Oct. 16, 1956 F. P. BROWN ET AL 2,766,540

CAR NUMBERING SIGN

Filed May 29, 1951 5 Sheets-Sheet 1

Fig. 1.

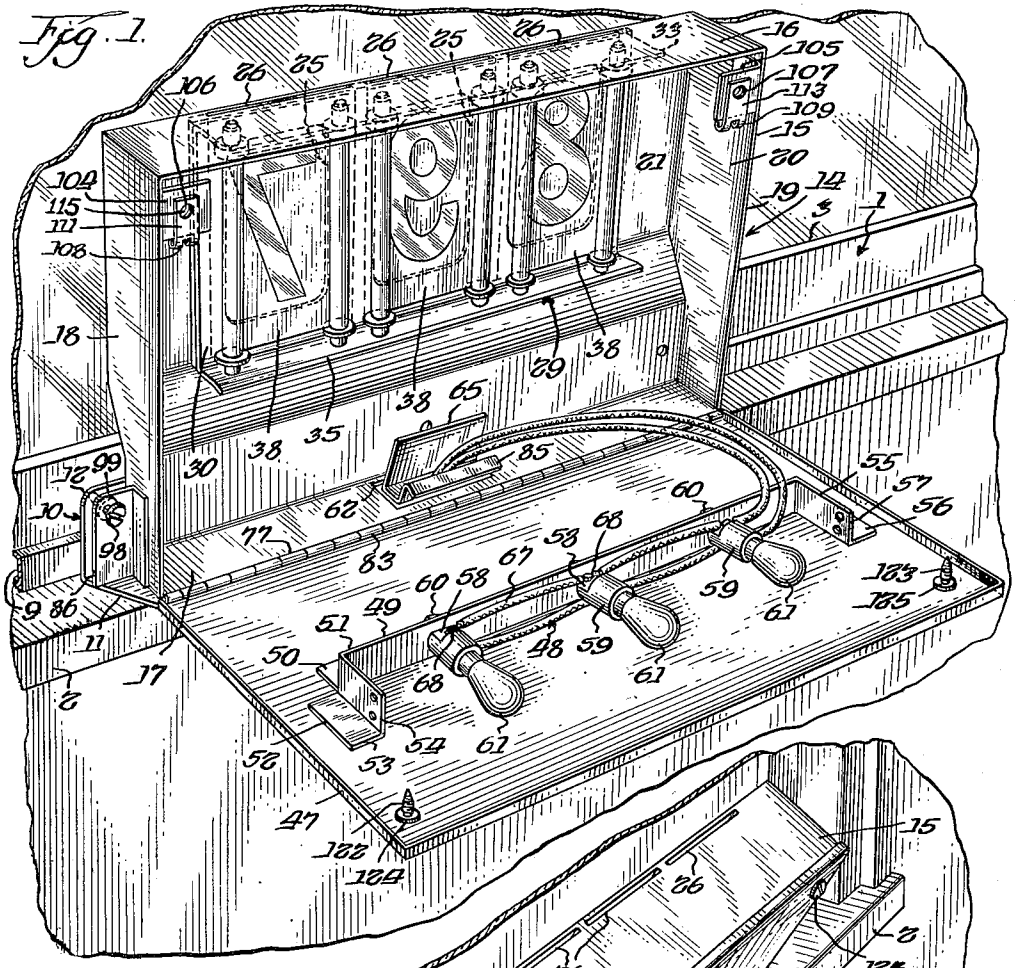
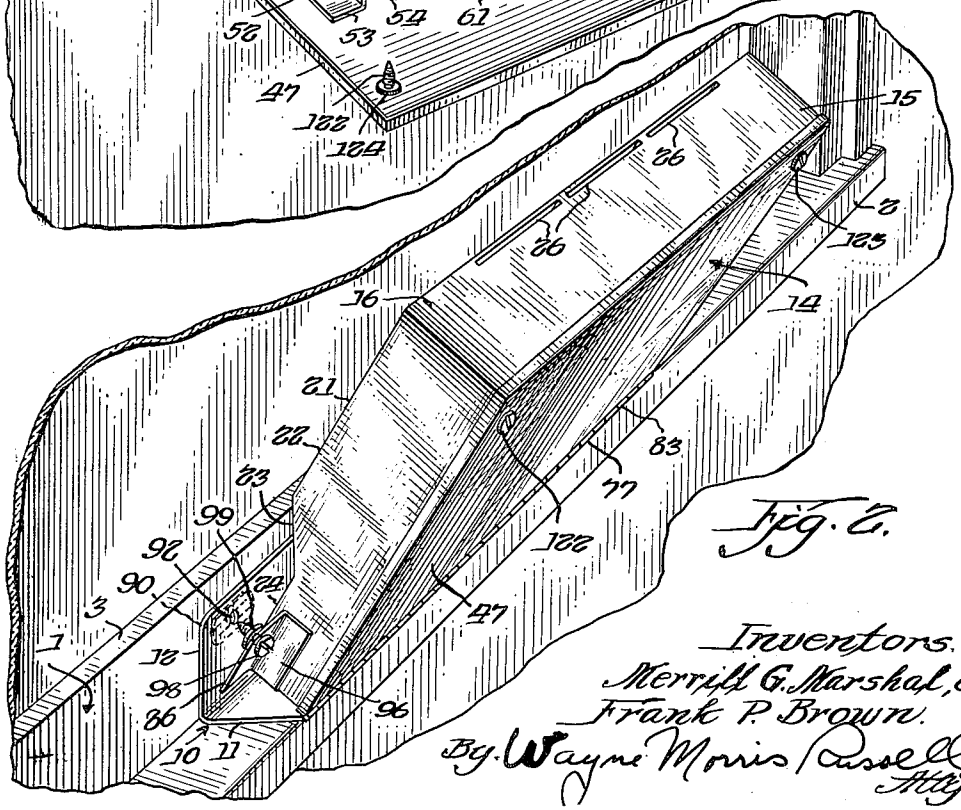


Fig. 2.



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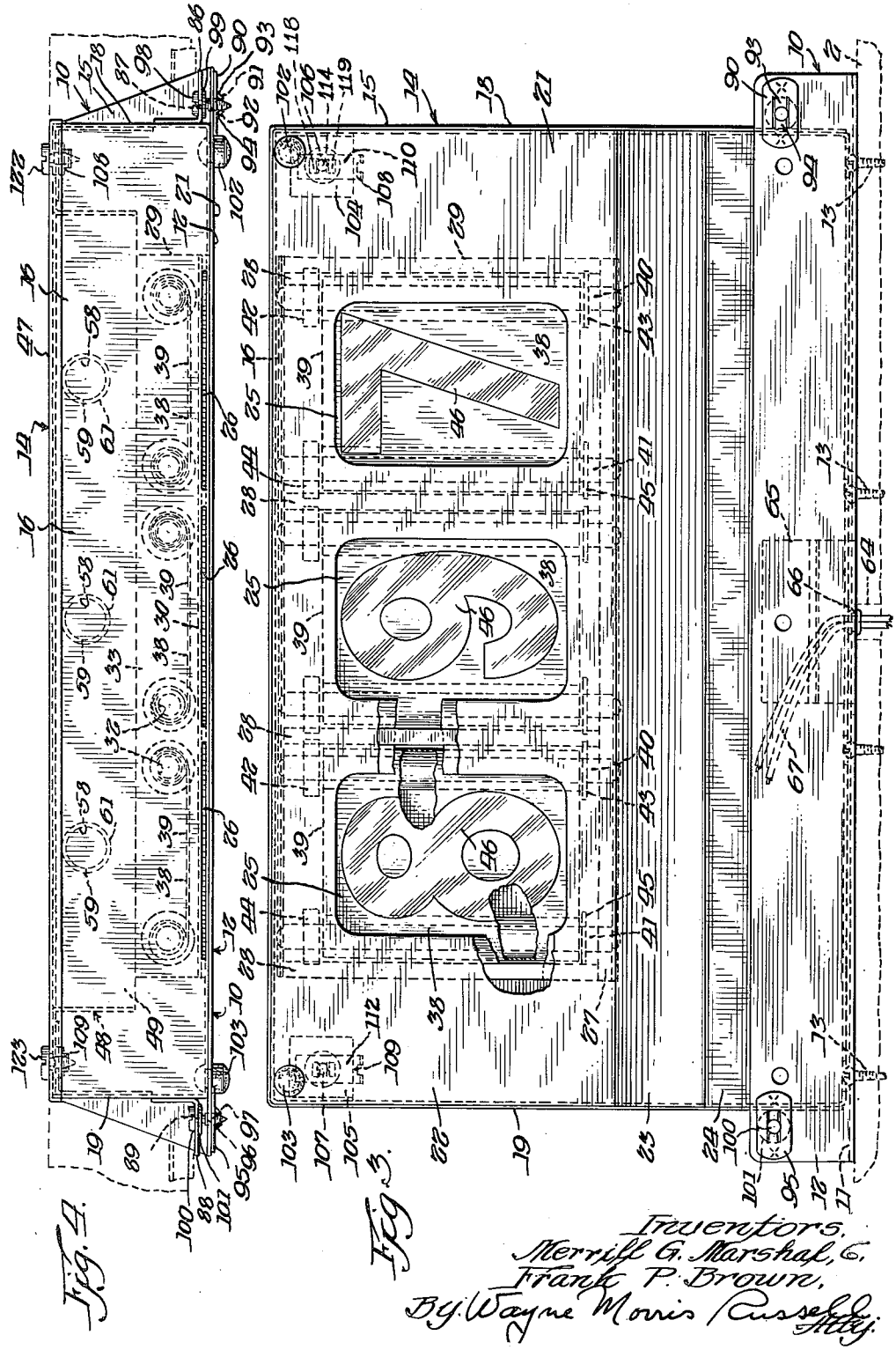


Fig. 4.

Fig. 3.

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CAR NUMBERING SIGN

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Fig. 5.

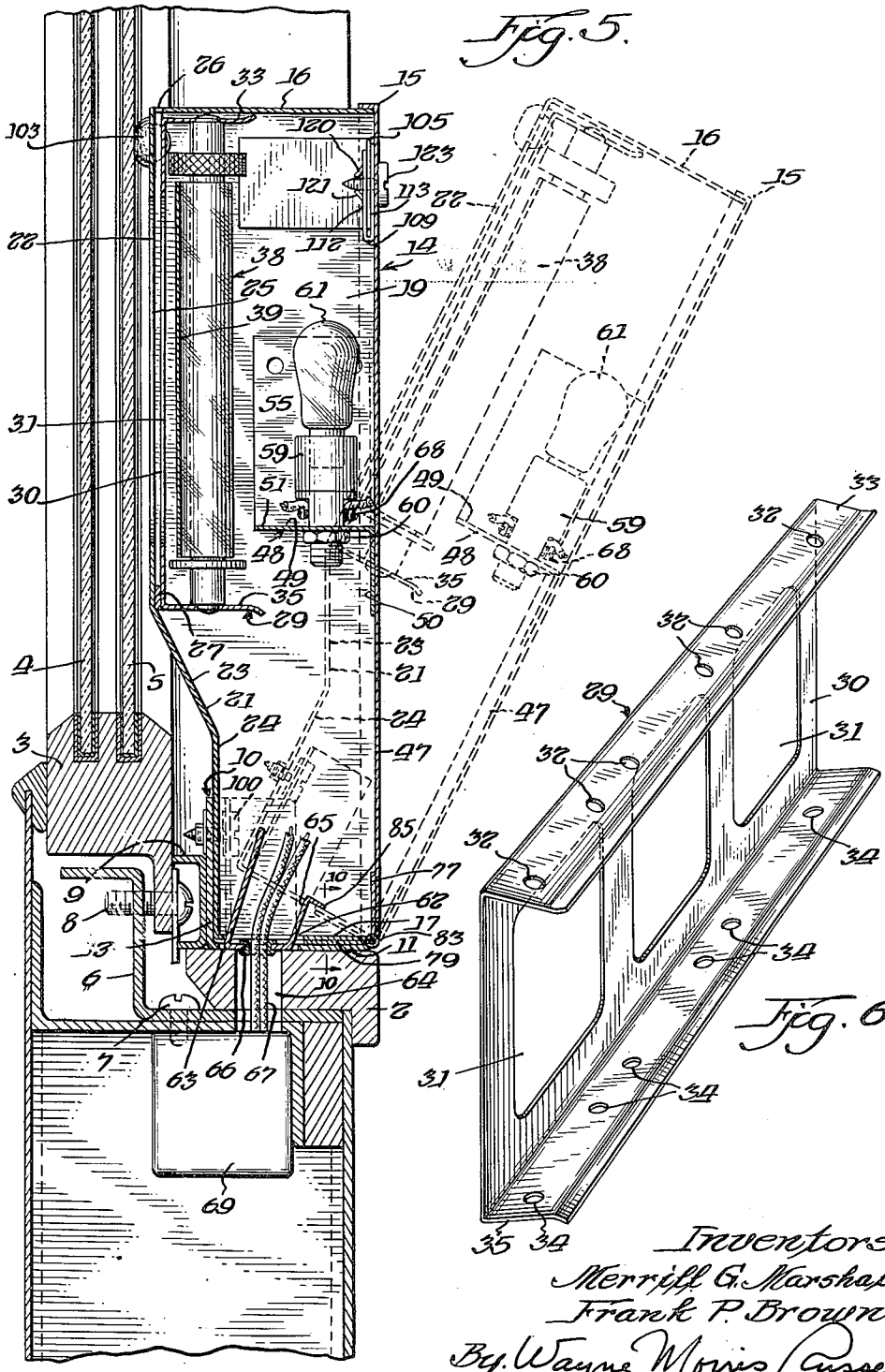


Fig. 6.

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CAR NUMBERING SIGN

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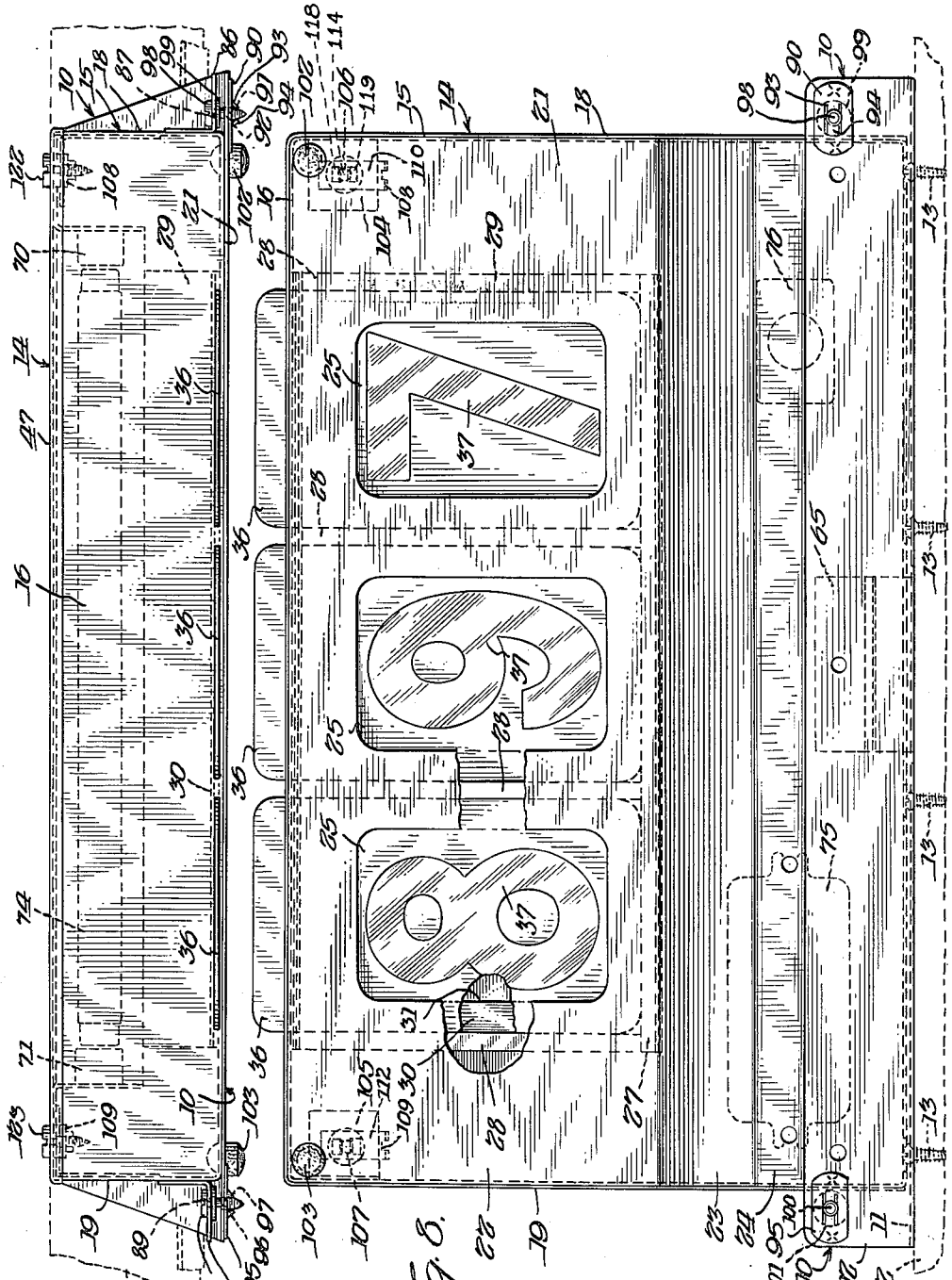


Fig. 7.

Fig. 6.

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Fig. 9.

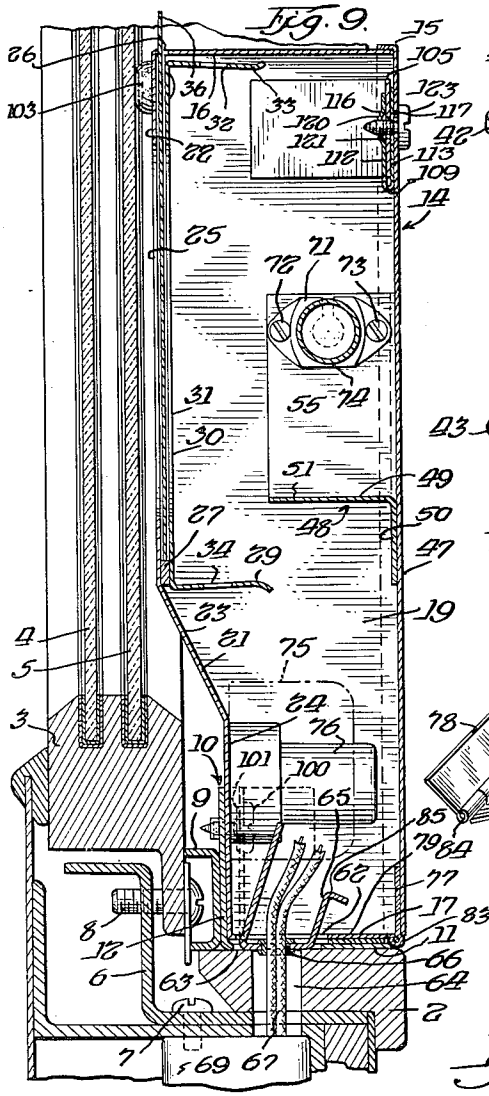


Fig. 11.

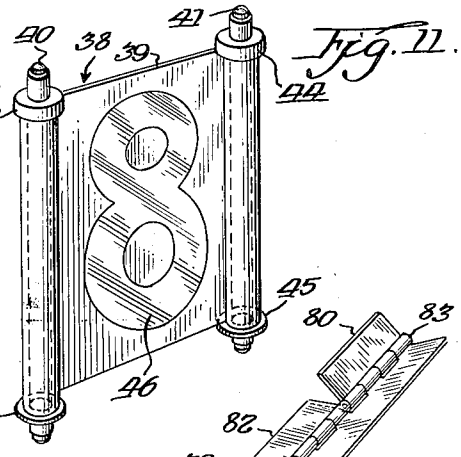


Fig. 12.

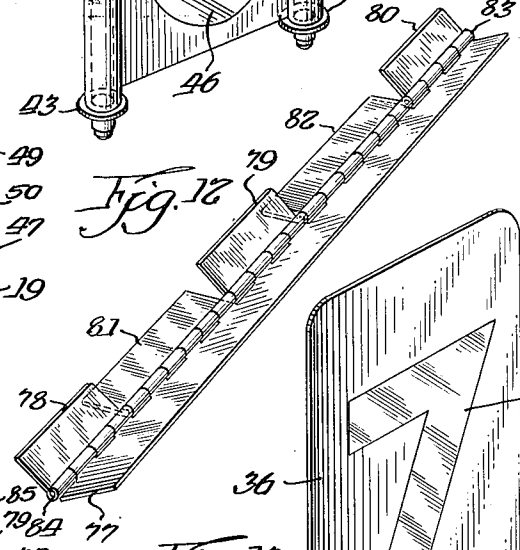
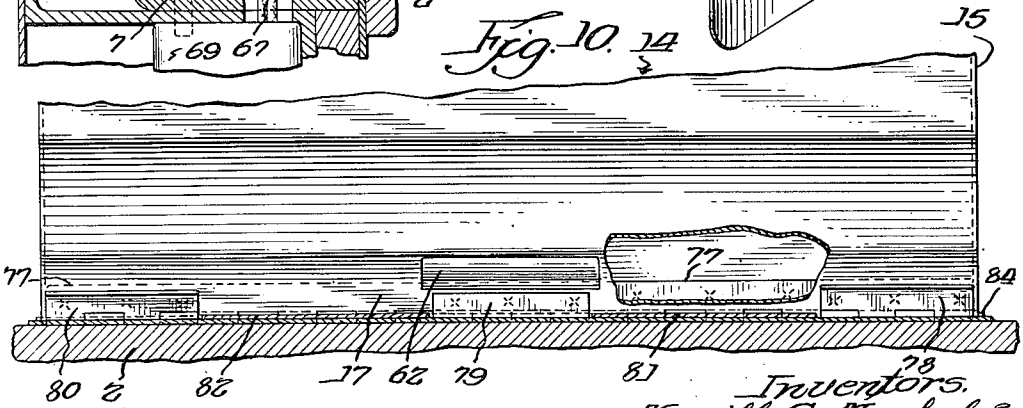


Fig. 13.

Fig. 10.



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United States Patent Office

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Patented Oct. 16, 1956

2,766,540

CAR NUMBERING SIGN

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Application May 29, 1951, Serial No. 228,908

7 Claims. (Cl. 40—132)

This invention relates to car numbering signs and is primarily concerned with a novel means of fastening a car numbering sign to the window capping inside a railway passenger car and abutting the adjacent window of said railway passenger car. Also, the invention relates to a novel structure for holding indicating means of either the scroll or slide type in the car numbering sign housing. Also, the invention relates to a novel structure for holding either a fluorescent lamp or an incandescent lamp in position inside the car numbering sign housing. Lastly, the invention relates to a novel means of leading the electrical connections from the car numbering sign housing and connecting them to a source of electricity disposed below the window capping.

An object of the present invention is to provide a novel means of fastening a car numbering sign to the window sill or window capping of a railway car so as to prevent vibration of the car numbering sign against the adjacent window and to hold the car numbering sign rigid.

Another object of the present invention is to provide a novel means of fastening a car numbering sign to the window sill or capping of a railway car so that the car numbering sign may be quickly and easily moved toward or away from the adjacent window in a minimum amount of time, and necessitating the loosening or removal of a minimum number of securing elements so that the window can be completely washed.

A more specific object of the present invention is to provide a novel means of fastening a car numbering sign to the window capping of a railway car so that the car numbering sign may be quickly and easily moved toward or away from the adjacent window in a minimum amount of time and necessitating the loosening or removal of a minimum number of securing elements so that the window can be completely washed, with stop means being provided to limit the amount of swinging movement of the car numbering sign away from the window.

Another object of the present invention is to provide a novel structure for holding indicating means of scroll or slide type in a car numbering sign housing.

A further object of the present invention is to provide a novel structure for holding either a fluorescent lamp or an incandescent lamp in position inside a car numbering sign housing.

A still further object of the present invention is to provide a novel means of leading the electrical connections from the housing of a car numbering sign through a window capping of a railway car and connecting them to a source of electricity disposed beneath the window capping.

The foregoing and other objects of the invention are attained by the construction and arrangement illustrated in the accompanying drawings, wherein—

Fig. 1 is a perspective view of a car numbering sign shown assembled on a window capping of a railway passenger car, the car numbering sign being shown with scrolls therein and its closure in open position, and

clearly showing the means for rigidly connecting the car numbering sign to the window capping.

Fig. 2 is a perspective view of a car numbering sign shown assembled on a window capping of a railway passenger car, the car numbering sign having its closure in closed position and being tilted at an angle, and the means for rigidly connecting the car numbering sign being shown in a disconnected position.

Fig. 3 is a front view of a car numbering sign shown assembled on a window capping of a railway passenger car, the car numbering sign having scrolls therein.

Fig. 4 is a top view of the car numbering sign shown in Fig. 3.

Fig. 5 is a vertical cross sectional view of a car numbering sign shown assembled on a window capping of a railway passenger car, the car numbering sign having scrolls therein, and the dotted lines showing the means for rigidly connecting the car numbering sign to a window capping in a disconnected position, and the car numbering sign being tilted at an angle and engaging a stop which prevents further swinging movement of the car numbering sign;

Fig. 6 is a perspective view showing the mounting element for holding the slides or scrolls;

Fig. 7 is a top view of a car numbering sign showing a fluorescent lamp and slides installed therein;

Fig. 8 is a front view of the car numbering sign shown assembled on a window capping of a railway passenger car, the car numbering sign having slides installed therein and showing the fluorescent lamp connections;

Fig. 9 is a vertical cross sectional view of a car numbering sign shown assembled on a window capping of a railway passenger car, the car numbering sign having slides therein and showing the fluorescent lamp connections;

Fig. 10 is a view taken on the line 10—10 of the dotted line drawing in Fig. 5 showing the novel hinge arrangement for swingably connecting the bracket, the housing, and the closure together;

Fig. 11 is a perspective view of a scroll;

Fig. 12 is a perspective view of the novel hinge which swingably connects the bracket, the housing, and the closure together; and

Fig. 13 is a perspective view of a slide.

In the art of car numbering signs it has been the practice heretofore to superimpose a horizontally disposed bar upon the housing of the car numbering sign and to fixedly secure the end of the bar to the sides of the window frame. This horizontally disposed bar has not been satisfactory for mounting the car numbering sign on the window capping or window sill. First, this horizontally disposed bar will not keep the car numbering sign from vibrating, and this vibration causes the car numbering sign to hit against the window, resulting in rattling and other noises. To hear this rattling constantly would be irritating to a railway passenger traveling in a railway coach car or in a railway pullman car. If the passenger were traveling in the daytime it would prevent him from having an enjoyable trip, and if he were traveling at night it would disturb his sleep. A second reason why the horizontally disposed bar has not been satisfactory is that periodically the windows must be washed. Since the car numbering sign abuts against the window, it must be moved away from the window in order to completely wash the same. Thus, when the horizontally disposed bar is used, a great many screws, nuts and bolts must be removed before the car numbering sign can be moved. This takes lots of time and is of considerable inconvenience, as the windows of railway passenger cars must be washed often. In summary, the vibration of the car numbering sign against the window of the railway car and the necessity for removing a considerable number of

nuts, bolts, and screws from the horizontally disposed bar every time the window is washed, taking lots of time and causing considerable inconvenience, are the reasons why the horizontally disposed bar is unsatisfactory for mounting car numbering signs in the windows of a railway passenger car. The applicants have overcome these problems by inventing their novel means of fastening the car numbering sign to the window capping of a railway car.

The invention proposes a car numbering sign having a housing which has one side which is partially closed and which side is positioned against the window of a railway passenger car, while the other side of the housing is open. A closure is positioned over this open side of the housing. An L-shaped bracket is positioned longitudinally of the window capping of the railway car and is fixedly secured thereto and the housing is positioned upon this bracket, the ends of the bracket projecting beyond the housing. A three-leaf hinge is mounted on a single hinge pin, and one leaf is fixedly secured to the closure while the second leaf is fixedly secured to the bottom of the housing and the third leaf is fixedly secured to the bracket—swingably connecting the bracket, the housing, and the closure together. A stop is fixedly secured to the window capping and projects through the bracket and the bottom of the housing. This stop limits the swinging movement of the housing away from the window to an angle of 45 degrees. A fastener is positioned adjacent each end of the bracket and is fixedly secured thereto, while an angle member is fixedly secured to each end of the housing. A securing element or screw projects through each angle member and engages projections on the adjacent fastener which act as female threads, and the projections also serve to lock the screw or securing element in place. The pair of angle members, the pair of fasteners, and the pair of securing elements, together with the bracket, serve to rigidly connect the car numbering sign to the window capping.

In the art of car numbering signs, it has been the practice heretofore to use slides having indicia thereon. These slides only have one numeral thereon and it is necessary to keep a complete box of slides stored away in order to supply one car numbering sign. These slides are brittle, and if dropped they will probably break. As is well known, a scroll is a long strip of flexible tape having numerals from zero to nine thereon and a post is secured to each end of the tape and the tape is adapted to be rolled upon the posts. Thus, a railway passenger car attendant can get any number from zero to nine on a scroll by rolling the tape on the posts. When scrolls are used, there is no danger of breaking, and since only three scrolls are needed, it is not necessary to have a box to store them in since all three scrolls are mounted in the car numbering sign housing.

The invention also proposes a car numbering sign which comprises a housing having a plurality of openings in one side thereof and an equal number of slots in the top of the housing directly above said openings. A longitudinally extending spacer is secured to the inner face of said one side of the housing and is positioned in spaced relation below the openings. Additional spacers, totaling four in number, are positioned on the inner face of said one side of the housing on each side of the openings and are fixedly secured to said one side of the housing. A U-shaped mounting element has its bight positioned against all of the spacers and is fixedly secured to the spacers. The U-shaped mounting element has a plurality of openings in its bight equal in number to the number of openings in said one side of the housing, and these openings are in alignment with the openings in said one side of the housing. The U-shaped mounting element has holes in each of its legs, the holes in one leg being in alignment with the holes in the other leg. An indicating means of the sliding type can be inserted in each of the slots and seats on the longitudinally extending spacer, or an indicating means of the scroll type having posts thereon can be used, the holes in the legs of the U-shaped mounting element being adapted to receive the posts on the scrolls.

The invention further proposes a lamp holder which is fixedly secured to the inner face of the closure which is swingably connected to the housing of the car numbering sign. The lamp holder comprises an L-shaped support having a plurality of holes in one flange thereof while the other flange is secured to the closure. A plurality of incandescent lamps are adapted to be secured in the holes. An L-shaped section is positioned at each end of the L-shaped support at right angles thereto, and each of the L-shaped sections has one flange secured to the closure while the other flange is integrally secured to the first-named flange on the L-shaped support. A socket is fixed on the inner face of each of the last-named flanges on the L-shaped sections, and a fluorescent lamp is adapted to be held in the socket when it is not desired to use lamps of the incandescent type.

The invention further proposes a car numbering sign which comprises a housing having indicia on one side thereof, and a plurality of lamps are mounted in the housing and serve to illuminate the indicia. A plurality of electric cords are electrically connected to the lamps and extend through a slot in the bottom of the housing and extend through a slot in the bracket and extend through an opening in the window capping, and are electrically connected to a conduit box disposed below the window capping which is electrically connected to a source of electricity.

In the drawings, 1 designates a window frame of a railway passenger car, while 2 designates a window sill or window capping. A window sash is shown at 3, and 4 and 5 are a pair of window glasses. A Z-shaped angle iron 6 is secured to the window frame 1 by a plurality of screws 7 and to the window sash 3 by a plurality of screws 8. A metal molding 9 is secured to the window sash 3 by securing means, which is not shown in the drawing. An L-shaped bracket 10, fabricated of metal and having a pair of flanges 11 and 12, is positioned longitudinally of the window sill or window capping 2 intermediate the ends thereof and is superimposed upon and fixedly secured to the window sill or window capping 2 by a plurality of screws 13.

A car numbering sign is generally designated at 14 and comprises a substantially rectangular-shaped housing 15 fabricated of metal and having a top 16, a bottom 17, of lesser width than the top 16, ends 18 and 19, an open side 20, and another side 21. The side 21 has a first section 22 depending from the top 16 and is integrally secured to the top 16 and the ends 18 and 19. A second section 23 depends from and has one end integrally secured to the first section 22 and is offset and projects inwardly toward the interior of the housing 15, the second section 23 also being integrally secured to the ends 18 and 19. A third section, 24, depends from and has one end integrally secured to the other end of the second section 23, the third section 24 also being integrally secured to the ends 18 and 19 and the bottom 17. The side 21 is provided with a plurality of spaced openings 25 therein, three openings being shown in the drawings; however, four openings may be used if desired. The top 16 is provided with a plurality of slots 26 equal in number to the number of openings 25, and the slots 26 are directly above the openings 25 and contiguous with the side 21. The housing 15 is positioned longitudinally of and is superimposed upon the flange 11 of the L-shaped bracket 10, and the side 21 of the housing 15 abuts against the flange 12 of the L-shaped bracket 10, the ends of the L-shaped bracket 10 projecting beyond the ends 18 and 19 of the housing 15. The housing 15 is swingably connected to the L-shaped bracket 10 as will be described later. The reason for the particular shape of the side 21 is so that the first section 22 may be positioned in parallel spaced relation with respect to the win-

dow glass 5 and adjacent thereto, as the first section 22, broadly speaking, is in contact with the window glass 5, and adjacent thereto, as the first section 22, broadly speaking, is in contact with the window glass 5, as will be described later. The second section 23 is offset inwardly so that it will clear the window sash 3, while the third section 24 abuts the molding 9. A spacer 27, fabricated of metal, is positioned longitudinally of and against the inner face of the side 21 of the housing 15 in spaced relation below the openings 25, and is fixedly secured to the side 21 by welding or other suitable means. A plurality of spacers 28, fabricated of metal, are positioned transversely of and against the inner face of the side 21 of the housing 15 on each side of the openings 25 and are fixedly secured to the side 21 of the housing 15 by welding or other suitable means. The spacer 27 and the plurality of spacers 28 together constitute a spacing means. A U-shaped mounting element 29, fabricated of metal, has the outer face of its bight 30 positioned against all of the spacers 28 and the spacer 27, and is fixedly secured to the spacer 27 and spacers 28 by welding or other suitable means. The U-shaped mounting element 29 is provided with a plurality of openings 31 in its bight 30 equal in number to the number of openings 25 in the side 21, and these openings 31 are in alignment with the openings 25. The U-shaped mounting element 29 is provided with a plurality of spaced holes 32 in a leg 33 and a plurality of spaced holes 34 in a leg 35, the holes 32 being in alignment with the holes 34. An indicating plate or slide 36 having a translucent numeral 37 thereon defined by bordering portions of opaque characteristics is best shown in Fig. 13. A scroll 38, comprising a strip of flexible tape 39, is best shown in Fig. 11. A post 40 is secured to one end of the flexible tape 39 while a post 41 is secured to the other end of the flexible tape 39. The post 40 has collars 42 and 43 integrally secured thereto and the post 41 has collars 44 and 45 integrally secured thereto. The flexible tape 39 has numerals 46 thereon, the numerals going from zero to nine. The slots 26 in the top 16 of the housing 15 are adapted to slidably receive the indicating plates or slides 36, and the indicating plates or slides 36 are adapted to seat on the spacer 27. The holes 32 and 34 in the U-shaped mounting element 29 are adapted to receive the posts 40 and 41 on the scroll 38, the U-shaped mounting element 29 being fabricated of a resilient metal so that the legs 33 and 35 will move away from each other to permit insertion of the posts 40 and 41. The numerals 37 on the indicating plate or slide 36 are visible through the openings 25 when slides are used, and the numerals 46 on the scrolls 38 are visible through the openings 25 when scrolls are used.

A closure 47, fabricated of metal, is adapted to be positioned over the open side 20 of the housing 15 and is swingably connected to the housing 15, as will be described later. A lamp holder 48, fabricated of metal, is fixedly secured to the inner face of the closure 47 and comprises an L-shaped support 49 positioned longitudinally of the closure 47 against the inner face thereof, and the L-shaped support 49 has a pair of flanges 50 and 51, and the flange 50 is positioned longitudinally of and against the inner face of the closure 47 and is fixedly secured to the closure 47 by welding. A first L-shaped section 52 is positioned transversely of the closure 47 against the inner face thereof and at one end of the L-shaped support 49 and has a pair of flanges 53 and 54, and the flange 53 is positioned transversely of and against the inner face of the closure 47 and fixedly secured to the closure 47 by welding, and the flange 54 is integrally secured to the flange 51 on the L-shaped support 49. A second L-shaped section, 55, is positioned transversely of the closure 47 against the inner face thereof and at the other end of the L-shaped support 49 and has a pair of flanges 56 and 57, and the flange 56 is positioned transversely of and against the inner face of the closure 47 and fixedly secured to the closure 47 by welding, and the flange 57 is integrally secured to the flange 51 on the L-shaped support 49. The L-shaped support 49 is provided with a plurality of spaced holes 58, and a plurality of porcelain bases 59 having bulb-receiving sockets therein are positioned over the plurality of holes 58. A threaded shank, which is not shown in the drawings, projects from one end of each of the porcelain bases 59 through the adjacent one of the holes 58. Nuts 60 are threaded on each of the threaded shanks to hold the porcelain bases 59 in place. A plurality of incandescent lamps 61 are screwed into the porcelain bases 59, as shown in Figs. 1 and 5.

The housing 15 is provided with a slot 62 in the bottom 17 and intermediate the ends of the bottom 17, and a slot 63 in communication with the slot 62 is provided in the L-shaped bracket 10 intermediate the ends thereof. An opening 64 is provided in the window capping 2 intermediate the ends thereof, and the opening 64 is in communication with the slots 62 and 63. A stop 65, fabricated of metal, is fixedly secured to the window capping 2 and the stop 65 projects through the slots 62 and 63 in the bottom 17 of the housing 15 and the L-shaped bracket 10 respectively. The stop 65 has an opening 66 therein in communication with the slots 62, 63 and the opening 64. A plurality of electric cords 67 each have one end secured to one of the porcelain bases 59 by a plurality of screws 68, and the electric cords 67 are electrically connected to the incandescent lamps 61 and extended through the opening 66, slots 62 and 63 and opening 64. A conduit box 69 is disposed beneath the window capping 2 and the conduit box 69 leads to a source of electricity, and the other ends of the electric cords 67 are electrically connected to the conduit box 69 and to the source of electricity.

A pair of sockets, 70 and 71 are secured to the inner faces of the flanges 54 and 57 of the first and second L-shaped sections 52 and 55 respectively by screws 72 and 73, the L-shaped support 49, the L-shaped sections 52 and 55 and sockets 70 and 71 being adapted to hold a fluorescent lamp 74, as best shown in Fig. 7. A ballast 75 and starter 76 for the fluorescent lamp 74 are secured to the side 21, as best shown in Fig. 9. From the foregoing, it will be apparent that the car numbering sign 14 is mounted inside of a railway passenger car and abuts the window glass 5, the incandescent lamps 61 or the fluorescent lamp 74 being adapted to illuminate the slides 36 or scrolls 38 which are visible to a prospective passenger outside of the railway car who is about to board the car, and the numerals on the slides or scrolls serving to inform the prospective passenger just what car he is to get on.

A first hinge element or hinge leaf 77 is positioned along one side of the closure 47 on the inner face thereof and is fixedly secured thereto by welding or other suitable means. A plurality of hinge elements or hinge leaves, 78, 79 and 80, of a lesser length than the hinge element 77, are arranged in spaced relation with respect to each other and in side by side spaced relation with respect to the hinge element or hinge leaf 77, and are positioned on the outer face of the bottom 17 of the housing 15 and are fixedly secured thereto by welding or other suitable means. A pair of hinge elements or hinge leaves 81 and 82, of a lesser length than the hinge element 77, are arranged in spaced relation with respect to each other and in side by side spaced relation with respect to the hinge element or hinge leaf 77, and are positioned on the inner face of the flange 11 of the L-shaped bracket 10 and are fixedly secured to the flange 11 by welding or other suitable means. The hinge elements or hinge leaves 77, 78, 79, 80, 81 and 82 all have sleeves 83 integrally secured thereto. A hinge pin 84 projects through all of the sleeves 83. The hinge elements or hinge leaves 77, 78, 79, 80, 81 and 82, sleeves 83, and hinge pin 84 acting together pivotally or

swingably connect the L-shaped bracket 10, the housing 15 and the closure 47 together. The stop 65 has a flange 85 adapted to engage the inner face of the bottom 17 of the housing 15 to limit the angular movement of the housing 15 about the hinge 84 to an angle of 45 degrees.

A first L-shaped angle member 86, fabricated of metal, is positioned on the end 18 of the housing 15 and is fixedly secured thereto by welding or other suitable means and is provided with an aperture 87 therein. A second L-shaped angle member 88, fabricated of metal, is positioned on the end 19 of the housing 15 and is fixedly secured thereto by welding or other suitable means and is provided with an aperture 89 therein. A fastener 90, fabricated of metal, is positioned opposite the L-shaped angle member 86 and is provided with an aperture 91 therein, and the fastener 90 is fixedly secured to the flange 12 of the L-shaped bracket 10 by welding, and the aperture 91 is in alignment with an aperture 92 in the L-shaped bracket 10. A first projection 93 extends outwardly from the bounding wall of the aperture 91 and a second projection 94 is arranged directly opposite and in spaced relation with respect to the first projection 93 and extends outwardly from the bounding wall of the aperture 91. An identical fastener 95, fabricated of metal, is positioned opposite the L-shaped angle member 88 and is provided with an aperture 96 therein and the fastener 95 is fixedly secured to the flange 12 of the L-shaped bracket 10 by welding, and the aperture 96 is in alignment with an aperture 97 in the L-shaped bracket 10.

The apertures 92, 91 and 87 of the L-shaped bracket 10, fastener 90, and the first L-shaped angle member 86 respectively are in alignment, and the apertures 97, 96 and 89 of the L-shaped bracket 10, fastener 95, and the second L-shaped angle member 88 respectively are in alignment. A securing element or screw 98 extends loosely through the aperture 87 of the first L-shaped angle member 86. A retaining washer 99 is threaded on the securing element 98 and abuts the first L-shaped angle member 86 and serves to lock the securing element 98 to the first L-shaped angle member 86. The securing element 98 is loosely received in the aperture 92 in the L-shaped bracket 10 and the projections 93 and 94 project between the threads on the securing element 98 and bear against the root of the threads on the securing element 98 and act as female threads. An identical securing element or screw 100 extends loosely through the aperture 89 of the second L-shaped angle member 88, and a retaining washer 101 is threaded on the securing element 100 and locks the same onto the second L-shaped angle member 88. The securing element 100 is loosely received in the aperture 97 in the L-shaped bracket 10 and the projections on the fastener 95 engage the threads on the securing element 100. A pair of rubber bumpers 102 and 103 are secured to the side 21 adjacent the top 16 of the housing 15 and project from the outer face of the side 21.

A pair of L-shaped holding elements 104 and 105, fabricated of metal, are fixedly secured to the inner faces of the ends 18 and 19 respectively by welding, and each of the L-shaped holding elements 104 and 105 is provided with apertures 106 and 107 respectively. A pair of U-shaped fasteners 108 and 109, fabricated of metal, embrace the L-shaped holding elements 104 and 105 respectively. Each of the U-shaped fasteners 108 and 109 has a pair of legs 110 and 111, and 112 and 113 respectively. The U-shaped fastener 108 is provided with aligned openings 114 and 115 in the legs 110 and 111 respectively, and the U-shaped fastener 109 is provided with aligned openings 116 and 117 in the legs 112 and 113 respectively. Oppositely disposed projections 118 and 119 extend outwardly from the opening 114 in the leg 110 of the U-shaped fastener 108 and oppositely disposed projections 120 and 121 extend outwardly from the opening 116 in the leg 112 of the U-shaped fastener 109. A pair of screws 122 and 123 project through the closure 47 and retaining washers 124 and 125 are threaded on the screws 122 and 123 respectively and abut against the closure 47 and serve to lock the screws 122 and 123 to the closure 47. The screws 122 and 123 project through the L-shaped holding elements 104 and 105 and threadedly engage the projections 118 and 119 on the leg 110 of the U-shaped fastener 108 and the projections 120 and 121 on the leg 112 of the U-shaped fastener 109 respectively.

The mode of operation of the present invention is as follows:

Assuming the car numbering sign 14 to be completely installed on the window capping 2 and it is desired to wash the window 5. First the securing elements 98 and 100 are removed by the use of a screw driver and then the housing 15 is swung about the hinge pin 84 until reaching an angle of 45 degrees, when the flange 85 of the stop 65 engages the bottom 17 of the housing 15 preventing further swinging movement of the housing 15 away from the window 5. Thus it will be seen that to enable an attendant to wash the window 5 only two securing elements need be removed. This results in a great saving of time and inconvenience. After the window has been washed, the attendant merely pushes the housing 15 toward the window 5 until the rubber bumpers 102 and 103 abut the window 5. Then, the securing elements 98 and 100 are screwed into the fasteners 90 and 95 respectively, and as the securing elements 98 and 100 are screwed tighter, the force of the rubber bumpers 102 and 103 against the window 5 becomes greater. The fasteners 90 and 95 lock the securing elements 98 and 100 respectively in place, and the securing elements 98 and 100 cannot work loose. Thus it will be seen that the fasteners 90 and 95, the securing elements 98 and 100, and the rubber bumpers 102 and 103 prevent all vibration and rattling and hold the car numbering sign rigidly in place.

If slides are used, they are positioned in place by inserting them in the slots 26 in the top 16 of the housing 15. If it is desired to install scrolls in the housing 15, the screws 122 and 123 are unfastened and the closure 47 swung open. The posts 40 and 41 on the scrolls 38 force the legs 33 and 35 on the U-shaped mounting element 29 apart and the ends of the posts 40 and 41 are received by the holes 32 and 34 in the legs 33 and 35 respectively, and then the legs 33 and 35, being resilient, move toward each other until they come into contact with the collars 42 and 43, and 44 and 45 on the posts 40 and 41 respectively. Incandescent lamps 61 or a fluorescent lamp 74 may be installed while the closure 47 is in an open position. After completing the various installations, the closure 47 is returned to closed position and the screws 122 and 123 are threaded into the U-shaped fasteners 108 and 109.

From the foregoing it will be seen that applicants have provided a means for holding the car numbering sign rigid while the railway passenger car is in motion and preventing all rattling of the car numbering sign. Further, applicants have provided a means for swingably moving the car numbering sign away from the window of a railway passenger car so that the window may be quickly and easily washed, and necessitating the removal of only two securing elements together with stop means for limiting the amount of swinging movement of the car numbering sign away from the window. Applicants have provided a mounting element whereby either slides or scrolls may be used, as desired, and they have provided a lamp support which will accommodate either incandescent lamps or a fluorescent lamp, as desired. Lastly, applicants have invented a novel means of leading the electrical connections from the car numbering sign housing through the window capping and connecting the electrical connections to a source of electricity below the window capping.

What is claimed is:

1. A sign structure for mounting adjacent a window to be visible from outside the window, comprising a housing having an apertured front wall, a bracket secured in the housing for mounting either panel or scroll light-permeable indicia means, said bracket having a web portion disposed parallel to and apertured in registry with the front wall to provide a pocket structure for receiving panel indicia means and also having spaced flange portions extending inwardly of said front wall adapted for operatively receiving scroll indicia means therebetween, light-permeable indicia means mounted in the housing by the bracket, a lamp holder secured rearwardly of said bracket having a general U conformation with a central portion forming a mounting for at least one incandescent lamp socket and with end portions extending angularly from the central portion forming mountings for fluorescent lamp sockets, hinging means for mounting the housing to swing between a display position closely adjacent to and partially blocking the window and a position clear of the window allowing access thereto, and readily releasable means for holding the housing substantially fixed in said display position.

2. A sign structure for mounting adjacent a window to be visible from outside the window, comprising a housing having an apertured front wall to display indicia means in the housing, means for mounting light-permeable indicia means in the housing adjacent the apertured wall, light-permeable indicia means mounted in the housing, a lamp holder of general U conformation secured in the housing rearwardly of the indicia means having substantially parallel end portions forming mountings for fluorescent lamp sockets and also having a central portion extending between the end portions and forming a mounting for at least one incandescent lamp socket, hinging means for mounting the housing to swing between a display position closely adjacent to and partially blocking the window and a position clear of the window permitting access thereto, and readily releasable means for holding the housing substantially fixed in said display position.

3. A sign structure for mounting adjacent a window to be visible from outside the window, comprising a housing having an apertured front wall to expose indicia means in the housing and having an open rear wall with a closure therefor, means in the housing spaced from the apertured front wall and defining therewith a pocket to receive light-permeable panel indicia means and comprising a resilient socket structure behind said pocket for receiving light-permeable scroll indicia means, a lamp holder secured on the interior of said closure behind said resilient socket structure, releasable means for holding the housing substantially fixed in a display position closely adjacent to and partially blocking the window, and hinging means for mounting the housing to swing between said display position and a position clear of and allowing full access to the window.

4. A sign structure for mounting adjacent a window to be visible from outside the window, comprising a housing, a bracket adapted to mount either panel or scroll light-permeable indicia means in the housing, said bracket being of generally channel form with its web disposed parallel to and spaced from the front wall of the housing to define a pocket structure for receiving panel indicia means and with its flanges adapted for operatively receiving scroll indicia means between them, slot means in the top wall of the housing for insertion of panel means into the pocket structure, light-permeable indicia means adapted for mounting in the housing by said bracket, said front wall and web having registering apertures to display indicia means mounted in the housing, illuminating means disposed in the housing rearwardly of said bracket, releasable means for holding the housing substantially fixed in a display position engaging and partially blocking the window, and hinging means for mounting the housing to swing between said display position and a positon clear of the window to allow access thereto.

5. A sign structure for mounting adjacent a window to be visible from outside the window, comprising a housing, a bracket in the housing adapted to mount either panel or scroll indicia means, said bracket being of generally channel form with its web disposed parallel to the housing front wall to define therewith a pocket structure adapted to receive panel indicia means and with its flanges adapted for operatively receiving scroll indicia means between them, indicia means adapted to be mounted in the housing by the bracket, said front wall and web having registering apertures for displaying indicia means mounted by the bracket, releasable means for holding the housing fixed in a display position engaging and partially blocking the window, and hinging means for mounting the housing to swing between said display position and a position clear of the window to allow access thereto.

6. A sign structure comprising a housing having an apertured front wall to display indicia means in the housing, means for mounting light-permeable indicia means in the housing adjacent the apertured wall, light-permeable indicia means adapted to be mounted in the housing by said mounting means, and a lamp holder of general U conformation secured in the housing behind said mounting means having a central portion forming a mounting for at least one incandescent lamp socket and also having end portions extending angularly from the central portion forming mountings for fluorescent lamp sockets.

7. A sign structure comprising a housing having an apertured front wall to expose indicia means in the housing, a bracket secured in the housing for mounting indicia means, said bracket having a web portion disposed parallel to the apertured wall and defining therewith a pocket to receive light-permeable panel indicia means and also having spaced resilient flange portions extending rearwardly from said web forming a socket structure for receiving light-permeable scroll indicia means, light-permeable indicia means adapted for mounting in the housing by said bracket, and a lamp holder in the housing rearwardly of said socket structure.

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