

R. M. RICHARDSON.

RAILROAD GUIDE BOOK, CATALOGUE, OR KINDRED REFERENCE BOOK.

APPLICATION FILED OCT. 20, 1903.

NO MODEL.

3 SHEETS—SHEET 1.

FIG. II

SECTION-1—		b	
TABLE-NO-4—			
EVERTON BRANCH—			
	LEAVE	A.M.	
WARETOWN	.....	7.30	
LISBON	.....	8.00	
EVERTON	.....	9.00	
TABLE-NO-5—			
NEWTOWN BRANCH—			
	LEAVE	A.M.	
SUN CITY	.....	6.30	
BARNEGAT	.....	7.10	
NEWTOWN	.....	9.00	

FIG. I

SECTION-1—		b	
A. B. R. R.—			
TABLE-NO-1—			
BURLINGTON BRANCH—			
	LEAVE	A.M.	
CINCINNATI	.....	6.30	
JOHNSTOWN	.....	7.20	
BURLINGTON	.....	8.10	
TABLE-NO-2—			
BRADFORD BRANCH—			
	LEAVE	A.M.	
FOLWELL	.....	9.10	
SHARON	.....	9.50	
BRADFORD	10.10	
TABLE-NO-3—			
COLUMBUS BRANCH—			
	LEAVE	A.M.	
SHARP	8.10	
ELLIS	9.10	
COLUMBUS	10.00	

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Richard M. Richardson
 By his attorney

J. Norman Dixon

No. 765,512.

PATENTED JULY 19, 1904.

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3 SHEETS—SHEET 2.

FIG. IV

— SECTION-2 —		b
— TABLE No 4 —		
— DUDLEY BRANCH —		
	LEAVE A.M.	
EASTON	7.00	
WESTON	8.00	
DUDLEY	9.00	
— TABLE No 5 —		
— IRETON BRANCH —		
	LEAVE A.M.	
CHASE CITY	7.00	
GIRTON	8.00	
IRETON	9.00	

FIG. III

— SECTION-2 —		b
— X.Y.R.R. —		
— TABLE No 1 —		
— AVON BRANCH —		
	LEAVE A.M.	
ORTLEY	7.10	
BAY	8.10	
AVON	9.10	
— TABLE No 2 —		
— HARTFORD BRANCH —		
	LEAVE A.M.	
DOWN	7.00	
MASON	8.00	
HARTFORD	9.00	
— TABLE No 3 —		
— STANWICK BRANCH —		
	LEAVE A.M.	
LENO	7.10	
MAPLE	8.10	
STANWICK	9.10	

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3 SHEETS—SHEET 3.

FIG. V.

— INDEX —

C			SECTION	TABLE
AVON.....	PA.....	XYRR.....	2.....	1
BARNEGAT.....	".....	ABRR.....	1.....	5
BAY.....	".....	XYRR.....	2.....	1
BRADFORD.....	".....	ABRR.....	1.....	2
BURLINGTON.....	".....	".....	1.....	1
CHASE CITY.....	".....	XYRR.....	2.....	5
CINCINNATI.....	".....	ABRR.....	1.....	1
COLUMBUS.....	".....	".....	1.....	3
DOWNS.....	".....	XYRR.....	2.....	2
DUDLEY.....	".....	".....	2.....	4
EASTON.....	".....	".....	2.....	4
ELLIS.....	".....	ABRR.....	1.....	3
EVERTON.....	".....	".....	1.....	4
FOLWELL.....	".....	".....	1.....	2
GIRTON.....	".....	XYRR.....	2.....	5
HARTFORD.....	".....	".....	2.....	2
IRETON.....	".....	".....	2.....	5
JOHNSTOWN.....	".....	ABRR.....	1.....	1
LENO.....	".....	XYRR.....	2.....	3
LISBON.....	".....	ABRR.....	1.....	4
MAPLE.....	".....	XYRR.....	2.....	3
MASON.....	".....	".....	2.....	2
NEWTOWN.....	".....	ABRR.....	1.....	5
ORTLEY.....	".....	XYRR.....	2.....	1
SHARON.....	".....	ABRR.....	1.....	2
SHARP.....	".....	".....	1.....	3
STANWICK.....	".....	XYRR.....	2.....	3
SUN CITY.....	".....	ABRR.....	1.....	5
WARETOWN.....	".....	".....	1.....	4
WESTON.....	".....	XYRR.....	2.....	4

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UNITED STATES PATENT OFFICE.

RICHARD M. RICHARDSON, OF PHILADELPHIA, PENNSYLVANIA.

RAILROAD GUIDE-BOOK, CATALOGUE, OR KINDRED REFERENCE-BOOK.

SPECIFICATION forming part of Letters Patent No. 765,512, dated July 19, 1904.

Application filed October 20, 1903. Serial No. 177,722. (No model.)

To all whom it may concern:

Be it known that I, RICHARD M. RICHARDSON, a citizen of the United States, residing in the city of Philadelphia, county of Philadelphia, and State of Pennsylvania, have invented certain new and useful Improvements in Railroad Guide-Books, Catalogues, or Kindred Reference-Books, of which the following is a specification.

My invention relates to reference-books, especially such as railroad guide-books and kindred productions periodically republished—that is to say, publications the contents of which must be altered from time to time—as, for example, by the change of time-tables or prices or by the addition of new matter—which alterations or additions of course entail the necessity for successive editions in order that the information furnished shall be correct and up to date.

The object of my invention is to provide such an improved arrangement of railroad-guides and kindred publications that new matter to be inserted in the successive editions may be incorporated therein with the minimum of expense and delay in the matter of type-setting, and, furthermore, with regard to time-table books, that selected railway-stations may be more readily found by one consulting the book than has been possible with such publications as heretofore arranged.

In the accompanying drawings I show and herein I describe my invention as applied or employed in connection with a railway guide-book.

In my improved railway guide-book the pages are "grouped," so to speak, in a series of sections which are rendered readily distinguishable from each other in any preferred manner—as, for example, by printing on each page of each section a mark or symbol peculiar to the section in which each such page is located. I prefer to employ numbers as such marks or symbols and accordingly to print in display-type the numeral "1" on each page of the first section, the numeral "2" on each page of the second section, and so on, and as all the pages in a given section will thus in the preferred embodiment of my invention prominently bear the number of such section and as the sections will be arranged in the

order of their designating marks or symbols the user of the book will be able to very readily turn to any given section to which he may be referred.

The sections of a book may be of varying size, each having such number of pages as the subject assigned to it may require.

To each section of the book I allot a given subject or subjects—as, for example, the time-tables of all the roads and branch roads of a given railroad company or system or a group comprehending but a part of such roads—or I may allot to a given section the time-tables of two small and entirely independent roads, the general arrangement being one in which the book is divided into a series of sections corresponding with and respectively allotted to the groups into which the subject-matter printed in the book may be most readily and conveniently classified.

In said drawings, Figure 1 is a face view of the first page of section 1 of the book. Fig. 2 is a face view of the second page of section 1 of the book. Fig. 3 is a face view of the first page of section 2 of the book. Fig. 4 is a face view of the second page of section 2 of the book. Fig. 5 is a face view of the index-page of the book.

In the drawings, *a* is the index-page. *b* represents section-leaves. *c* is the index-column. *d* represents subdivisions or tables.

In the illustration the roads or branch roads comprised in the imaginary A B railroad are shown as set forth in section No. 1, while those comprised in the imaginary X Y railroad are shown as set forth in section No. 2. The illustration of the two pages of section 1 and the two pages of section 2 are deemed sufficient to convey to one skilled in the art full information as to the arrangement of a complete book embodying my invention. Obviously to the first and second pages of either section any number of pages may be added, and obviously any number of sections of any size may be added, the leaves composing the several sections, together with the index, being of course for circulation and use bound up in a volume.

Each of the illustrated section-pages is shown as containing a series of brief time-tables, the time-tables of the sections being des-

ignated in successive order "Table No. 1," "Table No. 2," and so on, the enumeration of the tables beginning anew at the beginning of each section regardless of the enumeration of the tables or subdivisions of the preceding section.

The marks or numbers applied to the individual time-tables of a section and which I may term "time-table-designating" marks are members of a sequence and constitute a sequential series extending throughout the section, while the marks or numbers which indicate sections and which may be termed "section-designating" marks are members of a sequence and (although each section has but one section-designating mark repeated throughout it) "by sections," so to speak, sequential throughout the book. I prefer to employ figures, as shown in the drawings, for the time-table-designating marks and the section-designating marks.

In the index (shown in Fig. 5) are arranged in alphabetical order the names of the stations contained in the several time-tables illustrated, and opposite the column of station-names are two columns, one of section-numbers and one of table-numbers, so that upon finding in the index a given station there will be found opposite it both the number of the section in which the appropriate time-table is to be found and the number of the time-table in such section in which such station is to be found, which time-table may thereupon readily be discovered, the designated section first being turned to and then the table.

Assuming a completed book to have been duly issued upon the plan illustrated and described and prior to the issuing of the succeeding edition the A B railroad completes a branch line and issues a time-table therefor it is obvious that to incorporate such branch-road time-table in the book as next issued it will be merely necessary to add it as Table No. 6 to section No. 1, either on the page which contains Table No. 5 or on a new page or new pages, and to insert at the appropriate points in the index the names of the stations contained in the added time-table, with references to the section and table numbers. In the incorporation the new time-table is thus inserted in the same group with the other time-tables of the road operating it, where it naturally belongs, and at the same time such incorporation is without effect upon the permanent arrangement of the sections or the numbering of the previously-numbered tables and does not require the alteration of a single letter or figure of any previously-composed page of any section.

Obviously were the book consecutively paged from end to end the insertion of a new page would require the renumbering of all the pages which followed it and the corresponding revision of all the corresponding parts of the index, and the avoidance of such repaging and renumbering of a bulky volume is a matter of prime importance in connection with the publication of a book which must be speedily gotten through the press with the latest corrections of data.

The numbering of the successive tables or subdivisions in the manner indicated enables me when I so desire to dispense with numbering the pages in the ordinary manner and is intended to enable the user of the book to readily turn to the desired time-table. Thus if the reference contained in the index to station Leno were to section 2, page 1, the user would have to examine each of the several tables on such page 1 before finding it. The reference being, however, directly to section 2, table 3, the user is enabled to turn directly to the table containing the station for which he seeks.

Having thus described my invention, I claim—

As an article of manufacture, a railway guide-book comprising a series of sections each of which consists of a number of leaves, the leaves of each of said sections being imprinted with a section-designating mark which is a member of a sequence, the section-designating mark of each section being peculiar to such section, but the section-designating marks of the successive sections being in sequence, a series of time-tables printed in each section and each having a time-table-designating mark, which is a member of a sequence, printed in adjacency to it, the time-table-designating marks contained in each section constituting a sequence extending throughout the section, the first time-table-designating mark of each section after the first being non-consecutive with respect to the last such mark of the preceding section, and an index setting forth the names of stations contained in the several time-tables of the sections and also setting forth the section-designating marks of the sections and the time-table-designating marks of the time-tables in which such names are printed.

In testimony that I claim the foregoing as my invention I have hereunto signed my name this 15th day of October, A. D. 1903.

RICHD. M. RICHARDSON.

In presence of—

THOS. K. LANCASTER,
LAURA KLEINFELDER.