

(No Model.)

2 Sheets—Sheet 1.

F. S. D. SCOTT.
ADVERTISING DEVICE.

No. 574,277.

Patented Dec. 29, 1896.

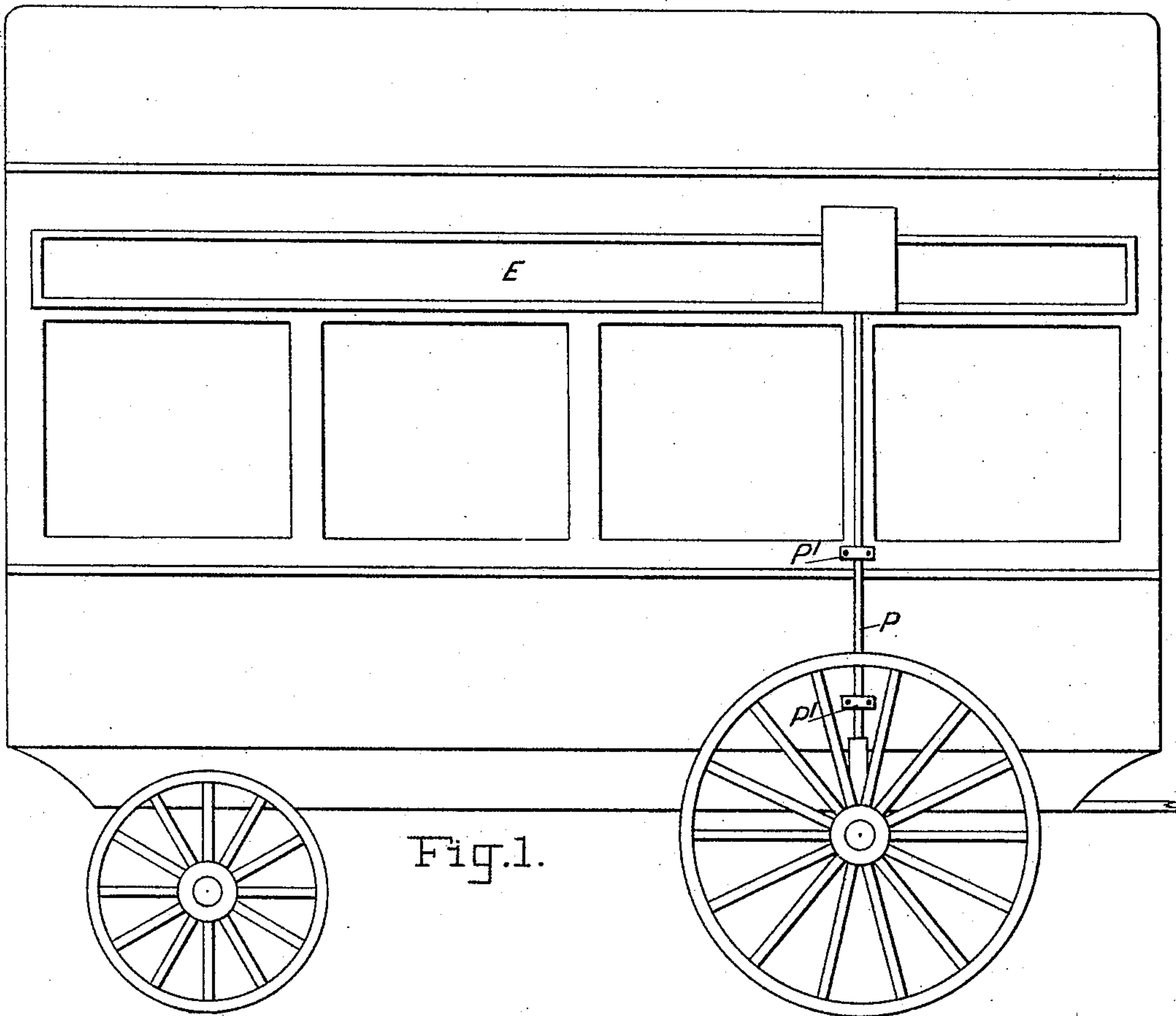


Fig. 1.

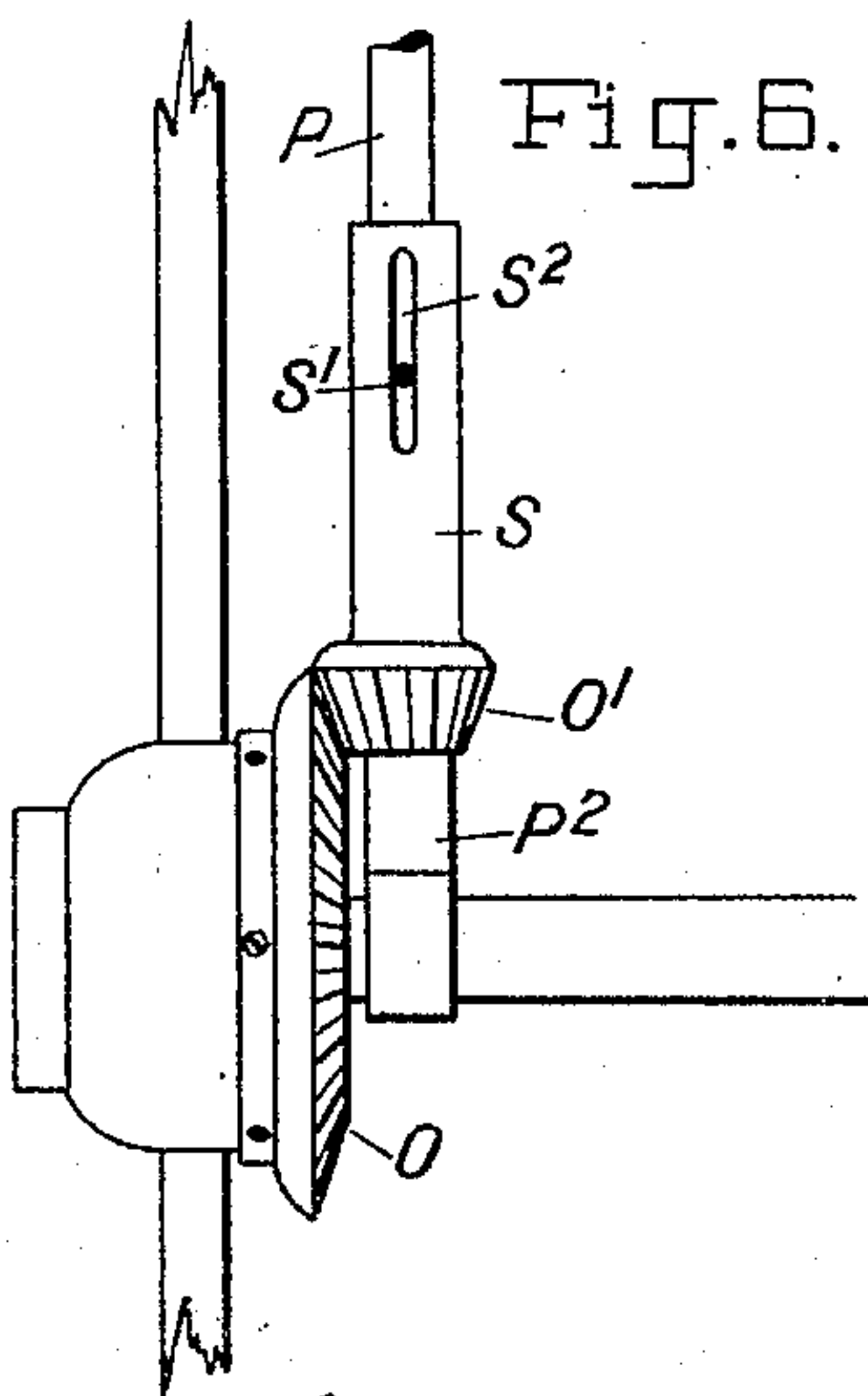


Fig. 6.

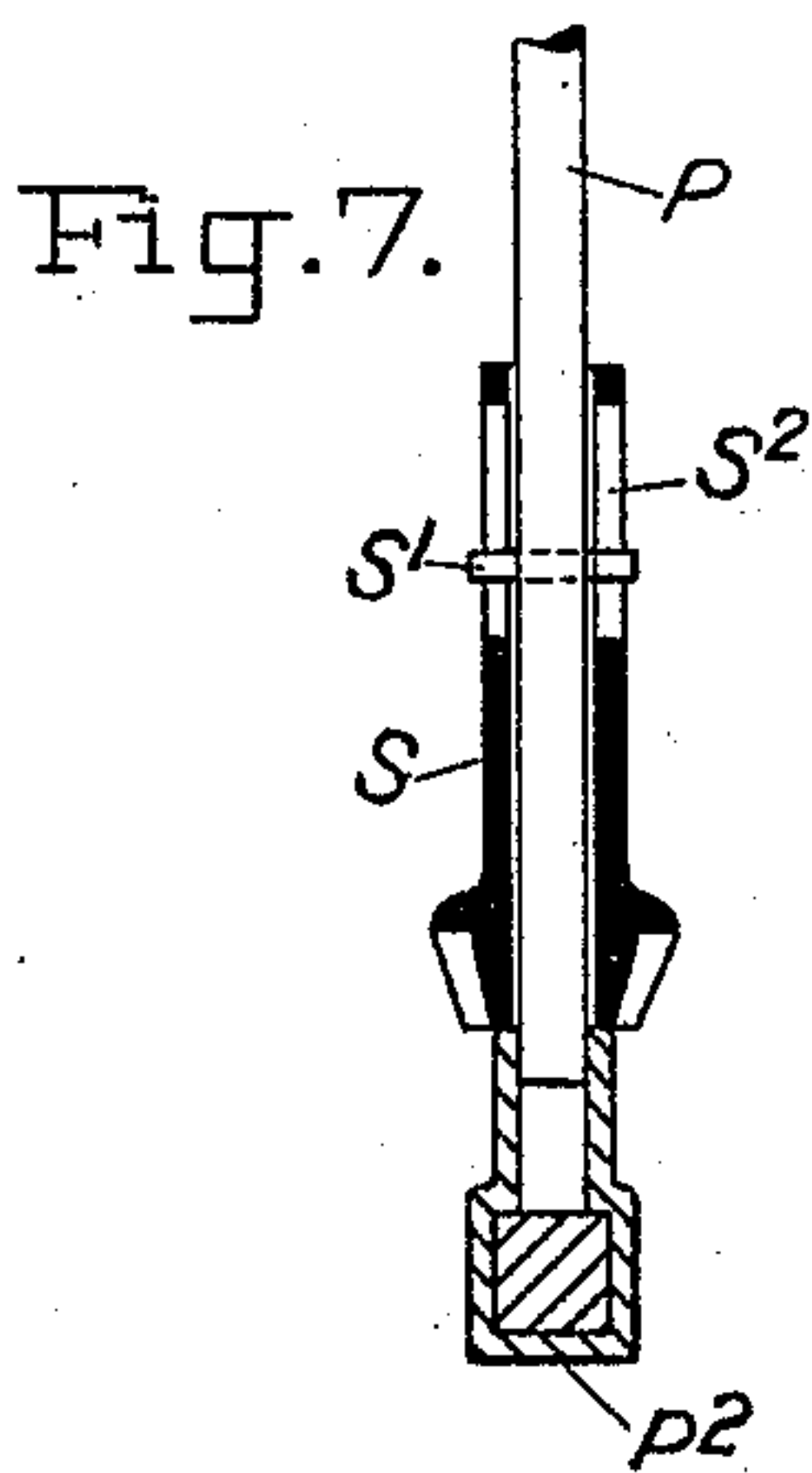


Fig. 7.

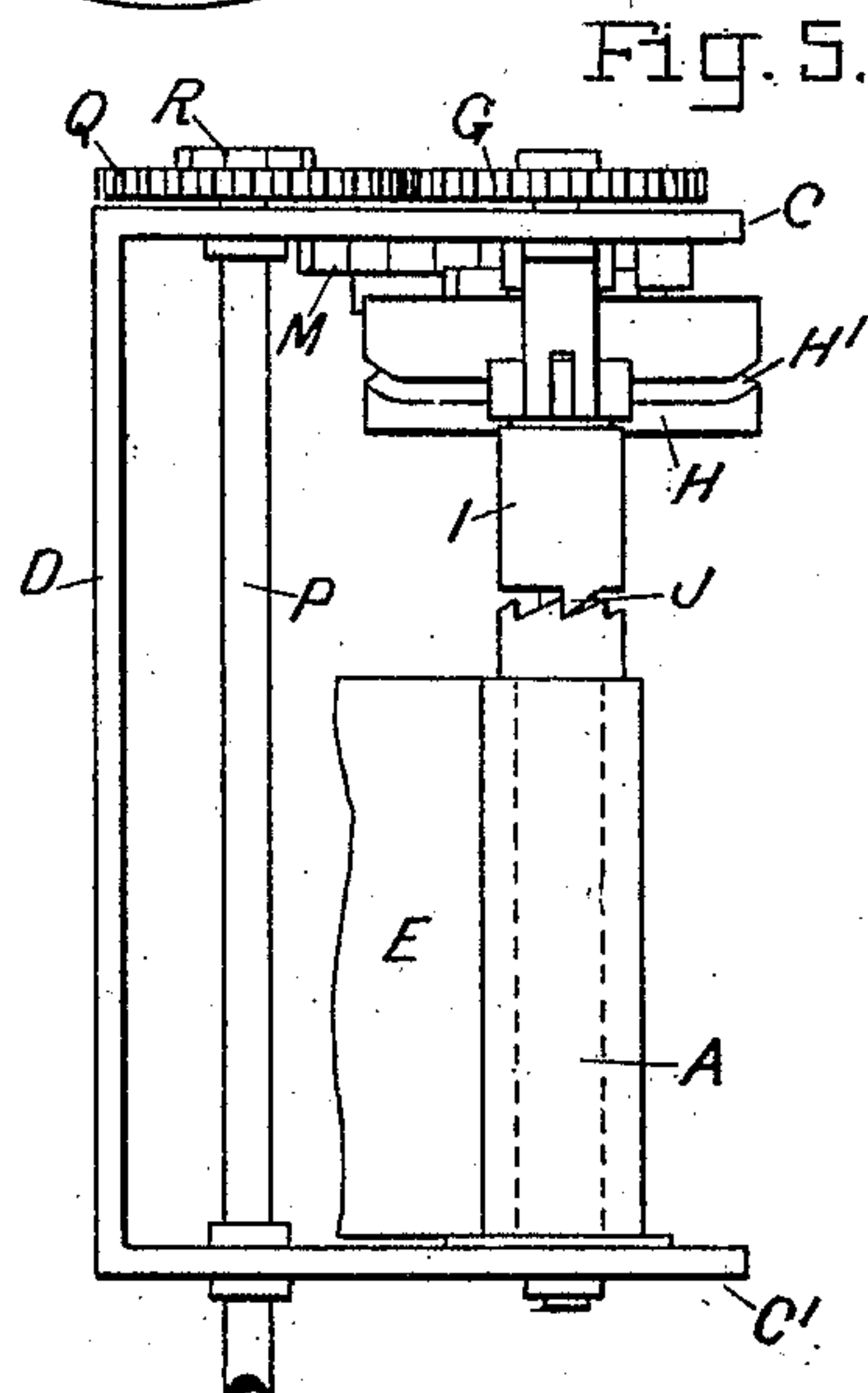


Fig. 5.

Witnesses,
Oliver H. H. H.
James W. H.

Inventor
Frank S. D. Scott

(No Model.)

2 Sheets—Sheet 2.

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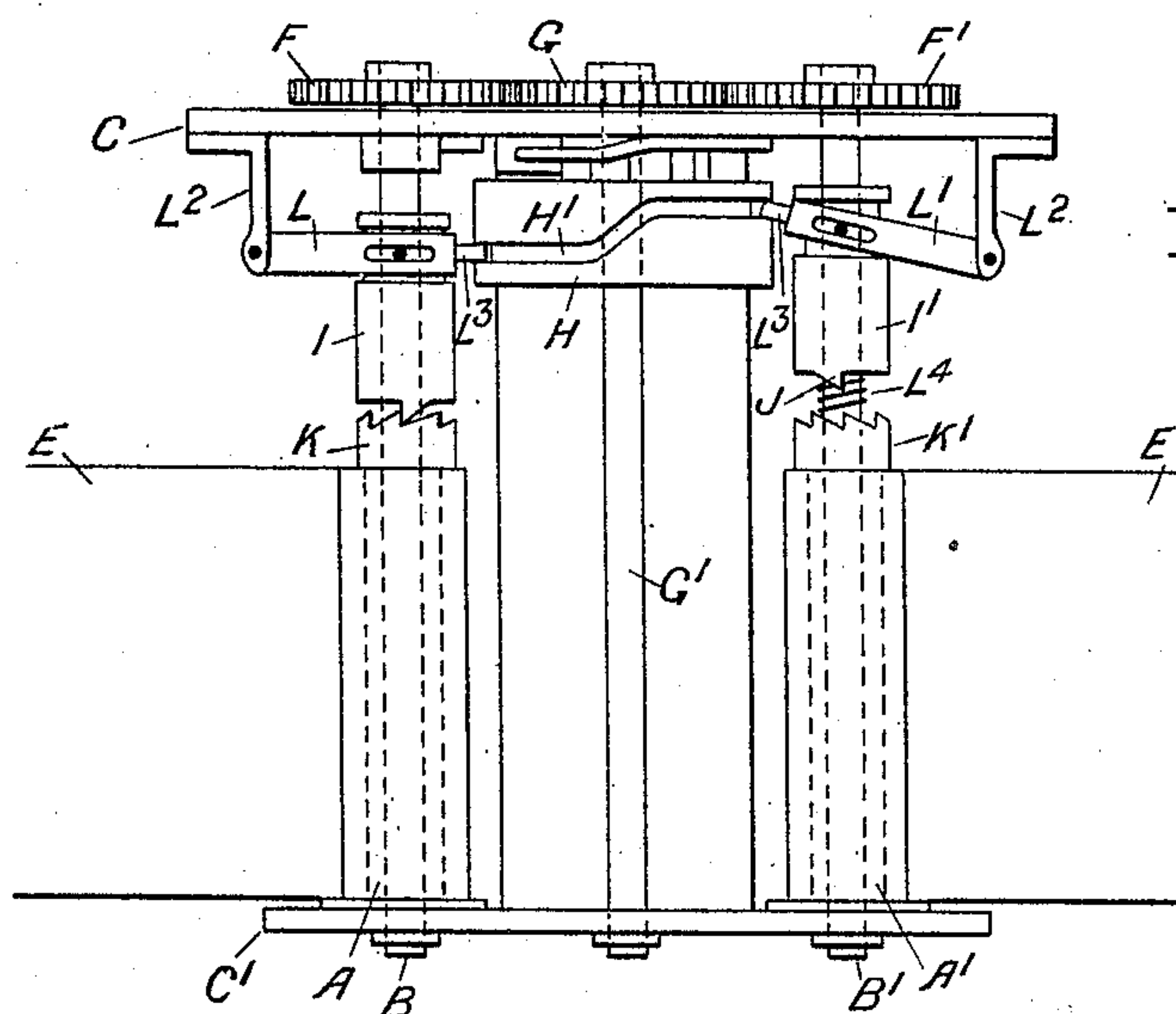


Fig. 2.

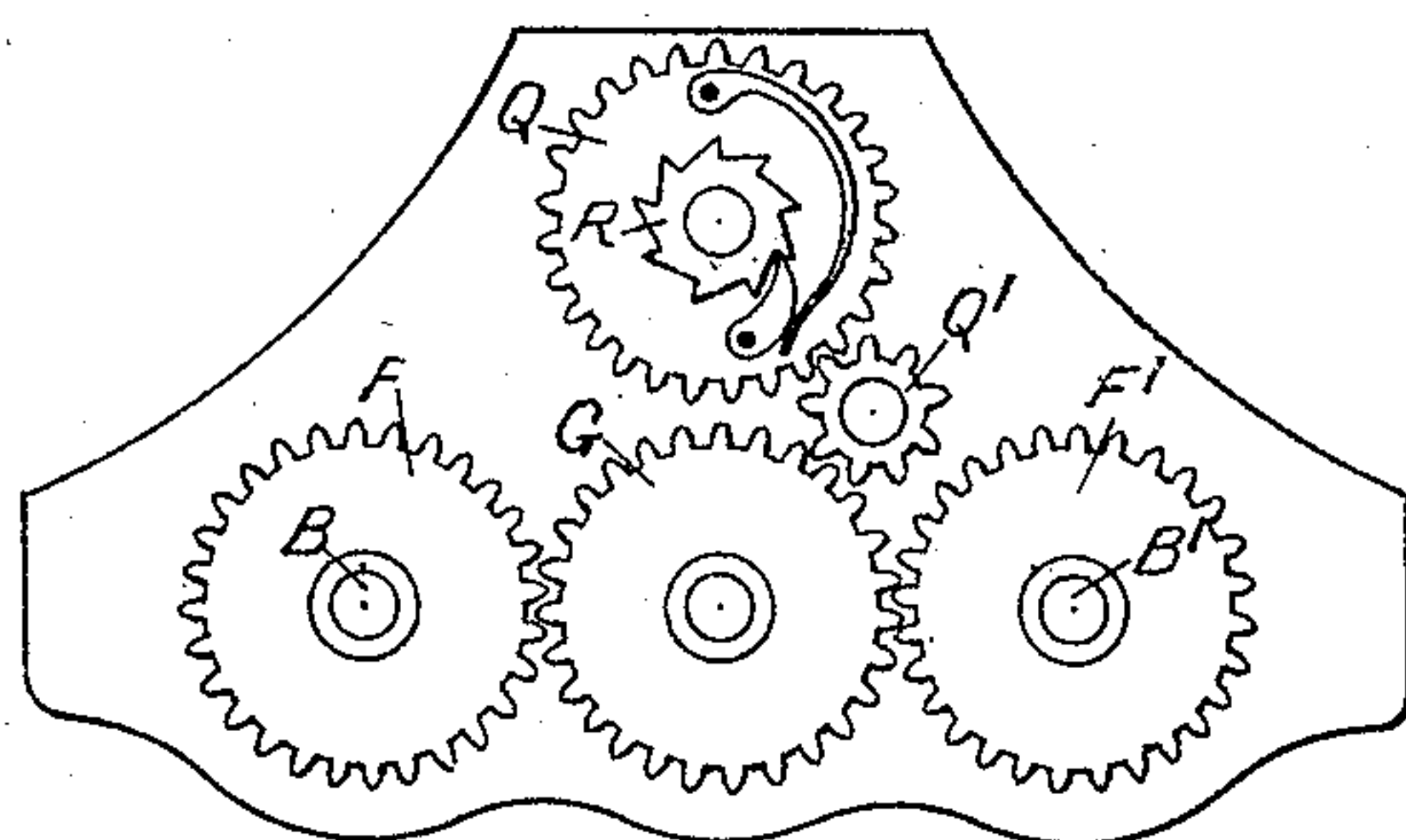


Fig. 3.

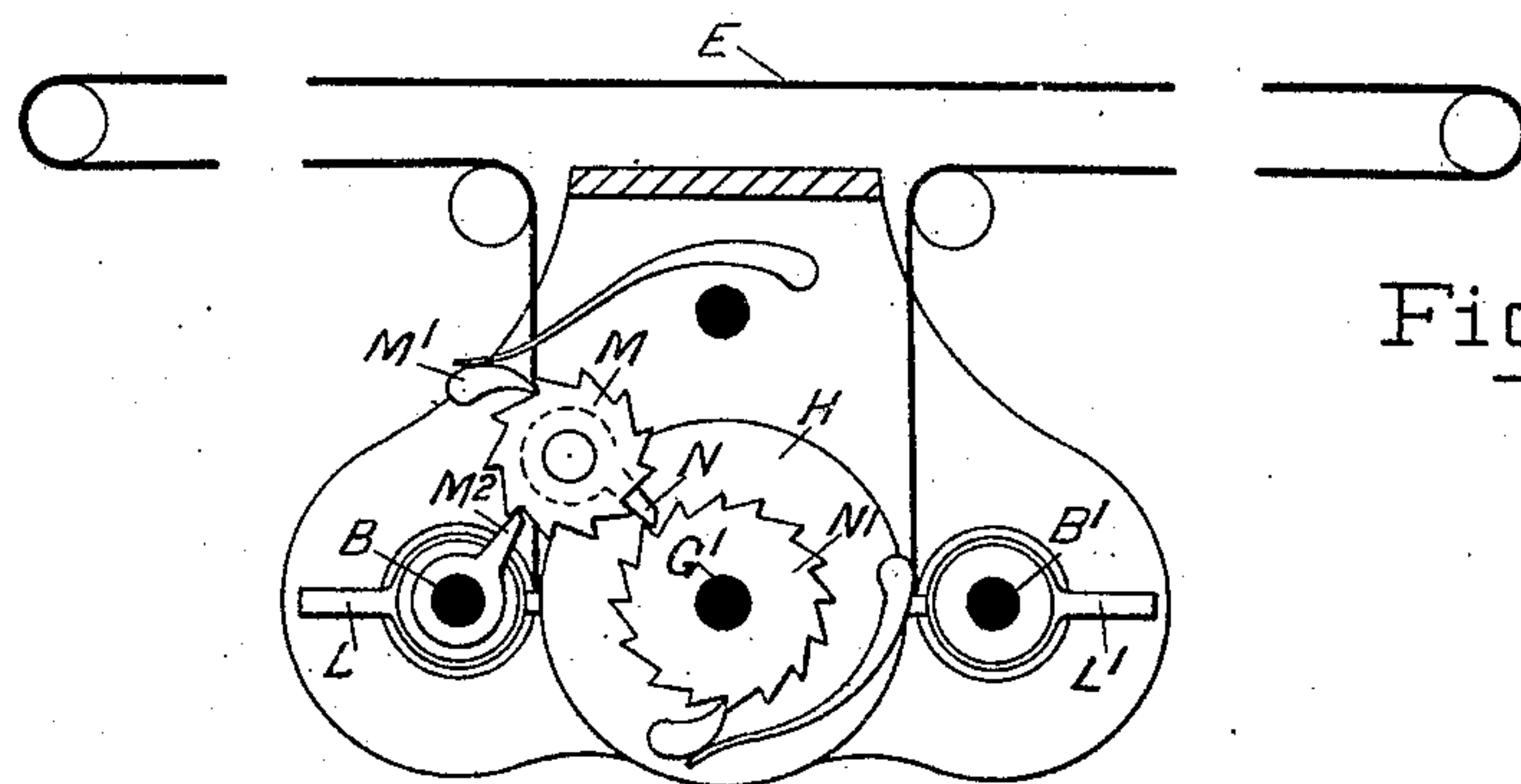


Fig. 4.

Witnesses

Paul Hastings.
James Wyeth

Inventor

Frank Septimus Devotion Scott

UNITED STATES PATENT OFFICE.

FRANK SEPTIMUS DEVONTEAUX SCOTT, OF LONDON, ENGLAND.

ADVERTISING DEVICE.

SPECIFICATION forming part of Letters Patent No. 574,277, dated December 29, 1896.

Application filed May 23, 1896. Serial No. 592,751. (No model.) Patented in England November 21, 1895, No. 22,198.

To all whom it may concern:

Be it known that I, FRANK SEPTIMUS DEVONTEAUX SCOTT, engineer, a subject of the Queen of Great Britain and Ireland, and a resident of 25 Upper Bedford Place, Russell Square, London, England, have invented certain new and useful Improvements in and Relating to Advertising Devices, (for which I applied for Letters Patent in Great Britain on November 21, 1895, No. 22,198,) of which the following is a specification.

This invention relates to displaying movable advertisements on vehicles, such as omnibuses, tram-cars, carts, and the like.

In order that the invention may be better understood, reference is made to the accompanying sheet of drawings, in which—

Figure 1 illustrates an elevation of an omnibus, showing the invention in the proposed position. Fig. 2 is a front view of the mechanism for imparting a continuous movement to the strip containing the advertisements when the drums or rollers are revolved. Fig. 3 is a plan of same. Fig. 4 is also a plan, but with the upper plate removed. Fig. 5 is a side view. Fig. 6 shows the gear for driving the mechanism above referred to. Fig. 7 is a sectional detail view.

Similar letters of reference indicate like parts where they occur throughout the views.

In carrying out the invention I arrange either inside or outside the vehicle and in the most convenient position two drums or rollers A and A', mounted upon spindles B and B' and supported by the upper and lower plates C and C' of a suitably-shaped frame D. To each drum is attached one end of a strip, E, of calico, transparent parchment, or other suitable material, containing a number of advertisements. Said strip may have elastic or other spring ends and may be of any suitable length, according to the number of advertisements it is desired to display. Each end portion of said strip is wound upon its respective roller, while the portion between the rollers is carried either around the vehicle inside or outside or along each or both sides, or it can be arranged in any other suitable position. In order to impart a continuous or, if desired, intermittent rotation to these drums or rollers, so that the end portions of the strip E will wind first upon one

roller and then, when this roller is, say, full, wind upon the other roller, I secure to the roller-spindles B and B' the toothed wheels F and F', both of which gear with a similar wheel G, loosely mounted upon the spindle G', on which is also fixed a cam H, having a peculiarly-shaped circumferential groove H'.

Two clutch-sleeves I and I', each having a tooth or projection J, are arranged upon the spindles B and B' and are caused to slide either up or down, to engage or be disengaged from the clutch-racks K and K', formed on the upper ends of said rollers A and A', by means of the levers L and L', one end of which is pivoted to the brackets L² and L², and on the other end are formed the pins L³ and L³ to engage the groove H' in the cam H. The levers L and L' embrace and connect with loose collars situated on the sleeves I and I', so that said sleeves can rotate with their respective spindles, and the springs L⁴ may be used to facilitate the disengaging of the clutches.

To regulate the speed of the cam H, so that one drum shall not be put into gear until the strip is entirely run off same and the other or full drum simultaneously thrown out of gear, I arrange beneath the upper plate C a ratchet-wheel M, having a suitable number of teeth and provided with a spring-pawl M' to prevent any backward movement. This wheel M is rotated by an arm M², secured to the roller-spindle B, so that at each revolution of said spindle B this arm strikes a tooth of the ratchet-wheel and slightly turns it. To the spindle of this ratchet-wheel is also secured an arm N, which in like manner rotates another ratchet-wheel N', attached to the cam-spindle G'. It will be understood that according to the length of the strip E and the speed at which the advertisements are required to move so it would be necessary to increase the number of ratchet-wheels proportionately. When the strip E has run off either roller, it momentarily stops until the next tooth of the ratchet-wheel N' is moved by the striking-arm N. To effect the rotation of said drums or rollers, I attach to the hub or other convenient part of one, or, if necessary, more than one, of the vehicle-wheels (preferably the rear ones) a toothed ring or wheel O, to engage with a corresponding wheel O', connected with the lower end of a vertical

rod P, which is suitably supported by the brackets P' and bearings P² and extends to the upper part of the vehicle and carries on its end a toothed wheel Q, which imparts a rotary movement to the wheel G on the cam-spindle aforesaid through the medium of the wheel Q'.

To the vertical rod P is secured a ratchet-wheel R, the spring-pawl for which is secured to the wheel Q, which is arranged loosely on said rod, so that the mechanism for rotating the rollers carrying the advertising-strip E will only be put into operation when the vehicle is going forward.

To allow for any vibratory or other movements of the vehicle when going, so that the driving-wheels O and O' shall be always in gear, I form upon or attach to the bevel-wheel O' a sleeve S to receive the lower end of the vertical rod P. This rod connects with said sleeve by the pin or other suitable projection S', which is free to move either up or down in the slot S², according to the movement of the vehicle.

When the vehicle is set in motion, the drums or rollers A and A' are caused to rotate and the strip, or the portion of it that can be wound, passes from one drum or roller over the pulleys or reels onto the other drum or roller, consequently displaying in succession any suitable number of, say, different advertisements.

Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In mechanism for advertising purposes, the combination of the rollers A and A' car-

rying a strip of calico or other suitable material containing advertisements, with a frame D carrying the spindles B, B' and G', the spindles B and B' having upon them the rollers A and A' which carry the strip E while on G' is the cam II having a groove II' in which two levers L and L' engage so as to cause the clutch-sleeves I and I' to engage or be disengaged from the clutch-racks K and K' substantially as described.

2. In mechanism for advertising purposes, the combination of the rollers A and A' carrying a strip of calico or other suitable material containing advertisements, with the wheels F F' G' and Q with or without Q' for imparting movement to the spindles B and B' carrying the rollers A and A', the wheels similar to M N' and striking-arms M² N to regulate the movements of the cam II so that its speed shall be in proportion to the length of the strip.

3. In mechanism for advertising purposes, the combination of the rollers A and A' carrying a strip of calico or other suitable material containing advertisements, with the spindle P having upon the upper end the wheels R and Q engaging with the wheel G, the lower end sliding in a sleeved wheel O' in gear with the bevel-wheel O attached to the hub of a vehicle-wheel substantially as described.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

FRANK SEPTIMUS DEVONTEAUX SCOTT.

Witnesses:

ROLAND HASTINGS,
JAMES WYETH.