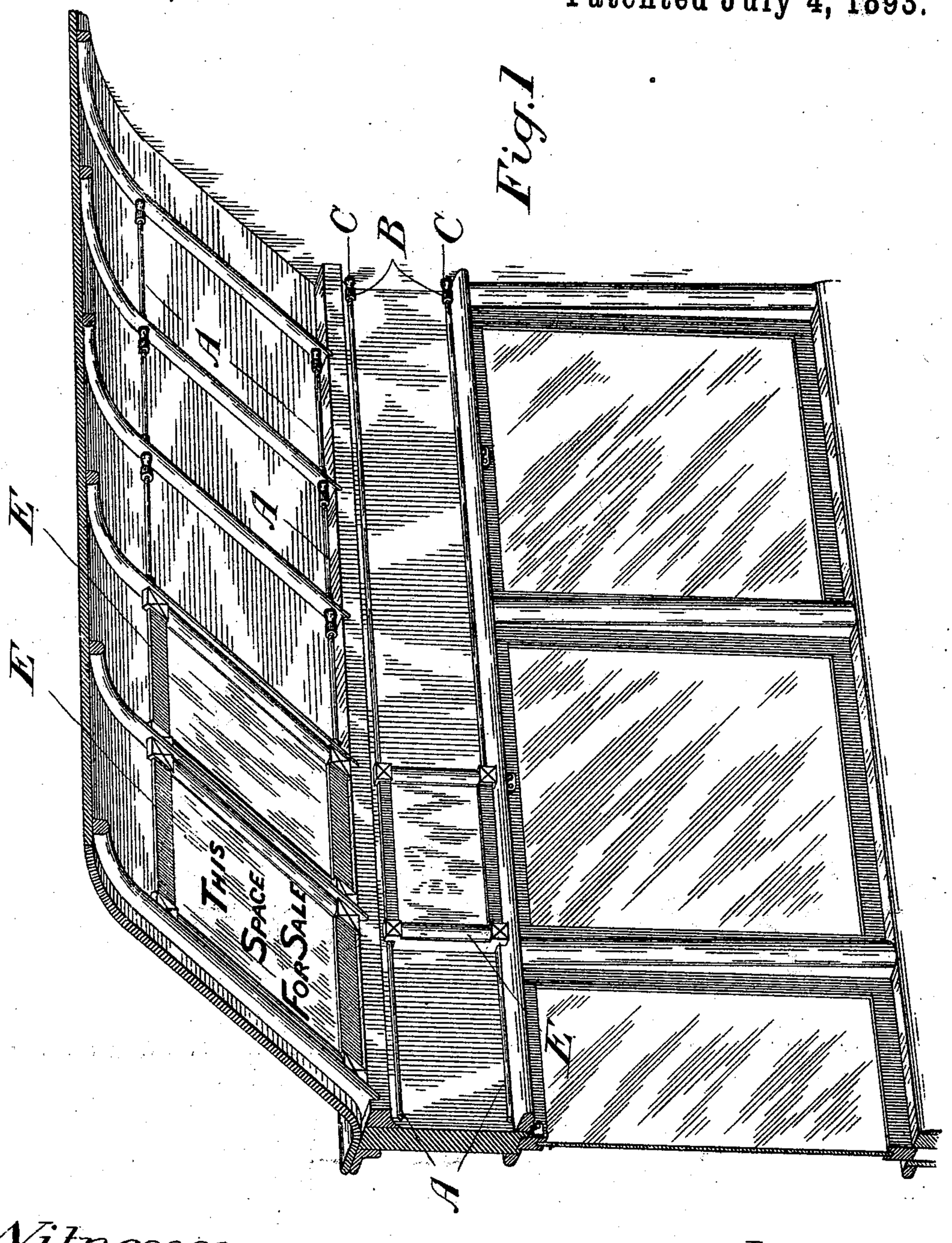
(No Model.)

2 Sheets—Sheet 1.

G. MANN.

ADVERTISING DEVICE.

No. 501,015. Patented July 4, 1893.



Witnesses.

F. R. Cameron.

John E. Cameron

Inventor.

George Mann.

by Donald C. Ridout & Co.

Attys.

(No Model.) 2 Sheets—Sheet 2.

G. MANN.

ADVERTISING DEVICE.

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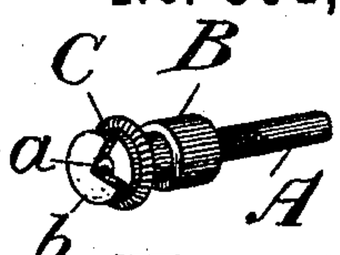

Fig. 3

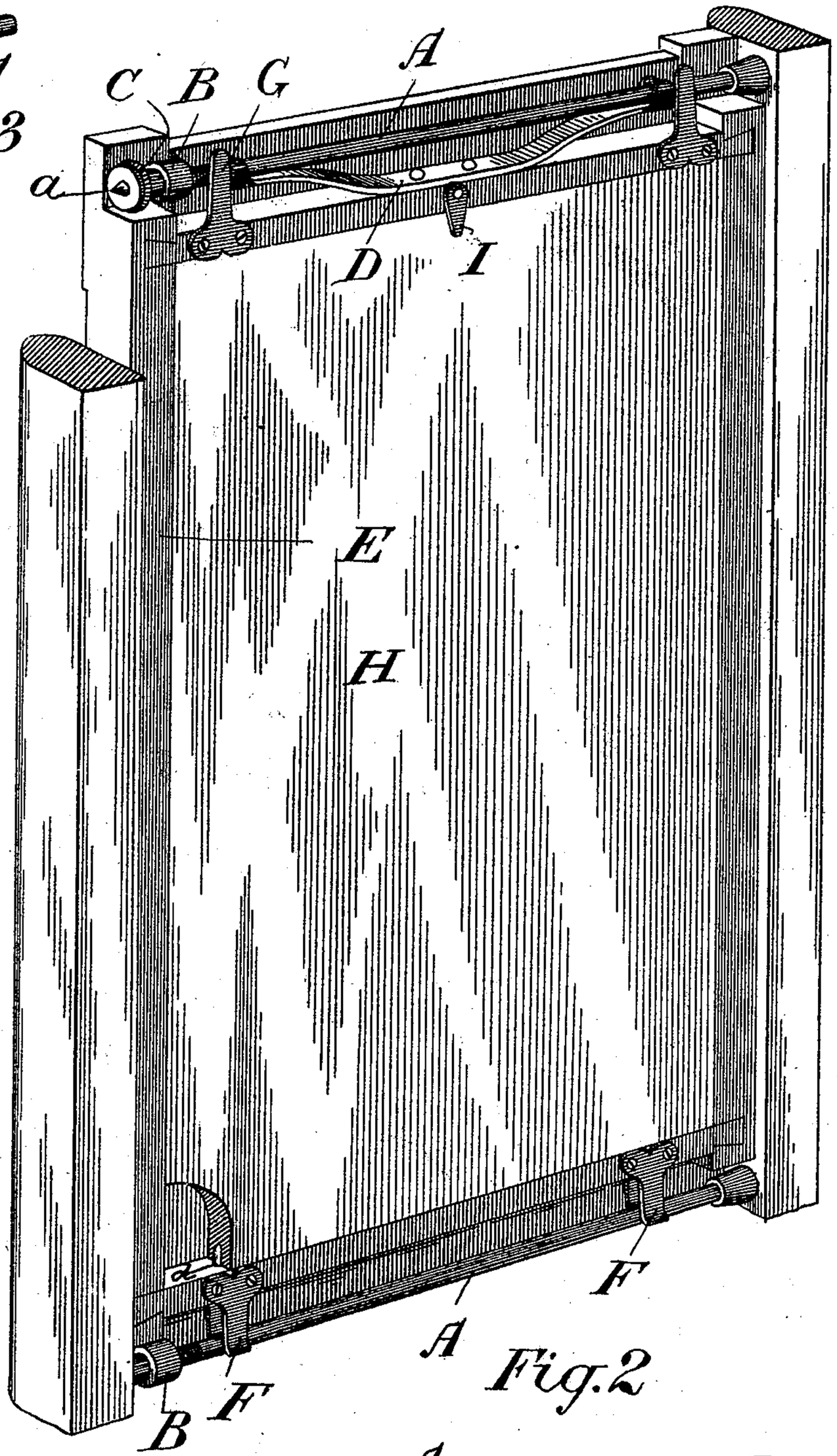

Fig. 2

Witnesses.

F. R. Cameron

John C. Cameron.

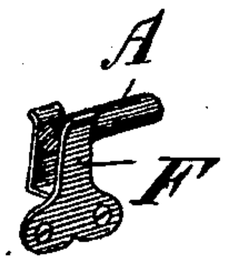

Fig. 4

Inventor.

George Mann.

by Donald C. Ridout & Co.

attys.

UNITED STATES PATENT OFFICE.

GEORGE MANN, OF TORONTO, CANADA, ASSIGNOR TO GEORGE F. BURTON, OF SAME PLACE.

ADVERTISING DEVICE.

SPECIFICATION forming part of Letters Patent No. 501,015, dated July 4, 1893.

Application filed September 19, 1892. Serial No. 446,307. (No model.)

To all whom it may concern:

Be it known that I, GEORGE MANN, of the city of Toronto, in the county of York, in the Province of Ontario, Canada, have invented a certain new and useful Improvement in Advertising Devices, of which the following is a specification.

The object of the invention is to provide simple means for detachably connecting advertising cards and similar devices in position, and it consists, essentially, of a spring bar connected to one end of a frame and arranged in connection with rods fixed in position at the point where the frame or similar device is to be located; substantially as hereinafter more particularly explained.

Figure 1, is a perspective view of an inside portion of a car showing the application of my device. Fig. 2, is an inside view of the frame. Fig. 3, is an enlarged view of the adjustable end of one of the supporting rods. Fig. 4, is a detail of one of the clips fixed to the end of the frame opposite to the spring.

The principal advantage of my invention is that by its use handsome advertising cards may be quickly arranged in position in street cars and other places, and separately removed when required without disturbing any of the other cards.

In the upper portion of Fig. 1, I show the arrangement by which I secure the advertising cards in the spaces between the ribs of the roof, and below the roof I show the manner in which I connect the cards in the portion of the car immediately above the windows. In this latter arrangement, I place in the top and bottom of the space a rod A, one end of each rod A, having a spike *a*, or piece of rubber *b*, formed on or connected to it so that the said end may be fixed in position by forcing the spike *a*, or piece of rubber *b*, against the post or end of the car. In some cases I use both the rubber and the spike, but except in the case of heavy advertising cards, either one or the other alone will be sufficient. The opposite end of each rod A, has a screw cut upon it on which the nut B, is screwed behind the end C, which is likewise screwed upon the end of the rod. A spike *a*, and a piece of rubber *b*, are placed on the end C, to correspond with and serve the purpose of the spike and rubber on the opposite end of the rod. When the rod A, is placed in position, the end C, is adjusted so as to force its spike into the end of the frame, thereby locking the rod in position. The nut B, is then screwed against the end C, so as to serve as a lock nut and prevent the unscrewing of the end C.

D, is a spring plate connected to the end of the frame E. Each end of the plate D, is forked, as indicated, to fit over the rod A. On the opposite end of the frame E, I fix one or more clips F, fork-shaped so as to fit over the rod A.

The rods A, are arranged the proper distance apart to receive the frame E. In order to place the frame E, in position, it is held so that the forked ends of the spring plate D, shall fit over the rod A. Pressure is then applied so as to compress the spring plate D, to permit the clip or clips F, to be slipped over the other rod. The frame E, may then be released, when by the expansion of the spring plate D, the frame E, is held in position between the rods A.

I prefer that the ends of the spring plate D, as well as the clips F, be fork-shaped so as to fit the rods A, and thus prevent any rattling, but of course the advantage of my device may in a great measure be secured without the fork-shaped ends or clips, as plain fingers G, might be substituted.

From this description it will be seen that a frame E, provided with a spring plate and the other parts described, may be easily connected in position and as easily removed when required without in any way disturbing any other advertising frame.

It will be observed in Fig. 1, that when my advertising device is arranged in the spaces between the ribs of the roof, the rods A, with their adjustable ends are arranged between the ribs instead of extending the full length of the car.

Although I prefer to use the frame E, plain boards might be substituted.

When the frames are used, I prefer that each frame should be provided with a back H, held in position at one end by the spikes *d*, and at its other end by a button I, so that the advertisement in the frame can be readily and quickly changed.

I am aware that it has been proposed to provide plate holders for cameras with a frame having clips and spring plates on its inner edges, which clips and plates are adapted to receive a negative and hold the same at a fixed position, but I do not regard this as an equivalent of my invention, inasmuch as in my case the clips and spring plates are attached to the outside of the frame, and hence said frame can be attached to the supporting rods at any place thereon and be slid along said rods to any position desired thereon without removing it from said rods, and in this respect it is entirely different from said plate holders, in which the negative cannot be moved laterally in the frame.

What I claim as my invention is—

1. In a car advertising device, the combination of two parallel rods held by suitable fixed supports on the car, with a frame provided with a clip and spring plate to hold said frame to said rods, substantially as described.

2. In a car advertising device, the combination with the ribs of the car, of two parallel rods having adjustable ends to secure them between the ribs, and the frame E provided with the clips F and the spring plate D permanently attached to said frame, whereby the latter may be adjusted in any desired position, substantially as described.

3. The frame E, having the forked end spring plate D, connected at one end and the fork-shaped clips F, at its other end, in combination with the rods A, each rod having an adjustable end C, and carrying an attaching device; substantially as and for the purpose specified.

Toronto, August 31, 1892.

GEORGE MANN.

In presence of—
W. G. McMillan,
John E. Cameron.