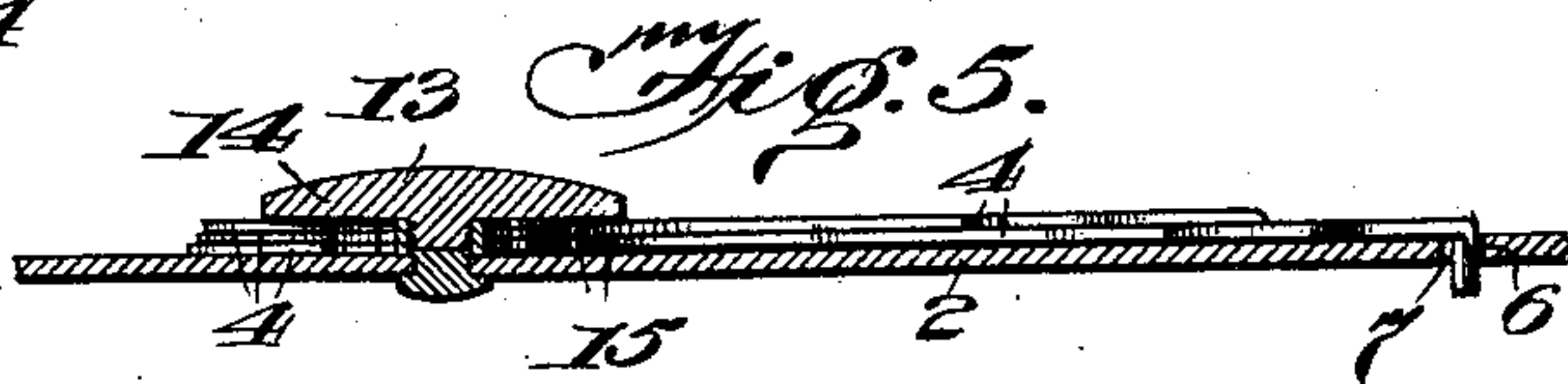
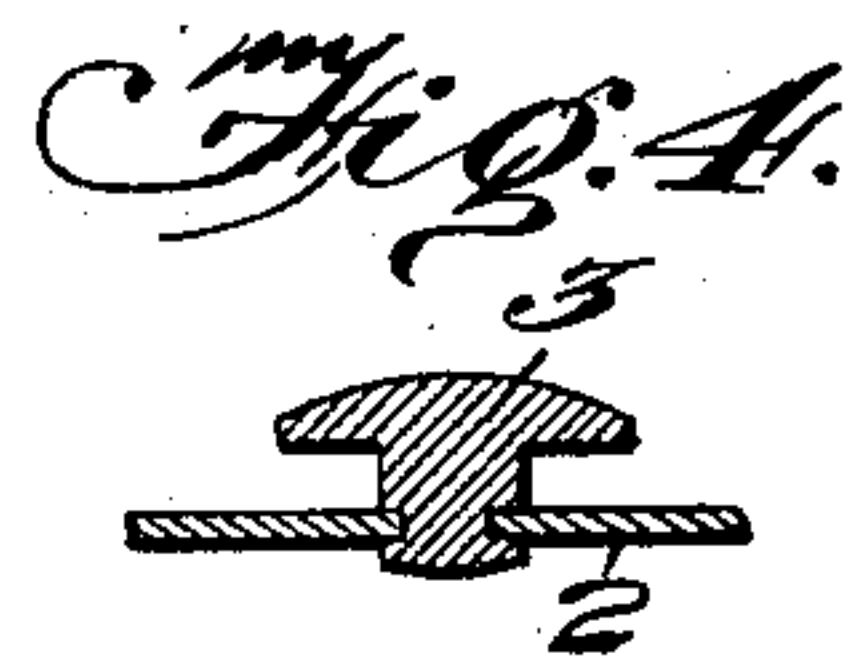
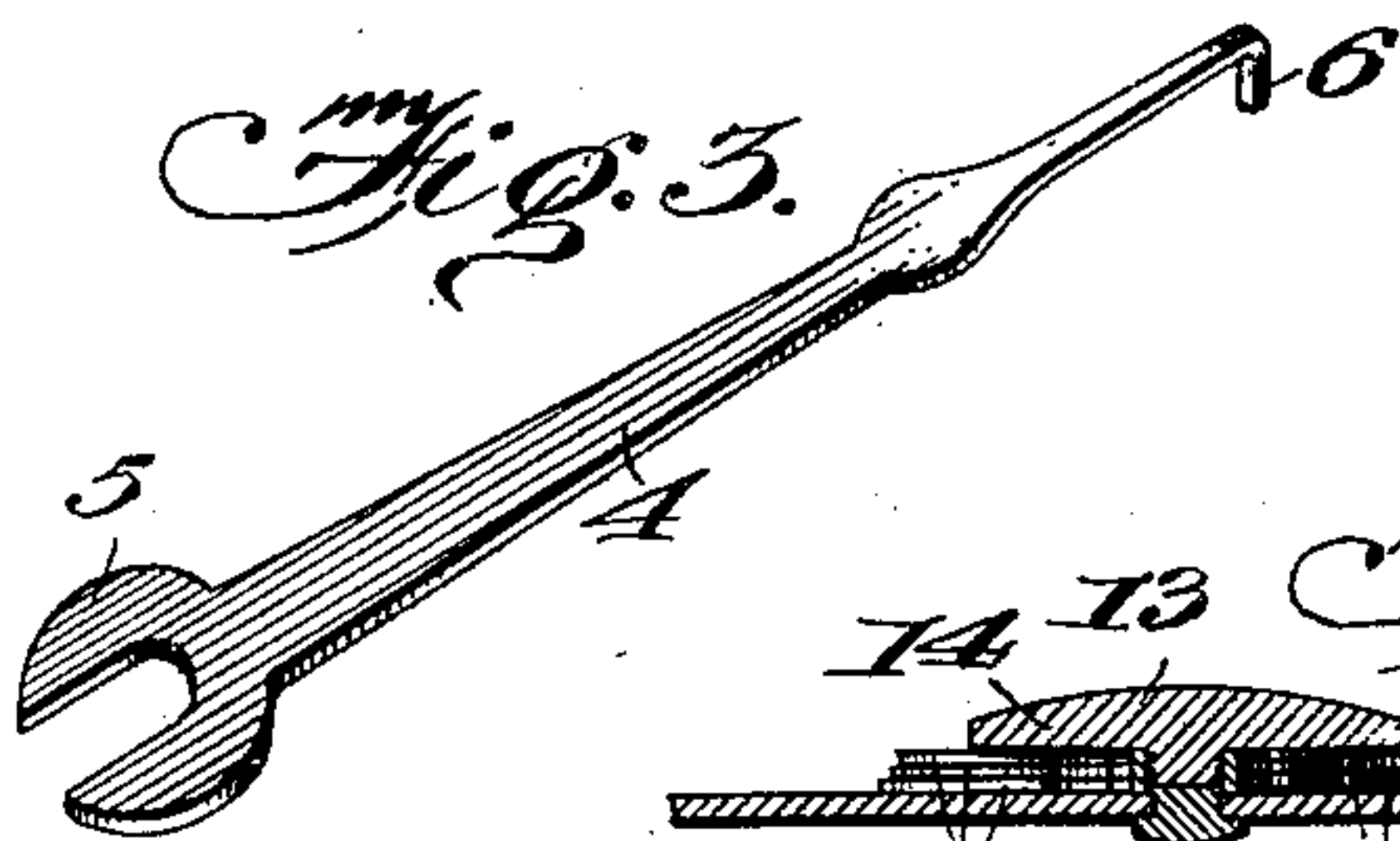
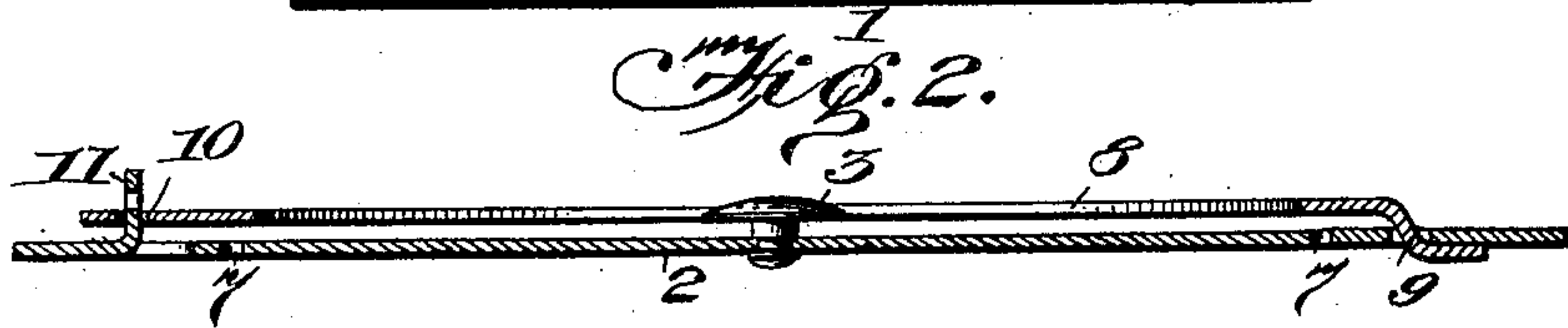
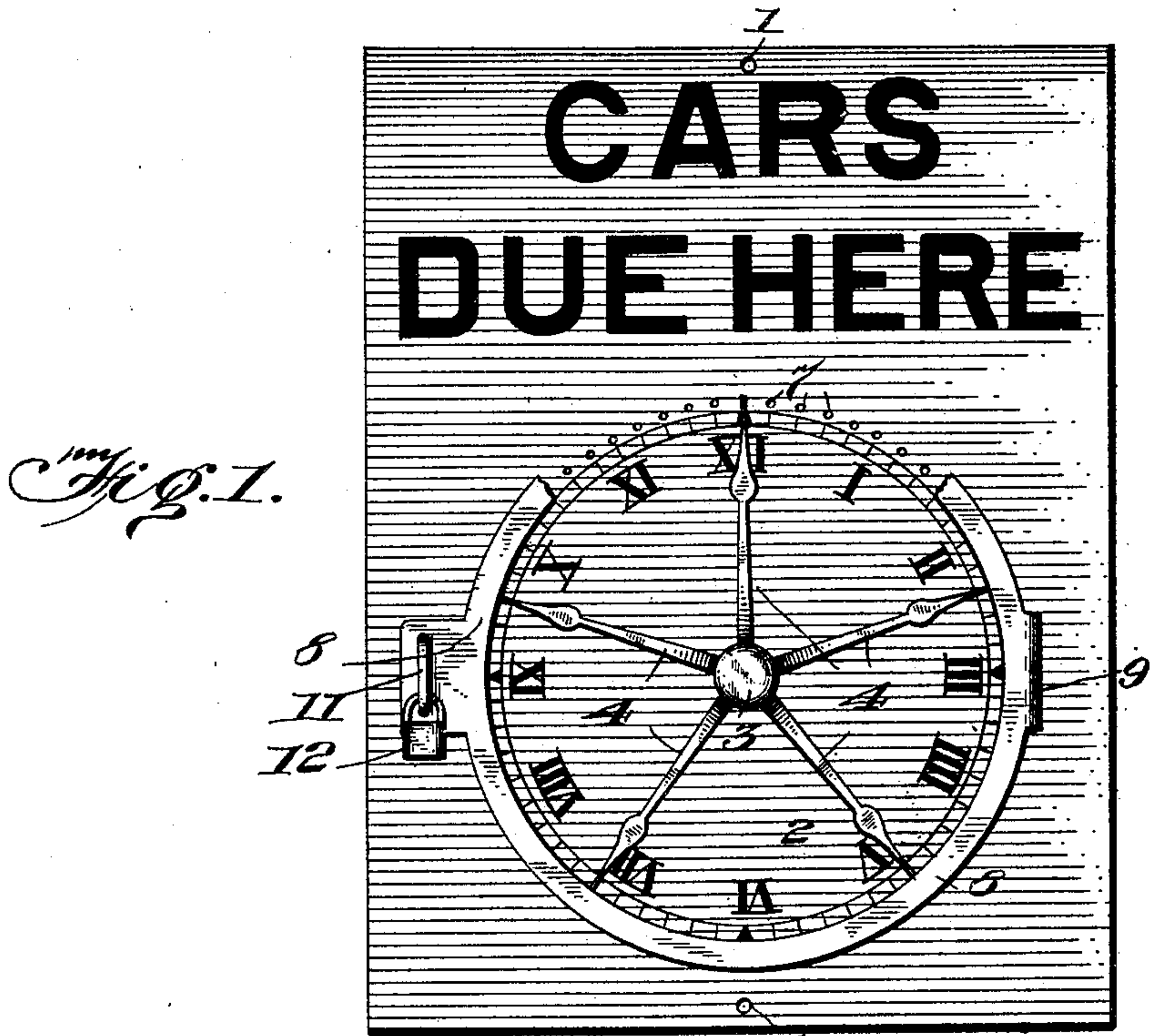


G. G. CRANE.  
CAR SCHEDULE.  
APPLICATION FILED AUG. 25, 1908.

934,507.

Patented Sept. 21, 1909.



Witnesses:  
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M. H. Freeman.

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Louis Baggett Co.  
his Attys:  
By



# UNITED STATES PATENT OFFICE.

GUY G. CRANE, OF ROCKFORD, ILLINOIS.

## CAR-SCHEDULE.

934,507.

Specification of Letters Patent. Patented Sept. 21, 1909.

Application filed August 25, 1908. Serial No. 450,160.

*To all whom it may concern:*

Be it known that I, GUY G. CRANE, a citizen of the United States, residing at Rockford, in the county of Winnebago and State of Illinois, have invented certain new and useful Improvements in Car-Schedules, of which the following is a specification.

My invention relates to a new and useful improvement in a car schedule.

It has for its object the provision of a sign denoting the time of the arrival or departure of street, elevated, interurban, or steam cars, or any other vehicle used in the transportation of passengers at regular intervals.

It has for its further object a sign which may be adjusted for any change in the schedule that might occur.

With this and other objects in view, my invention consists in various details of construction, which will be clearly understood from the following specification and drawings, in which:

Figure 1 is a face view, having a section of the retaining ring broken away; Fig. 2 is a sectional view, showing the manner of attaching the retaining ring; Fig. 3 is a detailed view of one of the hands; Fig. 4 is a view of the pin for holding the hands; and Fig. 5 is a modification, showing a slightly different way of securing the hands.

The sign is preferably made of sheet steel and is provided with perforations 1 for securing it to a post, building, or any suitable object. On the face of the sign is painted a dial 2, which I prefer to have represent the ordinary clock dial, although I do not wish to limit myself specifically to this. Secured to the center of the dial is a pin 3 for holding the hands 4, which are formed with U-shaped ends 5 adapted to fit around the shank of the pin beneath the enlarged head. The pointed ends of the hands are bent at right angles as clearly shown at 6 and are adapted to enter perforations 7, which extend around the outer edge of the dial.

At 8 I have shown a retaining ring for holding the hands in position after they have been set at the desired time. This ring is made in the shape shown and has an offset 9, which enters a slot cut in the main sign, and thus forms a hinged connection so that the ring may be thrown back to readjust the hands. For locking the ring in position I have provided a slot 10, which fits over a tongue 11 on the main sign. This tongue is

preferably made integral with the main sign by cutting a section thereof and bending at right angles. A lock 12 is used for locking the ring so that unauthorized persons cannot gain access to the hands.

In Fig. 5 I have shown a slightly modified form of securing the hands. This consists of the center pin 13 having a detachable head 14. The hands are made in two pieces and are hinged at 15. After the hands are put in the desired position, the detachable head is screwed in position and overlaps the hinged joint, thus locking the hands in position and doing away with the retaining ring shown in the other figures.

The advantages in having a sign of this character can readily be appreciated. By having a plurality of hands an entire day's schedule may be shown without readjusting, still when it is desired to make a change this can be easily done by any authorized person. To adjust the hands the lock is removed and the retaining ring thrown back by means of the hinged connection. The projections on the hands are then put in any of the perforations and after all of the hands are adjusted the retaining ring is again put in position and securely locked.

When the form shown in Fig. 5 is used, the retaining ring is done away with. When it is desired to adjust the hands the head of the pin is removed and the hands swung on their hinges, thus removing the projections from the perforations. The projections are then put in the desired perforations and the detachable head again screwed in position, overlapping the hinges of the hands and locking them in position.

It is evident that more or less slight changes might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I do not wish to limit myself to the exact construction herein set forth, but:

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

1. A car schedule consisting of a dial and a plurality of hands, perforations around the dial, projections on the hands for entering the perforations, and means for locking the hands in position consisting of a detachable ring adapted to cover the ends of the hands and the perforations, and means for locking the ring in position.

2. A car schedule consisting of a dial and a plurality of hands, perforations around the dial, projections on the hands for entering the perforations, a tongue at one side of the  
5 dial, and means for locking the hands in position consisting of a ring adapted to cover the ends of the hands and the perforations, said ring having an offset at one side adapted to enter a slot for forming a hinged con-

nection, and a slot in the other side adapted to engage the tongue for locking the ring in position. 10

In testimony whereof I affix my signature, in the presence of two witnesses.

GUY G. CRANE.

Witnesses:

HERBERT A. SHAW,  
FRED W. YONE.