

No. 619,254.

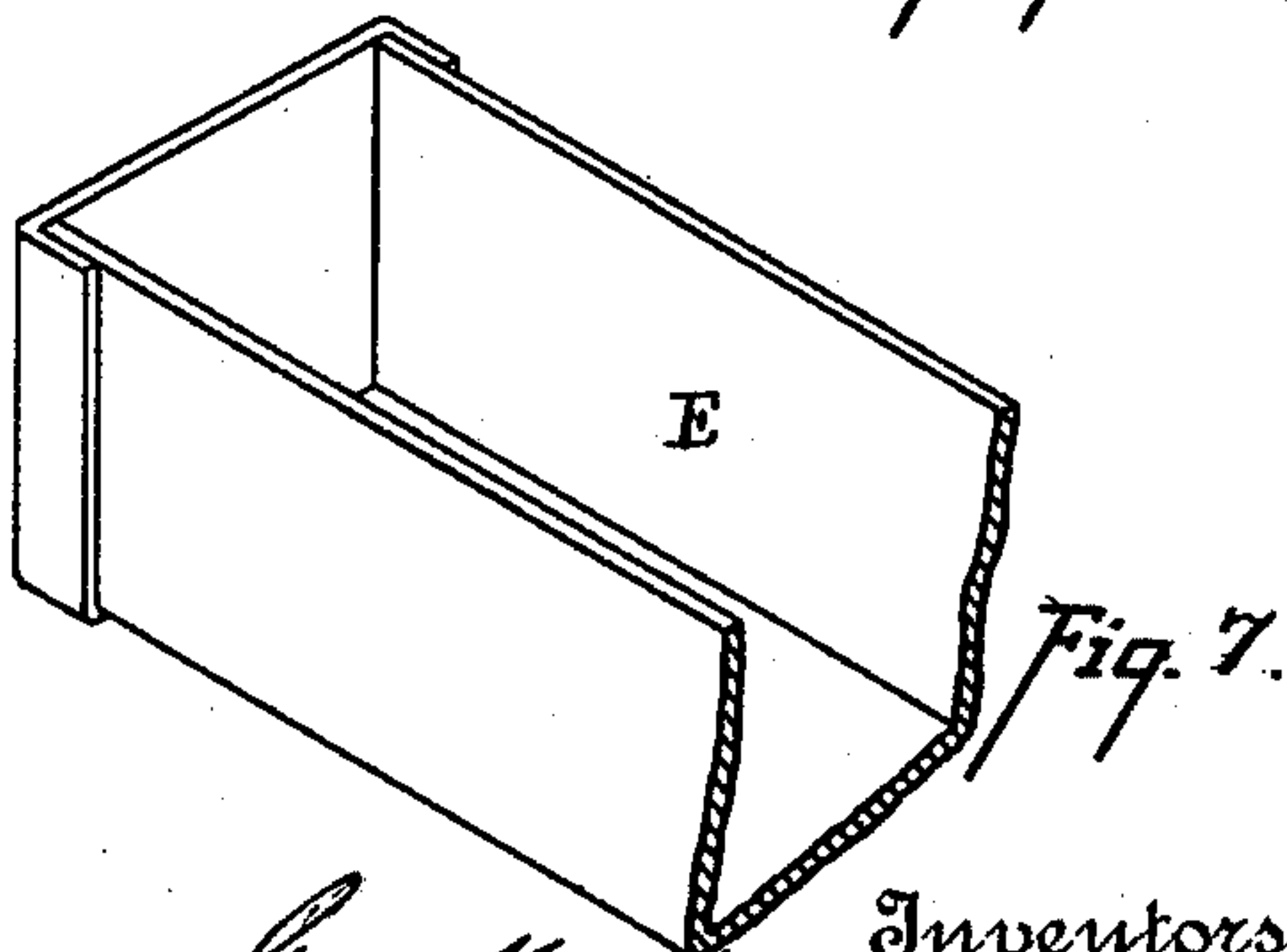
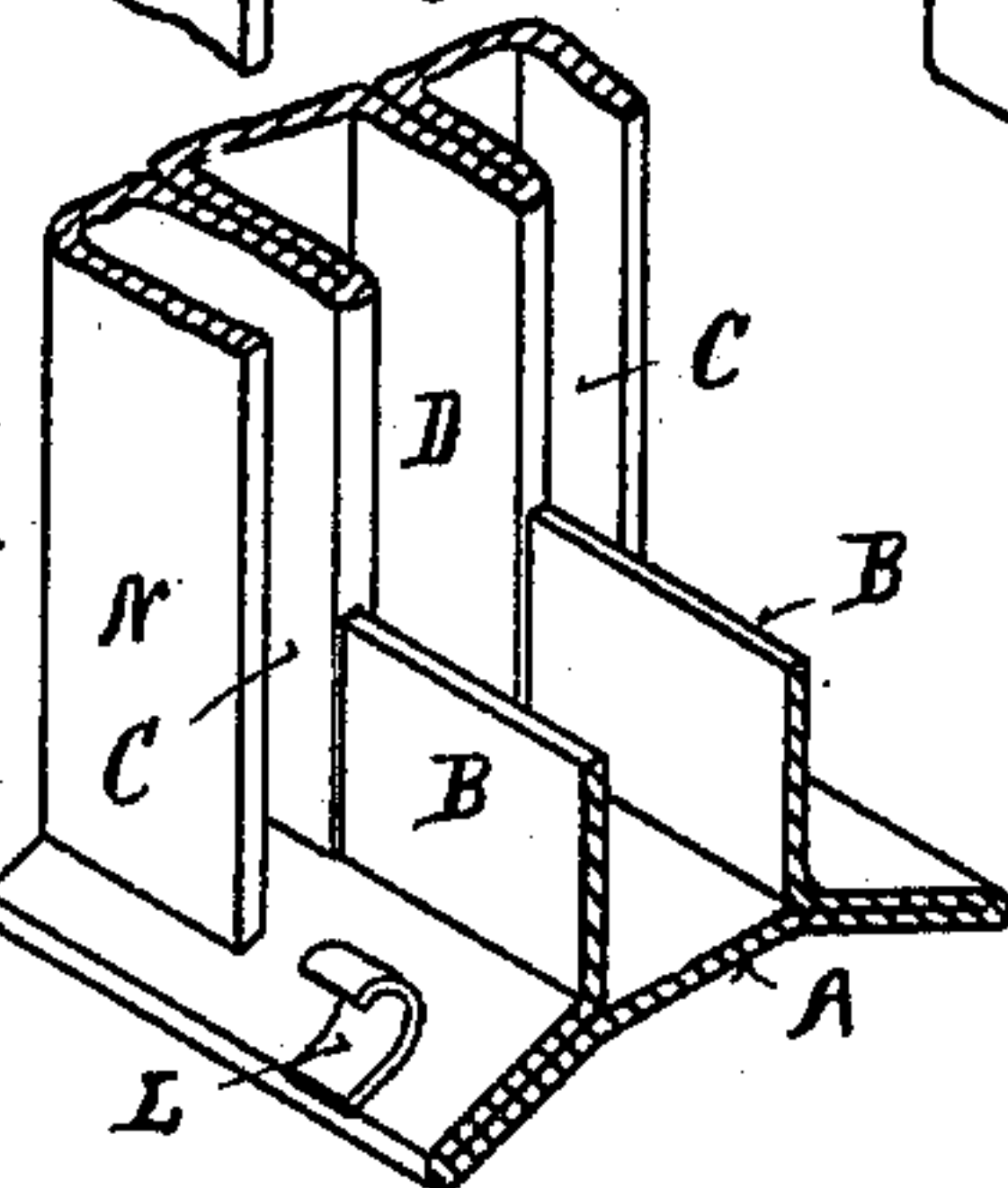
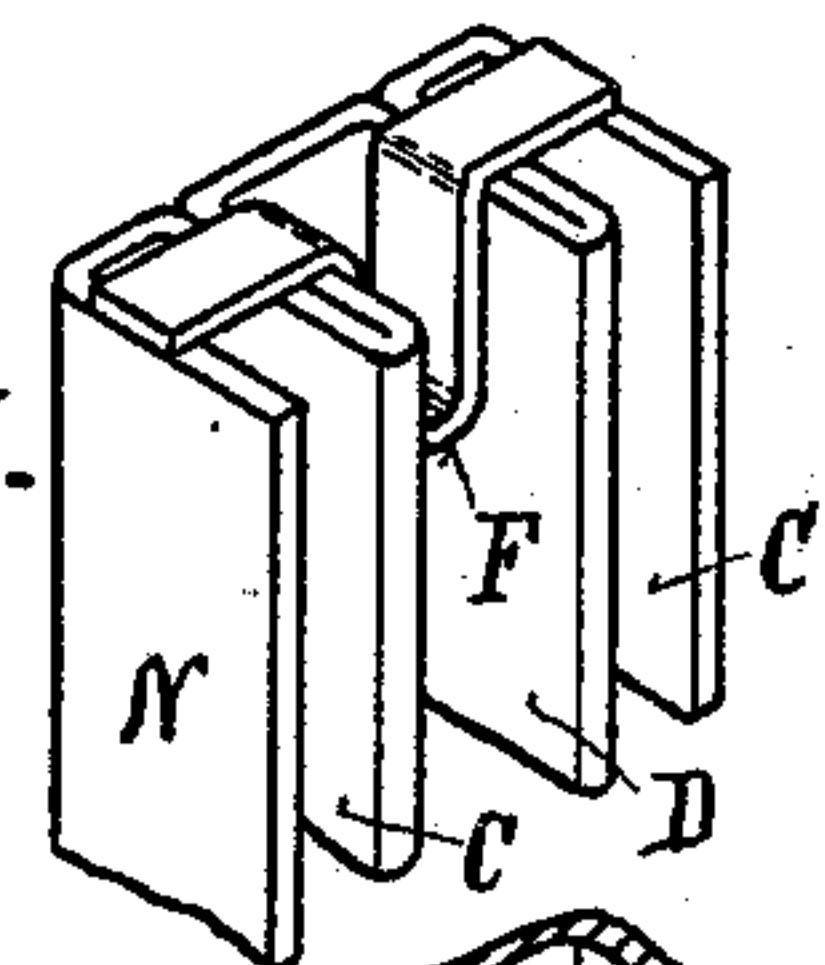
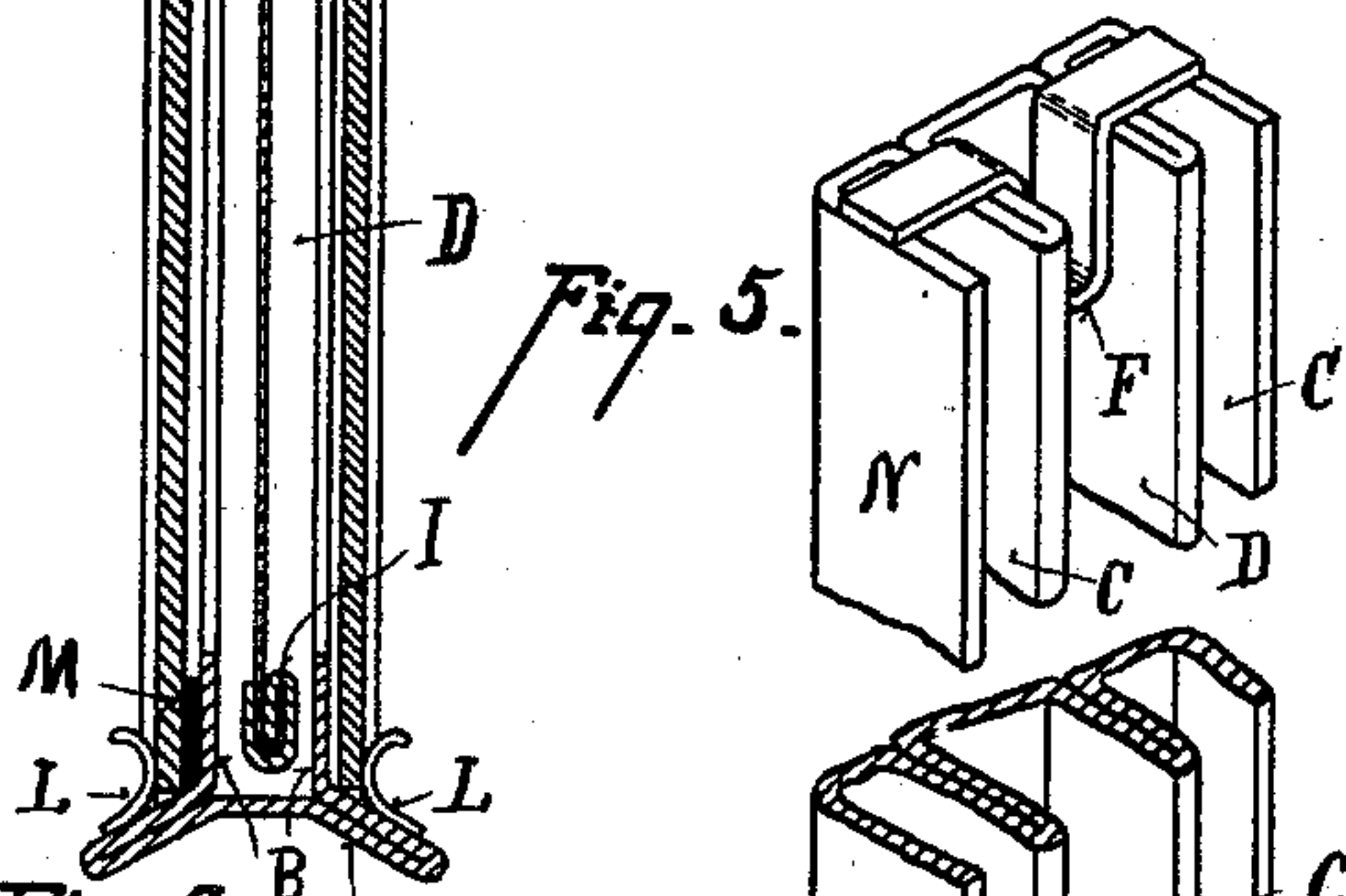
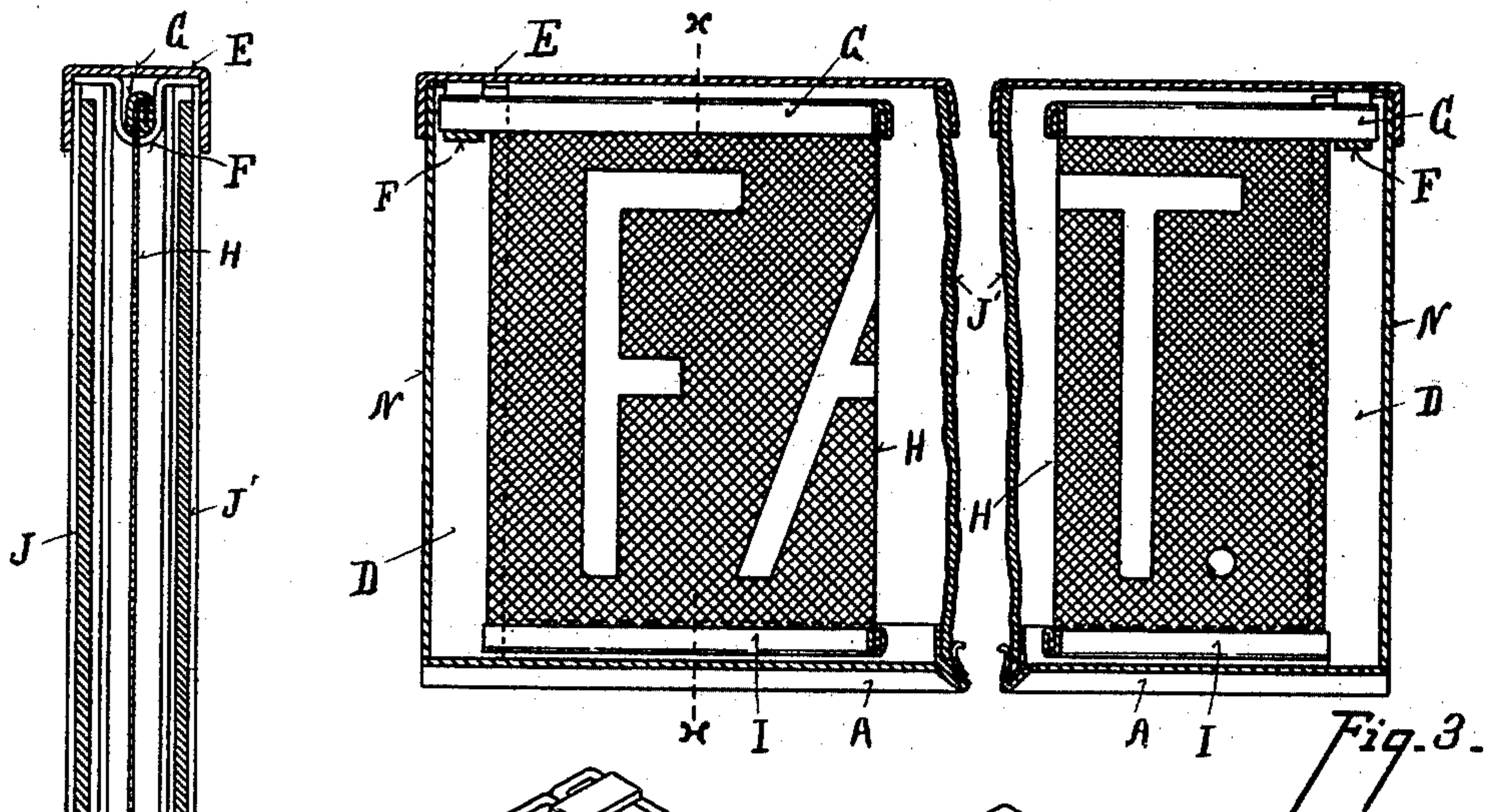
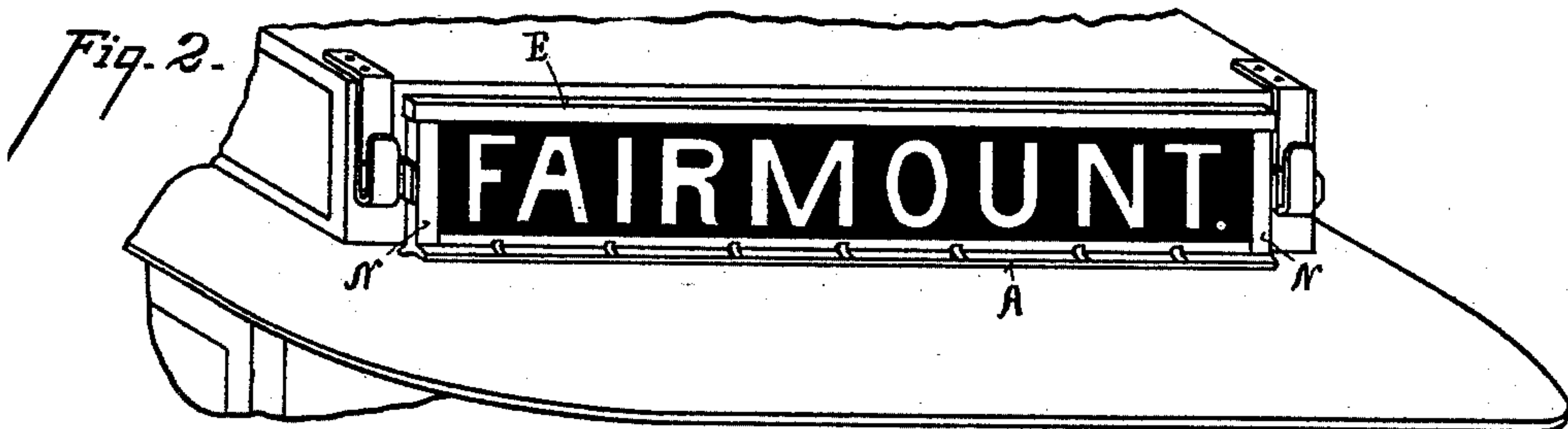
Patented Feb. 7, 1899.

G. W. & P. G. HOWELL.

SIGN.

(Application filed Oct. 22, 1897.)

(No Model.)



Witnesses
C. W. Miles
Chas. D. Pease.

Inventors
Geo. H. Howell
Percy F. Howell
by Wood & Bond
Attorneys

UNITED STATES PATENT OFFICE.

GEORGE W. HOWELL AND PERCY G. HOWELL, OF COVINGTON, KENTUCKY.

SIGN.

SPECIFICATION forming part of Letters Patent No. 619,254, dated February 7, 1899.

Application filed October 22, 1897. Serial No. 656,094. (No model.)

To all whom it may concern:

Be it known that we, GEORGE W. HOWELL and PERCY G. HOWELL, residing at Covington, in the county of Kenton and State of Kentucky, have invented certain new and useful Improvements in Route-Indicators for Street-Cars, of which the following is a specification.

The object of our invention is to provide a route-indicator for street-cars which is supported in a double glass case in a dust-proof housing on the roof of a street-car in juxtaposition to one or more of the roof-windows, so that the light of the car will illuminate the sign by being transmitted through the same.

Our invention also relates to improved methods of construction of the display-casing, which will be more fully set forth in the description of the accompanying drawings, making a part of this specification, in which—

Figure 1 is a front elevation of our device, showing the arched form. Fig. 2 is a front elevation of our improvement attached to the roof of a car opposite the end window. Fig. 3 is an elevation of our improvement with one of the glasses removed. Fig. 4 is a central vertical section on line xx , Fig. 3. Fig. 5 is a perspective view of the top of one of the ends. Fig. 6 is a perspective view of a section of the end of the bottom portion of the casing. Fig. 7 is a perspective view of the cap for inclosing the top of the casing.

In displaying route-signs on ordinary street-cars it is desirable to have them inclosed in dust and water proof casings and also that they shall be readily removable to make the desired changes. It is also desirable to utilize the light within the car to illuminate the sign at night. To accomplish this result, we provide the following device:

The casing is formed with a fixed bottom and ends and a removable top fitting the same. It is preferred to make the casing of metal, in which A represents the base, and N represents the end pieces.

B represents flanges extending upward from the base, against the outer faces of which the glass faces are supported. These flanges are formed of sheet metal bent into the shape shown in Fig. 6.

C represents recesses in which the ends of the glass are fitted, and D a recess or way between the exterior recesses for the reception

of the display-sign. These recesses in the end pieces are preferably formed of sheet metal bent into shape, as shown in Fig. 5. The ends and bottom are rigidly secured together, and when made of metal bent into this form it constitutes a sufficiently rigid frame to support the glass and sign without the necessity of bracing or providing cross-supports, which would obscure the sign.

E represents the cap, which fits completely over the top of the casing, as shown in Figs. 3 and 4.

F represents a support formed in the recesses D at the ends and top of the casing, on which rest the supporting-rod G of the display-sign is held.

H represents the sign, preferably made of muslin or canvas or any suitable material adapted to transmit light. This sign is secured to a supporting-rod G. As shown in Fig. 4, this is made of sheet metal bent and clamped around the top edge of the muslin. I represents a similar rod for the bottom, the weight of which keeps the sign taut.

J J' represent panes of glass supported in the grooves C and resting on the base A, as shown in Fig. 4.

L represents a spring-clamp attached to the base A and bent inward to press against the face of the glass, holding it against the side and end supports. It is sometimes desirable to provide a cushion against which the glass rests, as shown at M, Fig. 4. The cap E is made with depending vertical sides, forming a top support for the glass.

As constructed it will be seen that the display device within the casing can be readily changed by removing the top and lifting out the display-sign; also, that the casing can be readily attached to the roof of the car. The muslin or canvas is painted or printed in the ordinary manner, as shown in Fig. 1, and forms a display device visible both day and night from the inside as well as the outside of the car, no illuminating devices being required, as the light from the car shines through the double glass frame and sign supported therein, forming an indicator which is very legible day and night from the inside as well as the outside of the car.

An inferior modification of our device would be to make the base A with the glass-

supports B and the end pieces of wood, the parts being rabbeted and channeled to form the necessary grooves for the support of the glass and sign; but such form would not be
5 as substantial as the form here shown.

Having described our invention, we claim—

1. A station-indicator consisting of a casing adapted to be supported upon the roof of a car, said casing consisting of the base-piece
10 A, and end pieces N, the parts being formed and arranged to provide three separate guide-recesses C, C, and D, glass panes supported within the recesses C, C, supports F, F, at the upper opposite ends of the casing, a light-
15 transmitting sign suspended from said supports and hanging between the panes, and a removable cap or cover for the casing, substantially as described.

2. A station-indicator, consisting of a casing adapted to be supported upon the roof of a car, said casing consisting of a suitable base
20 formed from a single piece of sheet metal, having its opposite sides bent or folded backward and upward to provide two upwardly-
25 extending parallel flanges for the purpose described, and end pieces each formed from sheet metal bent or folded to provide three

separate guide-recesses, transparent panes supported within the two outermost recesses, a light-transmitting sign removably suspended in the central recess, and a detachable top
30 for the casing.

3. A station-indicator, consisting of a casing adapted to be supported upon the roof of a car, said casing consisting of the base-piece
35 A and end pieces N, the parts being formed and arranged to provide three separate guide-recesses C, C and D, glass panes supported within the recesses C, C, a series of spring-clamps L secured to each side of the base and
40 each having one end in contact with the outer face of each pane, supports F, F, at the upper opposite ends of the casing, a light-transmitting sign suspended from said supports and hanging between the panes, and a de-
45 tachable cap or cover E for the casing, substantially as described.

In testimony whereof we have hereunto set our hands.

GEORGE W. HOWELL.
PERCY G. HOWELL.

Witnesses:

W. R. WOOD,
OLIVER B. KAISER.