Oct. 30, 1962 P. M. FLACK 3,060,605

EMERGENCY SIGNAL

Filed Aug. 4, 1959

Fig. 1

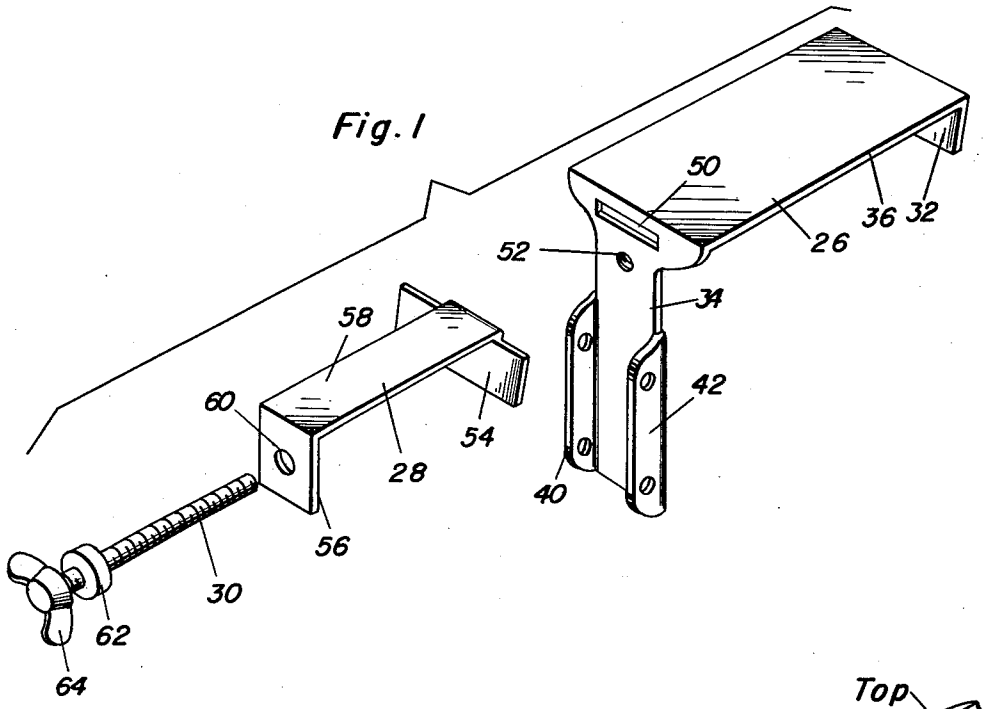


Fig. 2

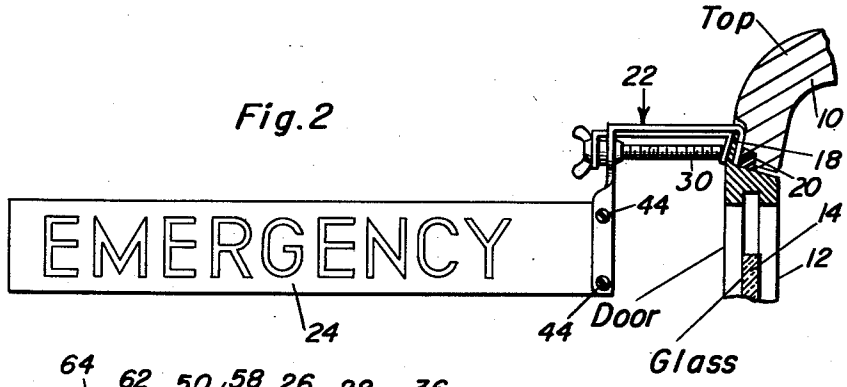
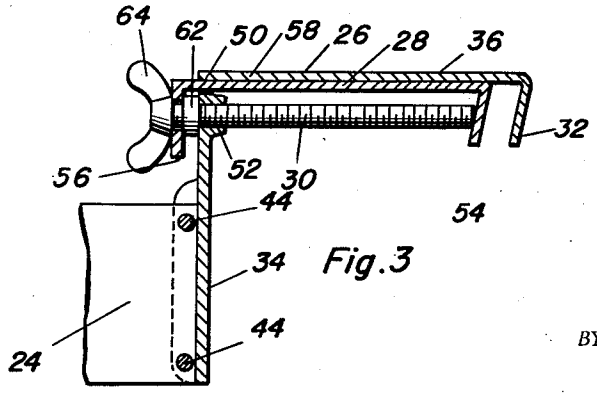


Fig. 3



Paul M. Flack
INVENTOR.

BY Clarence A. O'Brien and Harvey B. Jacobson
Attorneys

United States Patent Office 3,060,605 Patented Oct. 30, 1962

3,060,605

EMERGENCY SIGNAL

Paul M. Flack, Riverside Drive, Ogdensburg, N.Y.

Filed Aug. 4, 1959, Ser. No. 831,592
3 Claims. (Cl. 40—129)

This invention relates to signaling devices and more particularly to a signal device adapted to be mounted on a motor vehicle of any type.

An object of the invention is to provide an emergency sign functioning as a signaling device, which may be quickly and easily attached to the upper part of the door of the motor vehicle, for instance a passenger car, truck or other vehicle. Further, the sign, if providing permission to go through a red light or stop sign if the way is clear so as not to cause an accident, may save a life. The uses for such a sign are numerous, among which are emergency trips to a doctor or hospital, to travel to the scene of an accident for the purpose of providing assistance, to permit a traffic officer and the public in general to know that the motor vehicle is being used in an emergency.

These together with other objects and advantages which will become subsequently apparent reside in the details of construction and operation as more fully hereinafter described and claimed, reference being had to the accompanying drawings forming a part hereof, wherein like numerals refer to like parts throughout, and in which:

FIGURE 1 is an exploded perspective view of the parts making up the clamp of the sign.

FIGURE 2 is a side elevational view of the sign showing it applied to a fragmentary part of a conventional motor vehicle.

FIGURE 3 is a longitudinal sectional view of the clamp in FIGURE 2.

In the accompanying drawings FIGURE 2 discloses a motor vehicle top **10** together with a door **12**. The door has a window glass **14** therein, and an upwardly extending lip **18** at the upper edge of the door and behind which sealing strip **20** is ordinarily located. This is but one conventional arrangement of a motor vehicle door and top and diagrammatically represents any type of conventional motor vehicle door construction.

Clamp **22** is used to attach sign panel **24** in a position on the motor vehicle so that it projects laterally outwardly from the side surface of the door **12**. It is suggested and preferred that the word "emergency" or a word of like import be lettered on the sign panel **24**. Clamp **22** is a very simply constructed clamp consisting of only three parts. There is a first clamp section **26**, a second clamp section or part **28** and a screw **30**. The clamp is adjustable for quickly attaching and detaching the sign to lip **18** or if desired, to the upper edge of the window glass **14**. Clamp section **26** is essentially U-shaped and consists of a short side **32**, a long side **34** and a connecting side **36** attached to sides **32** and **34** at the upper edges thereof. Side **32** is at a slight angle to the plane of side **34** and constitutes one jaw of the clamp. Side **34** is reduced in width as it extends from its juncture with side **36** and has a pair of parallel flanges **40** and **42** to which sign panel **24** is secured. The two flanges are illustrated because it is within the purview of the invention to use one or more sign panels **24**. When two panels are used, they will be individually attached to the flanges **40** and **42**. Further, a single panel may be attached to both flanges by means of a simple additional bracket. This is a matter of choice. To make the actual attachment

between side panel **28** and one or both flanges **40** and **42**, conventional screws or bolts **44** are suggested.

There is a slot **50** at the upper end of side **34**, and a tapped aperture **52** slightly below it. Clamp section or part **28** is also U-shaped consisting of sides **54** and **56** connected to a longer side **58**. The side **56** has an aperture **60** through which the screw **30** passes, while side **54** constitutes a second jaw to cooperate with the jaw formed by side **32**. A collar **62** is threaded on screw **30**, and it is adapted to abut the surface of side **56** adjacent to opening **60**. A wing nut **64** forming a handle, is secured to the outer end of screw **30**.

In assembly, the side **58** of clamp part **28** is slidably disposed in slot **50**, and the screw is fed through opening **60** and into threaded opening **52**. When the screw is tightened the inner end of the screw operates within the confines of the clamp members **26** and **28**. The collar **62** is located between side **34** and **56** functioning as a limit spacer. As the screw is threaded in the tapped opening **52**, head **64** abuts side **56**, pushing clamp member **28** in a direction so that the jaw forming side **54** moves toward jaw forming side **32** and grip lip **18** or the window pane **14** depending on where the device is installed. It is obvious that the emergency signal may be installed in any place on a motor vehicle, the places described and illustrated being recommended.

The foregoing is considered as illustrative only of the principles of the invention. Further, since numerous modifications and changes will readily occur to those skilled in the art, it is not desired to limit the invention to the exact construction and operation shown and described, and accordingly all suitable modifications and equivalents may be resorted to, falling within the scope of the invention as claimed.

What is claimed as new is as follows:

1. A signal attachment for an automotive vehicle, comprising in combination a clamp including a first clamp member having a horizontally elongated top portion, a downturned jaw provided at one end of said top portion and a downwardly extending side portion provided at the other end of said top portion, said side portion being provided adjacent said top portion with a transverse slot and with a screw-threaded aperture below said slot, a second clamp member having a horizontally elongated top portion disposed below and in sliding contact with the top portion of the first member and slidable in said slot, a downturned jaw provided at the inner end of the top portion of the second member in juxtaposed relation to the first mentioned jaw for clamping an edge of a vehicle door therebetween, a downturned flange provided at the outer end of the top portion of the second member outwardly of said side portion of the first member, said flange having an opening therein in alignment with said aperture, a clamping screw extending through said opening and operatively engaging said aperture, said screw having a head in abutment with said flange whereby the second mentioned jaw may be moved toward the first mentioned jaw by sliding of the second clamp member in the slot of the first member when the screw is tightened, and a sign panel carried by said side portion of the first clamp member.

2. The device as defined in claim 1 together with a spacer provided on said screw between said flange of the second member and said side portion of the first member.

3. The device as defined in claim 1 together with an outwardly projecting flange provided on said side por-

tion of the first clamp member, said sign panel being horizontally elongated and having one end portion thereof secured to said outwardly projecting flange.

References Cited in the file of this patent

UNITED STATES PATENTS

172,069	Babcock	June 11, 1876
757,856	Wilde	Apr. 19, 1904
959,145	Kellem	May 24, 1910
1,459,445	Elderton et al.	June 19, 1923
2,074,250	Bone	Mar. 16, 1937
2,546,855	Frame	Mar. 27, 1951
2,629,880	Hartog	Mar. 3, 1953
2,750,213	Sale	June 12, 1956