(No Model.)

J. M. PETER & W. GARRETT.

STREET CAR SIGN.

No. 545,306. Patented Aug. 27, 1895.

Fig. 1.

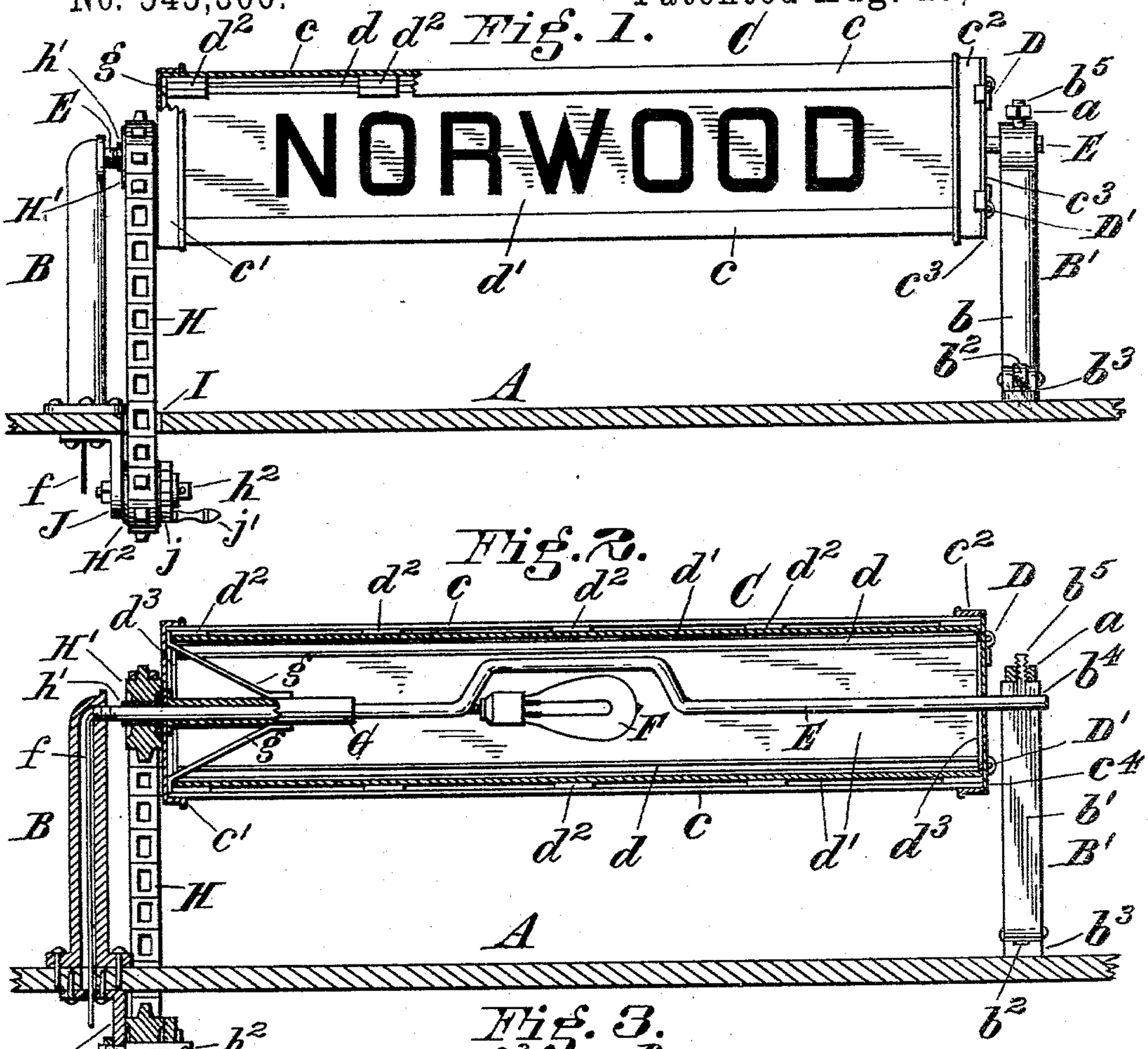


Fig. 2.

Fig. 3.

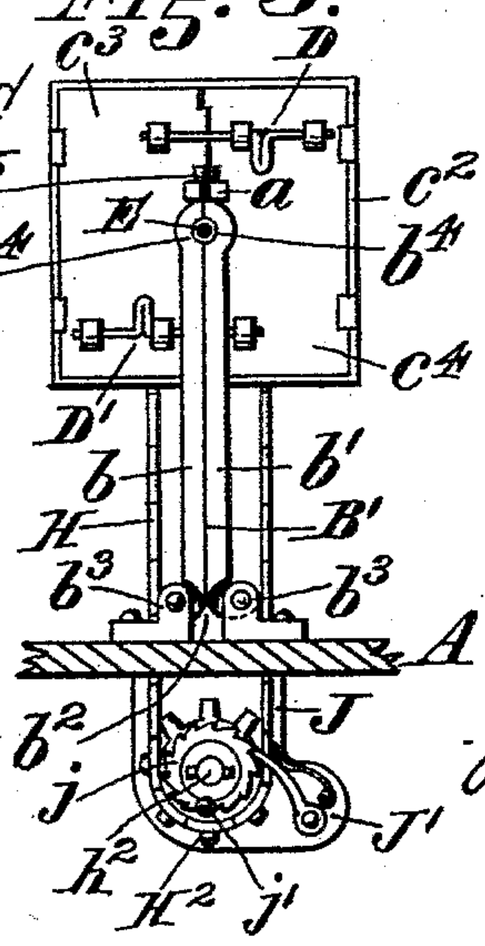


Fig. 4.

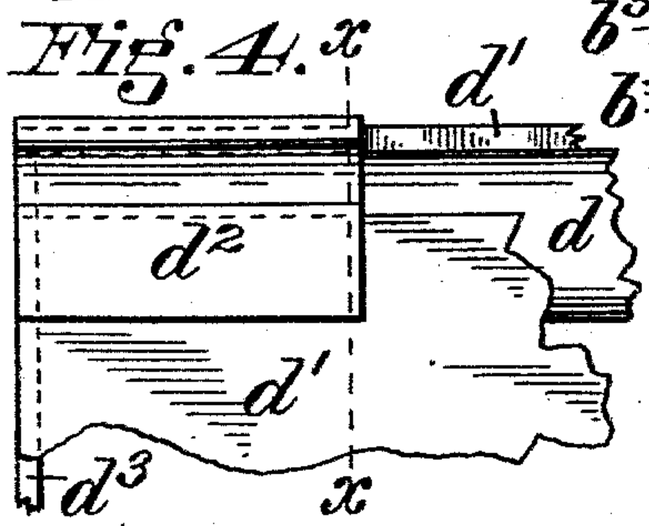
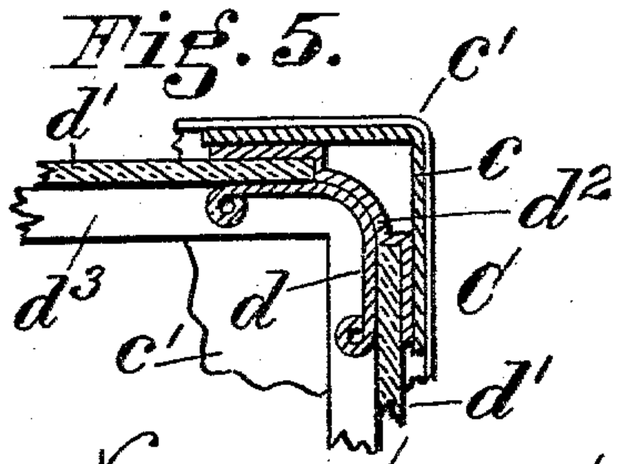


Fig. 5.



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UNITED STATES PATENT OFFICE.

JOSEPH M. PETER AND WINFIELD GARRETT, OF CINCINNATI, OHIO.

STREET-CAR SIGN.

SPECIFICATION forming part of Letters Patent No. 545,306, dated August 27, 1895.

Application filed June 6, 1895. Serial No. 551,809. (No model.)

To all whom it may concern:

Be it known that we, JOSEPH M. PETER and WINFIELD GARRETT, citizens of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented an Improvement in Street-Car Signs, of which the following is a specification.

Our invention relates to that class of street-car signs which are made hollow, have two or more destination-indicator faces, are illuminated from within, are mounted in bearings on the car-tops, and are revoluble to enable the presentation of the several indicator-faces to view in proper succession; and our invention consists in the novel features hereinafter fully described, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a longitudinal elevation, partly broken and in section, showing our sign in working position on a car-roof, the latter being broken off and shown in cross-section, taken on a line a little forward vertically of the axial line of said sign; Fig. 2, a central longitudinal section of our invention; Fig. 3, an end elevation (from the right side) of Fig. 1; Fig. 4, a full-size broken elevation of one corner of our cylindrical sign slide or case; and Fig. 5, a broken transverse section, taken on the line $x\ x$ of Fig. 4, of the corner seen in said Fig. 4.

A represents the car-roof, B and B′ upright arms or standards mounted thereon, and C the sign revolubly mounted in said standards. The standard B is made hollow and has a circular flanged base which accommodates the securing bolts or screws. The central bore of this standard turns inwardly at the top toward the sign, and is there made with a screw-thread. The standard B′ is made in two corresponding parts b b', each having at its lower end an outwardly-projecting lug or eye b^2, which bears in a housing b^3 on the car-roof, and at its upper end a semicircular concavity b^4, and also a hemispherical screw-threaded upright projection b^5. a is a nut engaging the two projections b^5 when the two parts b and b' of this standard B′ are brought together, back to back, and held coupled or closed, as best seen in Fig. 3.

The sign is composed of an outer skeleton frame and an inner hollow cylinder, both being square in cross-section and the latter forming the sign proper. The said skeleton frame comprises four longitudinal metal bars c, right-angled in cross-section, and provided at one end with an inwardly-flanged head or plate c', the other end being open and provided with a surrounding band c^2. Said open end is provided with a pair of hinged door-plates c^3 and c^4, the latter overlapping at the center when closed and locked by means of ordinary slide latches D D′. The said internal cylinder or sign proper comprises four longitudinal metal bars d, right-angled in cross-section, and four glass sides d', whose longitudinal edges overlap said bars d, and are secured in place thereto by means of metal clips or suitably-bent strips d^2, arranged and suitably secured at intervals along the four corners of the sign, as best seen in Figs. 2, 4, and 5. Bars d are secured and braced at their opposite ends to open square frames or heads d^3. The glass sides d' are preferably of the color to suit that of the route or line over which the car is passing, and letters —such as in the word "Norwood," Fig. 1— are either painted thereon or etched clear and transparent in the surrounding colored ground. This internal cylinder is readily slid into and from place within the skeleton frame through its open end when the doors c^3 and c^4 are thrown open, and spaces or open panels between the bars of said skeleton frame allow the presentation to view of the glass sign-plates d', as best seen in Fig. 1.

E represents a central longitudinal shaft passing through the sign, a suitable opening being made in the end head c', and registering semicircular notches in the contiguous edges of the door-plates c^3 c^4 for the outwardly-projecting ends thereof, which latter rest in the openings at the upper ends of the standards B and B′. One end of this shaft is screw-threaded to engage the threaded opening in the upper end of standard B, thus making the shaft a non-revolving or stationary one, and the other end is left smooth to simply rest in the circular opening formed by the registering concavities b^4 at the upper end of standard B′. The shaft is preferably composed of hollow material—such as ordinary gas-pipe or the like—and is bent laterally intermediate its ends to provide a central position for the illuminator F, the latter being

preferably an incandescent electric lamp getting its current from any suitable source of supply through the conductor *f*, which passes upward through the hollow standard B, and thence through the hollow shaft to the shank or holder-socket of said lamp, as best seen in Fig. 2.

A supporting and bracing device is provided within one end of the sign, whereby it may revolve over the shaft E. This device is composed of a long loose sleeve G, whose flanged end is secured to the end head *c'* of the skeleton frame, and three or more obliquely-arranged brace-bars S stretch between said sleeve and the corners of the skeleton frame, as best seen in Fig. 2.

To enable the motorman or driver to turn the sign from his place on the car-platform, and thereby set it so as to present the desired destination-sign plate to view, we provide a chain or band H, passing over and engaging the sprocket-wheels H' H² and downward through slots I in the car-roof. The sprocket-wheel H' is rigidly mounted on the short sleeve *h'*, attached centrally to the outer face of said end head *c'* of the sign-frame, and the sprocket-wheel H² is mounted on a stud *h²*, projecting from the pendent portion of an inverted L-shaped bracket J, the latter being suitably secured to the under side of the car-roof convenient to the motorman's reach. A ratchet *j* is rigidly attached to said sprocket H², and is provided with a suitable handle *j'*, whereby the sign may be readily turned. A spring-pawl J' is mounted on the bracket J to engage said ratchet and thereby prevent unnecessary backward movement, and also by its friction prevent the accidental turning of the sign while the car is in motion.

The operation is so simple and obvious that a detailed description herein, beyond that given in connection with the above description of the several parts, would be superfluous; but we desire to state that the sign is well adapted for both day and night use, convenient to change exposed fronts from one destination-point to the other without getting on the dash or climbing on the car, and also readily cleaned, repaired, and sign-plates rearranged, replaced, or exchanged.

To remove the inner sliding cylinder or sign proper when desired, the nut *a* is removed from the top of standard B', when the two parts of the latter drop to either side on their lower hinges. Then the latches on the doors c^3 c^4 are thrown back, permitting the latter to open and said cylinder to be readily drawn forth lengthwise and then replaced.

The bend in the shaft is so arranged that it will not cast a forward shadow or intervene between the illuminator and the front sign-plate.

We claim—

1. In a street-car sign, the combination of a stationary shaft; a pair of supporting-standards for the opposite ends of said shaft; a skeleton-frame having two or more open panels or sights, and a supporting-sleeve whereby it is loosely mounted upon said shaft and adapted to rotate thereover; an end-head in said skeleton-frame from which said sleeve projects, and a pair of door-plates at the opposite, open end of said skeleton-frame; a cylinder or sign-proper having two or more indicator-plates thereon and removably fitting within said skeleton-frame; and an illuminator mounted on said shaft; the whole being constructed, arranged, and said sign-portion adapted to be operated around said shaft, substantially as herein set forth.

2. In a street-car sign, the combination of a stationary shaft having a bend or offset therein, and a suitable illuminating-device mounted in said bend; a pair of standards for supporting the opposite ends of said shaft; an open, paneled skeleton-frame having a supporting-sleeve whereby it is loosely mounted, free to be rotated, on said shaft; an end-head in said skeleton-frame from which said sleeve projects inwardly and around said shaft, and a pair of latched door-plates at the opposite, open end of said skeleton-frame; a cylinder or sign-proper having two or more indicator sign-plates thereon, and removably fitting within said skeleton-frame; and a sprocket wheel and chain mechanism leading from said end-head of the skeleton-frame to the under side of the car-roof convenient to the operator on the platform below; substantially as and for the purpose specified.

3. In a street-car sign, the combination of a stationary hollow-shaft having a bend or offset therein, and a suitable illuminating-device mounted in said offset; a pair of standards for supporting the opposite ends of said shaft, one standard being hollow and receiving in its upper lateral opening the screw-threaded end of said shaft, and the other standard being made in two corresponding parts hinged at their lower ends upon the car-roof, and divisibly coupled at their upper ends by means of a suitable nut; a transparent-sided sign having an internal sleeve, which latter is mounted on said shaft free to permit the rotation of said sign thereover; and a sprocket wheel and chain mechanism having a suitable ratchet and spring-pawl device, leading from said sign to the under side of the car-roof convenient to the motorman or driver; substantially as herein set forth.

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