

(No Model.)

G. W. LISHAWA.
TIME TABLE.

No. 465,379.

Patented Dec. 15, 1891.

Going North	2	70	18	4.
LEAVE	A.M.	A.M.	A.M.	A.M.
Cincinnati	To Sun.	To Sun.	To Sun.	Daily
Best Street	1.2	6.01	6.55	7.10
Brighton	2.2	6.10	6.55	7.10
East Mount	2.4	6.10	6.55	7.10
South Cincinnati	2.1	6.10	7.00	7.10
Cincinnati	2.1	6.10	7.00	7.10
College Hill, Jr.	2.0	6.20	7.05	7.10
College Hill	2.0	6.20	7.05	7.10
Winton Place	2.0	6.20	7.05	7.10
Ivydale	2.0	6.20	7.05	7.10
Elmwood Place	2.0	6.20	7.05	7.10
Cedarburg	2.0	6.20	7.05	7.10
Millersdale	2.0	6.20	7.05	7.10
Hazelwood	2.0	6.20	7.05	7.10
Maplewood	2.0	6.20	7.05	7.10
Wyoming	2.0	6.20	7.05	7.10
Park Place	2.0	6.20	7.05	7.10
Wesley	2.0	6.20	7.05	7.10
Glendale	2.0	6.20	7.05	7.10
Greenville	2.0	6.20	7.05	7.10
Northcreek	2.0	6.20	7.05	7.10
John	2.0	6.20	7.05	7.10
Smith	2.0	6.20	7.05	7.10
Fairfield	2.0	6.20	7.05	7.10
Schenck	2.0	6.20	7.05	7.10
Tindenswood	2.0	6.20	7.05	7.10
Hamilton	2.0	6.20	7.05	7.10

Fig. I.

Going North
LEAVE
Cincinnati.

Going South
LEAVE
Hamilton

Fig. II.

WITNESSES:

A. S. Millar
Robert Kirk

INVENTOR:

Geo. W. Lishawa.

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UNITED STATES PATENT OFFICE.

GEORGE W. LISHAWA, OF HARTWELL, OHIO.

TIME-TABLE.

SPECIFICATION forming part of Letters Patent No. 465,379, dated December 15, 1891.

Application filed December 2, 1890. Serial No. 373,339. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. LISHAWA, of Hartwell, in the county of Hamilton and State of Ohio, have invented a new and useful Improvement in Time-Tables, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure I is a front view of my improved ready-reference time-table in book form, and Fig. II a perspective plan view of the same.

My invention relates to improvements in the form and arrangement of time-tables for railways; and its object is to provide a simple, compact, and inexpensive device whereby the traveling public may readily ascertain the time of departure or arrival of each and every train traveling a particular line of road in either direction; also the distances between the stations, the character of the various trains, and all particulars connected with their movements.

It is conceded that the schedules in general use are complicated and difficult to understand, being mainly designed for officers and employes who are required to make themselves familiar with the details which are necessary for their instruction and guidance.

My invention consists in condensing the tables, so that they may be displayed on the pages of a small book, which may be conveniently carried in a ticket-pocket.

Referring to the accompanying drawings, *a* designates the first page of the book, having on the outer margin of the inside a list of the stations in their order. Adjoining this is a column *b*, showing the distances between the stations, followed by a series of columns *c*, having at the top the numbers which designate the various trains. Below the numbers are words or abbreviations indicating whether the respective trains run daily or otherwise. Reading downward and on the lines leading from the names of the stations the time at which any train is due at any station is readily seen. A series of narrow leaves *d* provide space for additional columns, which may be required for any desired number of trains. The transverse lines on the narrow leaves register with those in the station-column, and any train may be easily found by turning the narrow leaves to the left. By this means all

the train-columns are brought close to the station-column, and the liability to mistakes in reading the time is thus greatly diminished. 55

It will be observed that the tables, as described, apply to trains running northwardly. By simply inverting the book on the outer margin of the inside of the last page the stations will be found in reverse order for trains traveling in the opposite direction, and the matter printed on the named leaves and the arrangement thereof will register with or conform to what is printed on the outer margin of the inside of the last leaf. Blank spaces in the train-columns indicate that trains do not stop at the stations opposite the spaces. The lower margins of the tables afford space for special notices referring to exceptional movements of the trains. 60 65 70

If desired, the book may contain the schedules for several different railways without increasing its size to an extent which would render it inconvenient for a pocket.

It will of course be understood that the use of the descriptive words "first" and "last" in relation to the outer leaves is meant to designate the one or the other of said leaves of the book or time-table. In use the one or the other of said leaves will be first, according as the traveler is going out or coming back on the train. 75 80

What I claim as new is—

A condensed invertible time-table in book form, consisting of a station-list, a column of distances on the outer margins of the inside of the first and last pages, but in reverse order on the respective pages, and respectively succeeded in order by combined train and time columns displayed on a series of narrow leaves having transverse lines which register with the respective stations and whereby the train-columns are brought close to the list of stations, and by simply inverting the said time-table it can be used for trains going either way. 85 90 95

In testimony that I claim the foregoing I have hereunto set my hand, this 26th day of November, 1890, in the presence of witnesses.

GEORGE W. LISHAWA.

Witnesses:

R. S. MILLAR,
L. M. ADAMS.