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E. C. BURNHAM, JR

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TIME TABLE

Filed Oct. 22, 1932

Fig. 1

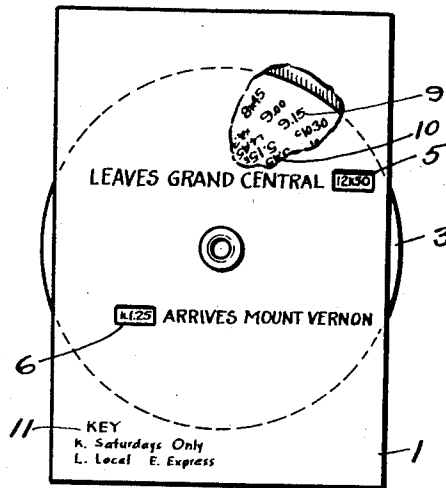


Fig. 2

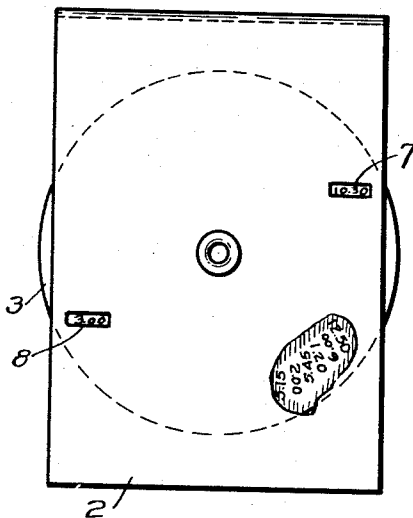


Fig. 3

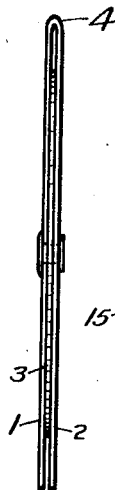
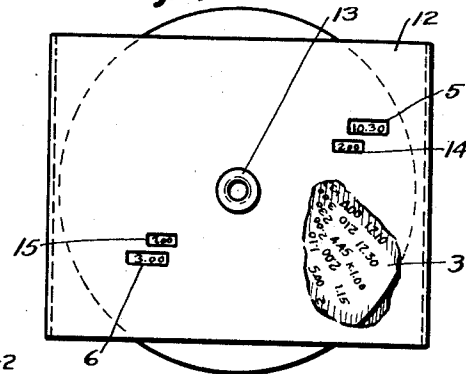


Fig. 4



INVENTOR
Edwin C. Burnham, Jr
BY
James Harrison Bowen
ATTORNEY

UNITED STATES PATENT OFFICE

EDWIN C. BURNHAM, JR., OF YONKERS, NEW YORK

TIME TABLE

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The invention is a time table having a disc rotatably mounted between two flat pieces of material in which apertures are provided in the flat pieces of material thru which numbers and characters on the disc may be seen, and the apertures and numbers are arranged so that the disc may be adjusted to show the time a train or the like leaves one point and arrives at another with one operation.

The object of the invention is to provide a time table in which the time of departure of a train or the like from one point and also the time of arrival at another point may readily be observed without having to pick out the numbers from a list of numbers.

Another object of the invention is to provide a time table on which the time of departure of a train or the like from one point and the time of arrival at another point may readily be separated from the remainder of the time table by a single operation.

A further object is to provide a time table which automatically separates the time of departure from one point and the time of arrival at another point from the remainder of the time table.

And a still further object of the invention is to provide a time table for readily determining the time of arrival and departure of trains without being confused with a plurality of columns of figures which is of a simple and economical construction.

With these ends in view the invention embodies a time table in the form of a disc rotatably mounted between two flat surfaces in which apertures are provided in the flat surfaces thru which figures and characters on a disc may be observed.

Other features and advantages of the invention will appear from the following description taken in connection with the drawing, wherein:

Figure 1 is a view showing a front elevation of the device.

Figure 2 is a view showing a rear elevation of the device and also showing an alternate arrangement of the figures and characters thereon.

Figure 3 is an edge view showing one construction of the device.

Figure 4 is a view showing an alternate design and arrangement.

In the drawing the device is shown as it would be made wherein numeral 1 indicates the front, numeral 2 the back, and numeral 3 a disc that may rotatably be mounted between the front and back.

The device may be made of any shape or design and may be arranged in any manner. In the design shown the front and back are formed of one piece of material which is folded at the upper edge as shown at the point 4, however, it will be understood that these pieces of material may be formed in any other manner and may be made independent and held together in any manner desired. The front plate 1 is provided with an upper opening 5 and a lower opening 6 and with the figures arranged as shown the time of departure of a train from one point may be positioned so that it will show in the opening 5 and the time of arrival of a train at another point will, at the same time, show thru the opening 6. On the back of the device the direction of the train is reversed so that the time of departure of the train from the point corresponding with the lower opening will show thru an upper opening 7 and the time of arrival at the original point will show thru the lower opening 8. It will be noted that the figures indicating the respective times of departure of different trains from the original starting point, are arranged in a circle, as indicated by the numeral 9, and the time of arrival of the trains at the destination will be arranged in an inner circle, as indicated by the numeral 10. It will be noted that a legend or key 11 may be provided on the face of the device and the characters therein may be shown in combination with the figures in the circles 9 and 10 so that one may readily determine any information concerning the train which is shown on a time table. The figures may also be made heavy and light to indicate A. M. and P. M.

In the design shown in Figure 2 all the numbers are arranged in one circle and the figures indicating the time of arrival at the destination are shown inverted, thru the

opening 7, so that they will be in the correct position in the opening 8 and it will be noted that these figures are positioned between the figures indicating the time of departure from the original station which show thru the opening 7 in the correct position. It will be understood that the numbers may be arranged in any other manner and the openings may also be positioned at any point or points so that the time of arrival and departure of trains may readily be determined.

In the design shown in Figure 4 the device is made in the form of a continuous strap, as indicated by the numeral 12, and the disc 3 is rotatably mounted inside the strap on a pin 13. In this design the flat plates or sides of the strap are provided with an additional opening 14 adjacent the opening 5 and another opening 15 adjacent the opening 6 so that Sunday trains or trains other than those on the usual run or runs may also be indicated. In this arrangement the figures indicating the time of departure and also the time of arrival are shown in the same circle and reversed in relation to each other as shown in the design shown in Figure 2. It will be noted that any other arrangement of figures indicating the time of arrival and departure of trains, buses, boats or the like may be used on the disc or in the combination of a disc with plates having apertures therein. It will also be understood that any other characters, signs, or other indicating means may be used in combination with the figures to designate different characteristics of the vehicle as may be desired.

It will be understood that other changes may be made in the device without departing from the spirit of the invention. One of which changes may be in the use of other means for mounting the intermediate member between the plates, another may be in the use of any other arrangement of the figures, characters or the like on the disc, and still another may be in the use of a moving member of any other shape or description in combination with a casing of any other shape or description for readily determining the time of departure of a vehicle or the like from one point, and also the time of arrival of the vehicle at another point without the confusion resulting from having a plurality of figures visible at the same time, and with one operation.

The construction will be readily understood from the foregoing description. In use the device may be provided as shown and it will be noted that advertising matter may be placed on the device and the device may be used by persons commuting or travelling between two points as with the device one may readily determine the time of departure of a train or the like and also instantly the time of arrival of the same train or the like without being confused by endeavoring to find these two figures in a plurality of columns of figures. The device is, therefore, particularly adapted for commuters, however, it will be understood that it may be used for any other purpose.

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

A time table comprising a disc, two flat plates forming a front and a back, means rotatably mounting said disc between said flat plates, and means securing the plates together, said plates having parallel and horizontally positioned windows therein, one of said windows in each plate positioned to the right and slightly above the center of said disc and adjacent the outer edge of said plates, and another positioned to the left and slightly below the center, said latter window somewhat closer to the center than the former window which is located to the right, and said disc having two rows of numbers on each side thereof positioned to correspond with said windows, one row corresponding with the window to the right, and the other row of numbers oppositely positioned and corresponding with the inner window positioned to the left, said numbers in the outer row extending radially from points in and tangent to a circle concentric with the center of the disc, the radius of which corresponds with the perpendicular distance of the window positioned to the right of the center from the center, and that of the inner row which is similarly positioned, corresponding with the perpendicular distance of the window at the left of the center from the center, one of said windows having an inscription adjacent thereto giving the name of a station from which a departure is made, and the other giving the name of a station at which the arrival is made.

EDWIN C. BURNHAM, Jr.