Feb. 19, 1924. 1,484,231

V. L. PISTOCCO

SIGN SUPPORTING AND SUSPENDING MEANS

Filed Dec. 11, 1922 2 Sheets-Sheet 1

Fig. 1.

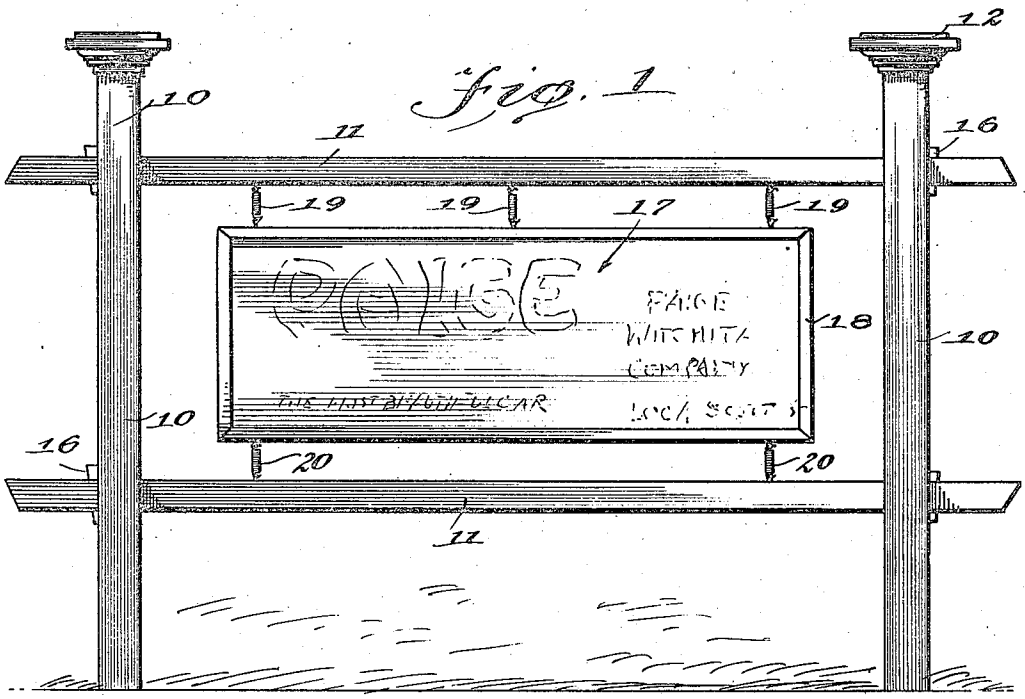
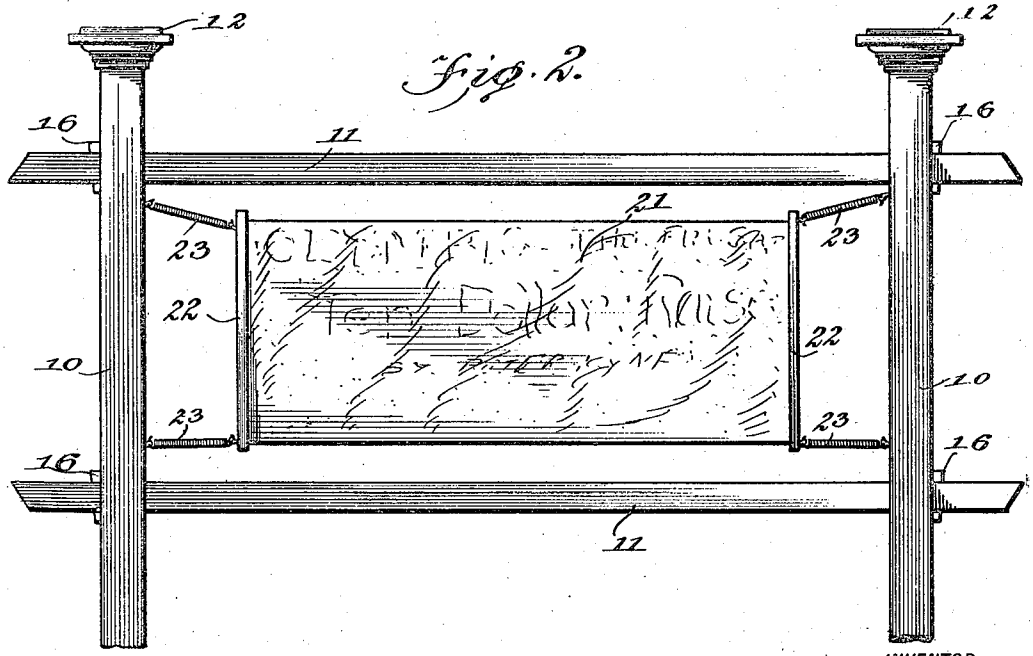


Fig. 2.



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Fig. 3.

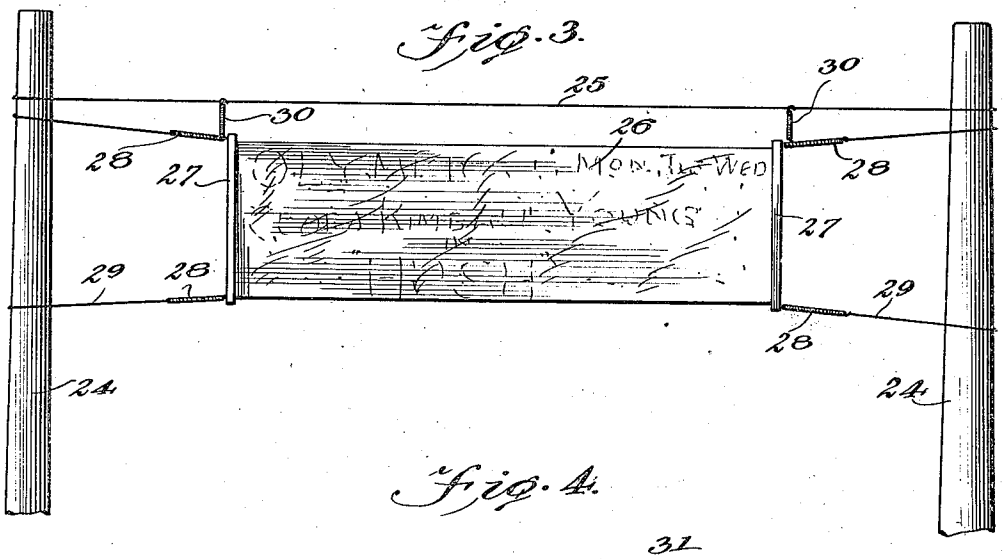


Fig. 4.

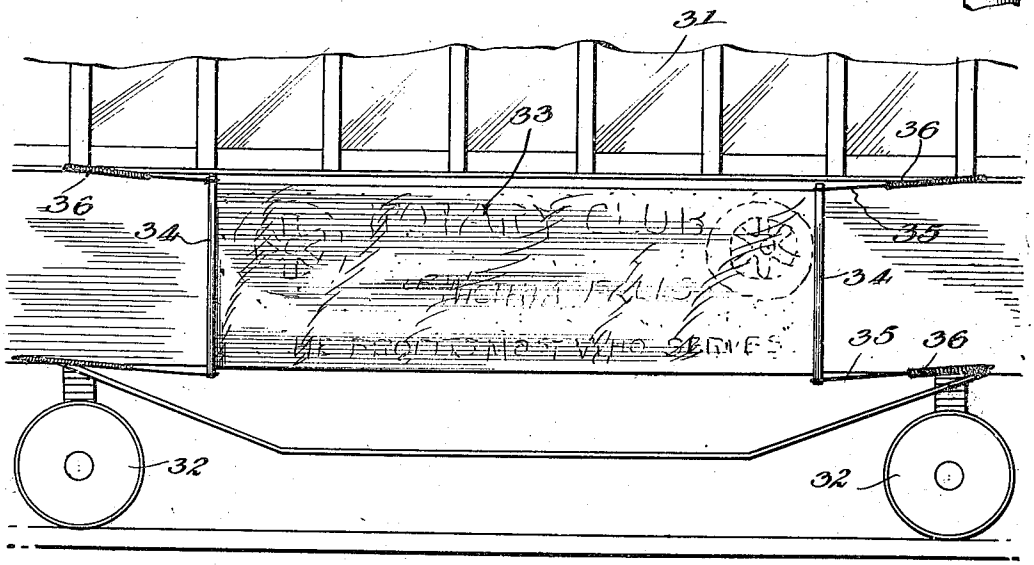
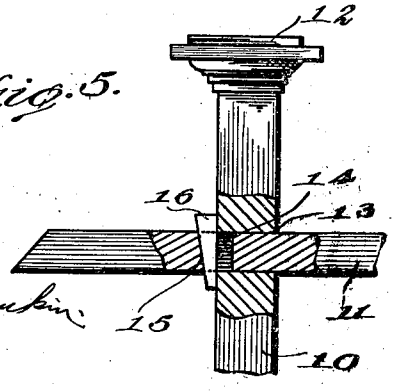


Fig. 5.



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UNITED STATES PATENT OFFICE.

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SIGN SUPPORTING AND SUSPENDING MEANS.

Application filed December 11, 1922. Serial No. 606,132.

To all whom it may concern:

Be it known that I, VENO L. PISTOCCO, a citizen of the United States, and a resident of Wichita Falls, in the county of Wichita and State of Texas, have invented certain new and useful Improvements in Sign Supporting and Suspending Means, of which the following is a specification.

This invention relates to improvements in sign supporting and suspending means.

The purpose of the invention is to provide suspension means of the above character whereby signs of any dimension may be at all times properly sustained or supported in a highly neat and artistic manner.

It is also an important object of the invention that the suspension means be yieldable and thereby reduce to a minimum the possibility of a sign being damaged during a storm.

A still further object of the invention is to provide an inexpensive and durable frame for supporting a sign.

Other objects will hereinafter appear in the detailed description to follow.

The invention is illustrated by way of example in the accompanying drawings, in which:—

Figure 1 is a view in front elevation of the sign frame and showing the sign supported thereby in accordance with the present invention.

Figure 2 is a view similar to Figure 1 showing a slightly modified form of sign and also a slightly different means for suspending said sign.

Figure 3 is a fragmentary view in side elevation illustrating a sign supported between the upper end portions of a pair of poles.

Figure 4 is a view in side elevation illustrating a sign when held against the side of a railway car by means of the present invention.

Figure 5 is a detailed view illustrating the manner of connection between a rail and post of the supporting frame.

Referring to the drawings more specifically and particularly to Figures 1, 2 and 5, 10 indicates generally a pair of posts and 11 a pair of rails. The rails 11 are secured to the posts and thus to form the sign supporting frame. Each post 10 is preferably provided at its upper end with a cap 12 which may be of any desirable construction. Each post is also formed with an opening 13 for each of the rails 11. Each rail is adapted to snugly slide into its openings 13 of the associated post 10. The rails are positioned as illustrated in Figures 1, 2 and 5 and each rail is provided with a pair of openings 14, one adjacent each end thereof and each opening having its outer wall 15 inclined as shown in Figure 5. For each opening 14 there is provided a wedge 16 and upon driving these wedges in position the rails are clamped against longitudinal movement. Also as is obvious with the rails extending through the posts, as shown, a binding action will occur between the rails and posts upon the wedges 16 being driven into position and thereby form a rigid frame. The post 10 should of course be properly set into the earth previous to placing the rails 11 in position.

Referring to Figure 1, 17 indicates generally a sign panel which is preferably supported within a frame 18, and the upper edge of this sign panel is supported by the uppermost rail 11 through a plurality of coil springs 19. The coil springs 19 are preferably three in number and arranged as shown. Eye-screws or other suitable means may be employed for connecting the ends of the springs 19 with the rail 11 and sign panel 17. Also a pair of coil springs extend between the lowermost rails 11 and the sign panel as indicated at 20. The coil springs 19 support the panel, while the coil spring 20 limit the swinging movement of the panel.

Referring to Figure 2, 21 indicates a sign made of cloth or canvas and which is attached at each end to a rigid frame member 22. The members 22 are each connected to the associated post 10 by the means of a pair of coil springs 23, said coil springs being connected to the frame members 22 and post 10 through the means of eye screws or the like. The coil springs 23 connected to each member 22 preferably diverge with respect to each other as shown. By suspending the sign in this manner the same is at all times held fully stretched and in a vertical plane. As is apparent the sign supported in this manner at all times gives a neat and artistic appearance. Furthermore the springs 23 yield sufficiently to avoid tearing of the canvas sign during a storm which is also entirely apparent.

Referring to Figure 3, 24 indicates the

top portions of a pair of telephone poles or the like, and 25 a supporting wire extending therebetween. At 26 there is shown a canvas sign with a frame member 27 secured to each end. Each member 27 has attached thereto a pair of coil springs 28, one at each end thereof, and each coil spring 28 is secured to its associated post 24 by a wire or cable 29; and also in this instance there is extended between each end of the sign 26 and the wire 25 a coil spring 30. By suspending a sign in this manner the same advantages set out for the suspension disclosed in Figure 2 are obtained, and also in this arrangement the sign is further held against sagging by the springs 30.

Referring to Figure 4 of the drawings, 31 indicates generally the body of a railway car and 32 the supporting means therefor. In this instance, a sign 33 is positioned upon one side of the railway car and said sign carrying at each end a frame member 34. Each frame member 34 has connected thereto a pair of short cables 35, one at each end thereof. Each cable 35 is also connected to the one end of a coil spring 36, and the other end of each coil spring 36 is secured in any desirable manner to the car body 31. By supporting a sign upon the car body in this manner the same is at all times retained in alignment with the body of the car and thus presenting a neat appearance. Furthermore this particular securing means for the sign prevents any possibility of the sign being torn from the car when the car is being drawn at a rapid rate.

While I have shown particular forms of signs which may be supported by means of the present invention, it is to be understood, that I am aware of the fact that my invention may be utilized in connection for supporting other forms of signs or similar objects without departing from the spirit of my invention, as indicated by the appended claims.

I claim:—

1. In combination, a sign member, a pair of supports between which the sign member may be disposed, distensible connections between the side ends of the sign member and their associated support, a third and yieldable support disposed above the sign member and contiguous thereto, and a distensible connection between the upper corners of the sign and said yieldable support.

2. In combination, a sign member, a pair of supports between which the sign member may be disposed, distensible connecting means between the side ends of the sign and their associated support, a wire extended between the supports and disposed above the sign, and distensible connecting means between the upper end of the sign and said wire.

3. In combination, a sign member, a pair of supports between which the sign member may be disposed, distensible connecting means between the side ends of the sign and their associated support, a wire extended between the supports and disposed above the sign, and a coil spring connected between each upper corner of the sign and said wire.

4. In combination, a sign member, a pair of supports between which the sign member may be disposed, distensible connecting means between the side ends of the sign and their associated support, a yieldable support extended between the supports and disposed above the sign, and a coil spring connected between each upper corner of the sign and the wire, each coil spring having its one end loosely connected to said yieldable support and its other end connected to the associated corner of the sign.

VENO L. PISTOCCO.