

(No Model.)

G. H. HUBER.
CAR SIGN HOLDER.

No. 585,475.

Patented June 29, 1897.

Fig. 1.

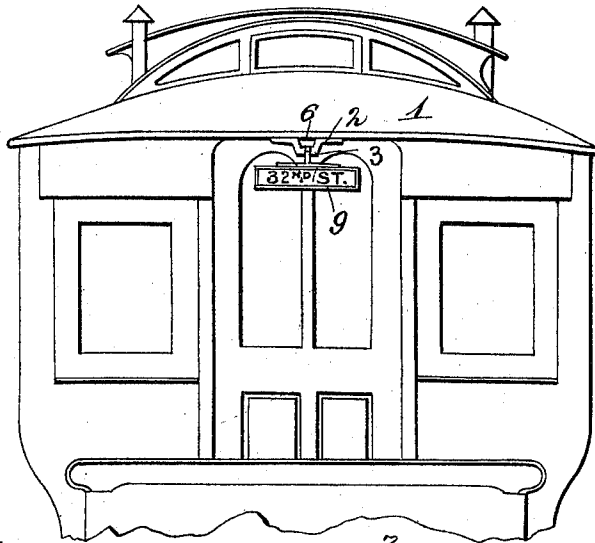


Fig. 2.

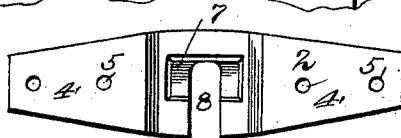
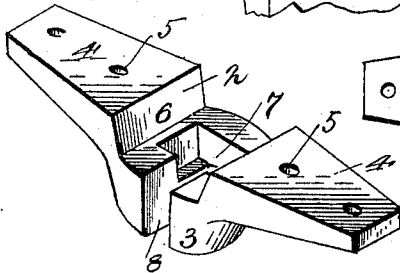


Fig. 5.

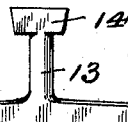


Fig. 3.



Fig. 4.

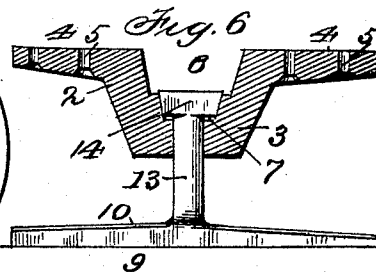
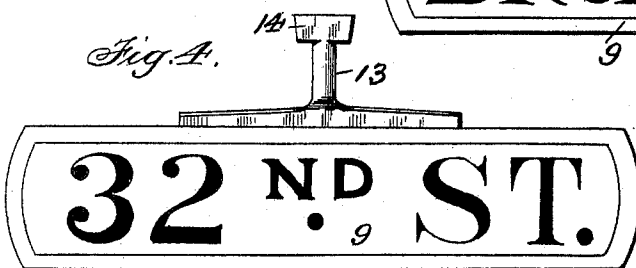
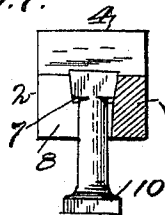


Fig. 7.



WITNESSES:
Frank L. Ormand
J. L. Coombs

INVENTOR:
George H. Huber,
By Louis Rugga & Co.
Attorneys.

UNITED STATES PATENT OFFICE.

GEORGE H. HUBER, OF EASTON, PENNSYLVANIA, ASSIGNOR OF ONE-HALF
TO CHARLES BERKEY, OF SAME PLACE.

CAR-SIGN HOLDER.

SPECIFICATION forming part of Letters Patent No. 585,475, dated June 29, 1897.

Application filed March 10, 1897. Serial No. 626,814. (No model.)

To all whom it may concern:

Be it known that I, GEORGE H. HUBER, a citizen of the United States, and a resident of Easton, in the county of Northampton and State of Pennsylvania, have invented certain new and useful Improvements in Car-Sign Holders; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to reversible signs, more especially designed for use in connection with street-cars for displaying the name or number of the street on which the car is running or traveling.

The object of the invention is to provide an improved construction of sign having the names or numbers of different streets on opposite sides and adapted to be suspended from the roof of a car, at the front thereof, and provided with means whereby it can be readily reversed when the car turns from one street to another.

The invention consists, essentially, in a bracket comprising a central depending boss having lateral end plates formed with holes for the passage of screws or other fastening devices by which it may be secured to the roof of a trolley or other street-car, said boss being cut away at its inner side, forming a space between it and the car-roof, and formed with a central recess in its inner side and with a vertical slot at one side intersecting said recess, in combination with a reversible sign having different names or characters on opposite sides and a plate secured thereto provided with a shank and lug adapted to engage with said slot and recess, as hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a front end view of a portion of a street-car provided with my improvements. Fig. 2 is a perspective view, on an enlarged scale, of the bracket removed from the car. Fig. 3 is an elevation of the sign and the plate secured thereto provided with a shank and lug. Fig. 4 is a similar view looking from the opposite side. Fig. 5 is a plan view of the bracket.

Fig. 6 is a longitudinal sectional view. Fig. 7 is a transverse sectional view.

In the said drawings the reference-numeral 1 designates the roof of a trolley or other street-car, and 2 the bracket secured thereto. This bracket consists of a metal casting having a central depending boss 3, formed with lateral end plates 4, having holes 5 for the passage of screws or other fastening devices by which it is secured in place. The inner side of this casting is cut away or recessed at the center, forming a space 6 between the inner end of the boss and the car-roof, and in the inner end of the boss is formed a tapering recess 7. The boss is also formed with a vertical slot 8 in one side, the lower end of which intersects said recess.

The numeral 9 designates a sign approximately rectangular in shape, having on one side the name or number of one street on which the car travels and on the opposite side the name or number of another street. Secured to the upper edge of this sign, by screws or other fastening devices, is a metal plate 10, having a central vertical cylindrical shank 13, provided with a tapering lug 14 at the upper end. This shank engages with the slot in the side of the bracket, the inner wall of which is rounded, so as to allow the shank to turn freely therein in reversing the sign.

The operation is as follows: In the drawings I have illustrated a sign such as is used on a car which travels on two streets—as, for instance, "Broadway" and "32nd St.," as seen in Figs. 3 and 4. Supposing now the car is traveling up Broadway, then the shank is inserted in the slot in the bracket and the sign is allowed to drop, so that the lug will engage with the recess 7 and the sign be held securely in place. The cut-away portion of the casting allows the lug to enter between the boss and roof of the car, so that it can drop into said recess. When the car reaches Thirty-second street, the motorman, gripman, or driver, as the case may be, pushes up the sign with one hand, so that the lug will clear the recess, when by a slight twist of the wrist the sign is reversed and the lug again allowed to drop into the recess. It is intended to have one of the brackets at each end of the car, so that the sign on the return trip can

be shifted from one end to the other in order to face the direction in which the car is traveling.

It will be seen that the lug 14 is made tapering or wedge-shaped, so that when it is inserted in the correspondingly-shaped recess 7 it will bear against the sides thereof and be prevented from rattling. In practice the said lug should be slightly larger than the recess, so as to allow for wear of the parts, yet at the same time always fit snugly therein, as will be seen by reference to Figs. 6 and 7. By this construction the weight of the sign will wedge the lug into the recess, and thus prevent rattling. It will also be seen that the inner end of the lug being smaller than the upper end of the recess it will be guided in place thereby.

While I have described the invention as being used in connection with street-cars, it is obvious that it is applicable to other objects where signs are required to be frequently changed.

Having thus fully described my invention, what I claim is—

The combination with a car and the bracket secured thereto consisting of the metal casting cut away or recessed at the inner side, and comprising the end plates, the depending boss having a tapering recess in its inner end and formed with an intersecting slot in one side, of the hanging plate comprising the cylindrical shank the wedge-shaped lug at the upper end and the elongated T-shaped support at its lower end, and the sign having different names or numbers on its opposite sides secured to said support, substantially as described.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

GEORGE H. HUBER.

Witnesses:

C. B. BRUNNER,
GEO. F. COFFIN.