between the lines *a* and *b* is set forth the denomination of the street-car route to which the chart refers. Extending down from the horizontal line *a* are vertical lines *c*, *d*, *e*, *f*, *g*, and *h*, which divide the face of the chart into a series of parallel columns *j*, *k*, *l*, *m*, and *n*. In the column *n* are set forth the names of the important buildings on the streets traversed by the car and also the names of all intersecting streets. After the name of each intersecting street are set forth the names of the important buildings or places on the intersecting streets, and also after the name of a building are set forth the names of places of public interest in the building. The names of the places on the intersecting streets and in the buildings are set in from the line *g*, so that the names form a column by themselves, and are thus easily distinguished from the names of places on the direct route of the car—that is, from the places in front of which the car passes. In the column *m* are arranged the street-numbers of the blocks or

places set forth in the column *n*. In the column *l* is set forth the name of the street or streets on which the car travels. In the columns *j* and *k* are set forth the names of streets extending parallel with the one on which the car travels and also the street-numbers at which the intersecting streets cross the said parallel street.

When the car is going in one direction, the chart reads from the top down, and when the car is going in the opposite direction the chart will read from the bottom up.

What I claim is—

1. A street-railway chart having on the face thereof a series of lines dividing it into parallel columns, in which are set forth the name of the street on which the car travels, the names of the buildings on the said street and the names of the streets which intersect the said street, the street-numbers of the buildings, and the names of streets running parallel with the street on which the car travels, substantially as described and for the purpose set forth.

2. A street-railway chart having on the face thereof a series of lines dividing it into parallel columns, the name of the street on which the car travels set forth in one of the said columns, the names of the buildings on said street and the names of the intersecting streets set forth in another column, the numbers corresponding to the said buildings on the said streets set forth in another column and the names of streets running parallel with the first-mentioned street set forth in the remaining columns, substantially as described and for the purpose set forth.

3. A street-railway chart having on the face thereof a series of lines dividing it into parallel columns, the name of a street set forth in one column, the street-numbers on said street set forth in same column, the name of a street running parallel with said first-mentioned street set forth in another column, the street-numbers on said last-mentioned street set forth in same column and the numbers in the columns arranged so that the numbers indicating similar or corresponding locations on the respective streets are in line with each other, substantially as described and for the purpose set forth.

4. A street-railway chart having on the face

thereof a series of lines dividing it into parallel columns, the name of the street on which the car travels set forth in one of said columns, the names of the buildings and the intersecting streets arranged in another column flush with the dividing-line, the names of the places of public interest on the intersecting streets and in the building arranged beneath the names of the respective streets and buildings and set in from the dividing-line, the names of streets running parallel with the street on which the car travels set forth in the remaining column and the corre-

sponding street-numbers on the respective streets set forth in the respective columns in which the names of the streets are set forth, substantially as described and for the purpose set forth. 15

In testimony whereof I sign the foregoing specification, in the presence of two witnesses, this 26th day of May, 1903, at Cleveland, Ohio. 20

MORRIS SZEKLER.

Witnesses:

VICTOR C. LYNCH,
G. M. HAYES.