

No. 725,300.

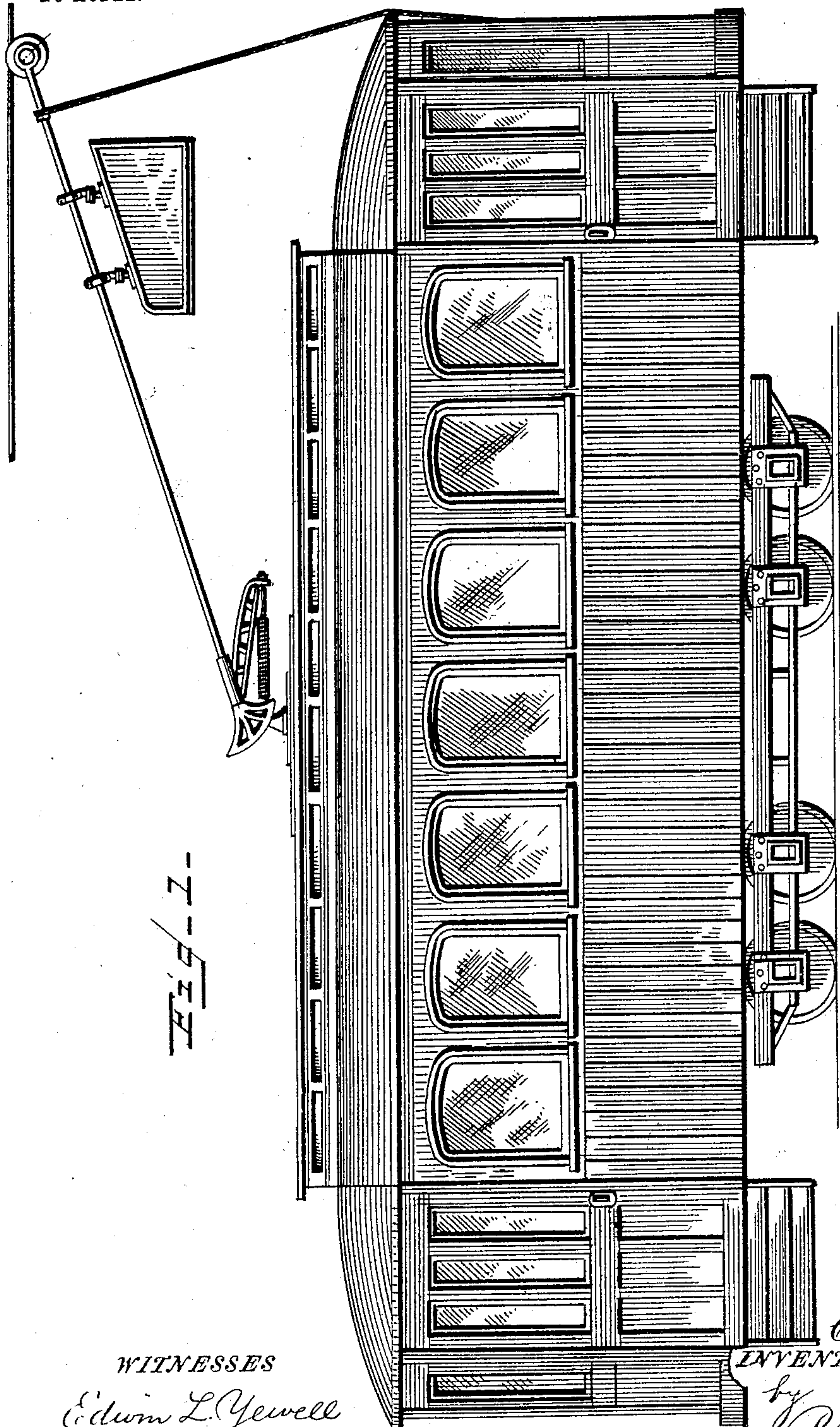
PATENTED APR. 14, 1903.

C. A. TYNDALL.
SIGN.

APPLICATION FILED DEC. 4, 1902.

2 SHEETS—SHEET 1.

NO MODEL.



WITNESSES

Edwin L. Yewell
C. D. Davis

INVENTOR

Charles A. Tyndall

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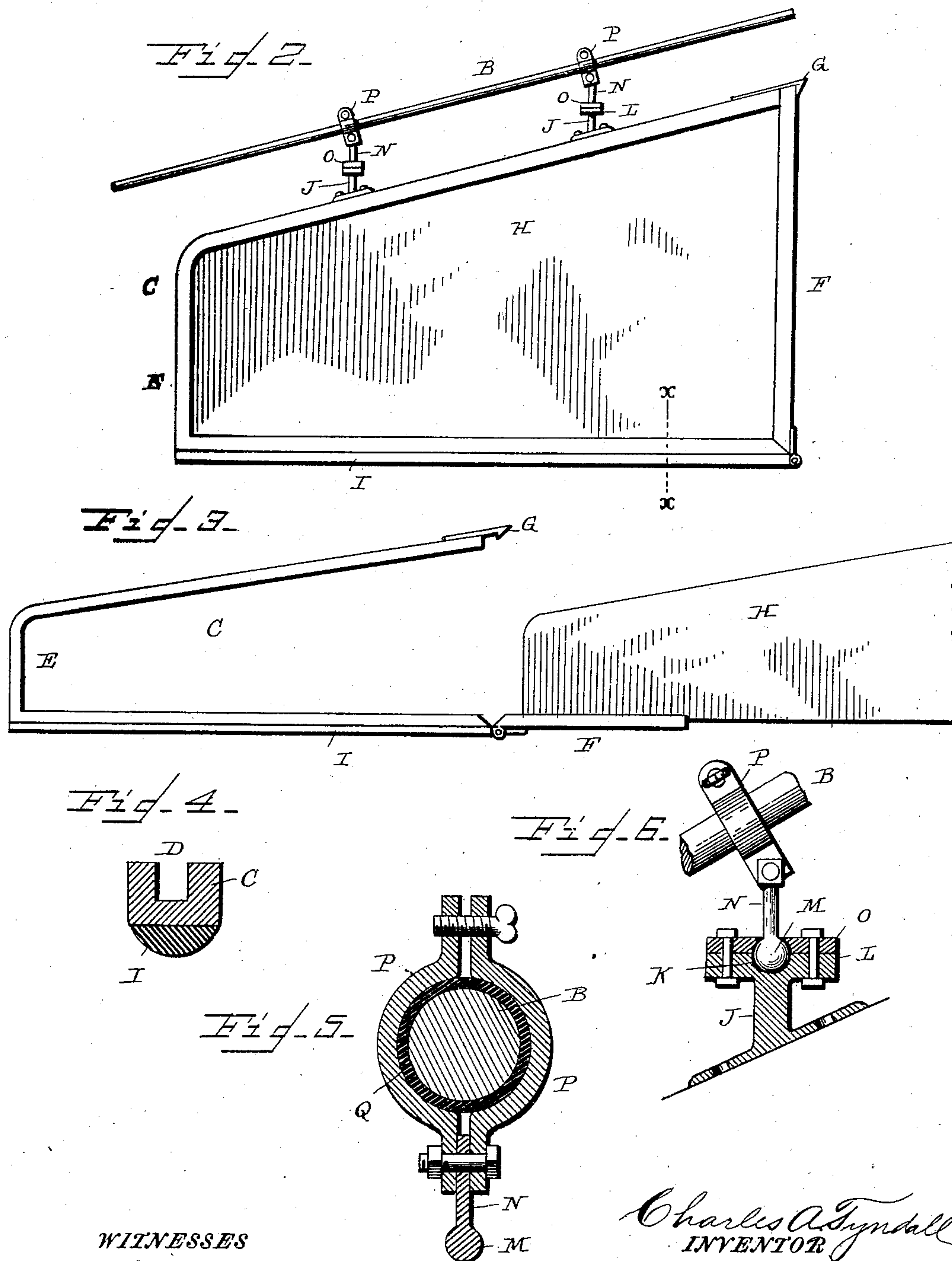
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

CHARLES A. TYNDALL, OF TROY, NEW YORK, ASSIGNOR OF ONE-HALF TO
CHARLES W. BRUDEN, OF UTICA, NEW YORK, AND PETER J. SMITH,
OF WALTHAM, MASSACHUSETTS.

SIGN.

SPECIFICATION forming part of Letters Patent No. 725,300, dated April 14, 1903.

Application filed December 4, 1902. Serial No. 133,912. (No model.)

To all whom it may concern:

Be it known that I, CHARLES A. TYNDALL, a citizen of the United States of America, residing at Troy, in the county of Rensselaer and State of New York, have invented certain new and useful Improvements in Signs, of which the following is such a full, clear, and exact description as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming a part hereof.

This invention seeks to provide a sign which may be hung on trolley-poles and which will be of a cheap and durable construction. This object is attained by the use of the device illustrated in the accompanying drawings; and the invention consists in certain novel features of the same, as will be hereinafter first fully described and then particularly pointed out in the claims.

In the drawings just mentioned, Figure 1 is a side elevation of a trolley-car with my improved sign attached to the trolley-pole. Fig. 2 is an enlarged side elevation of the sign and the connections by which it is secured to the trolley-pole. Fig. 3 is an elevation showing the manner of removing the card or sign-plate from the frame. Fig. 4 is an enlarged detail section on the line *xx* of Fig. 2, and Figs. 5 and 6 are enlarged detail views of the hangers by which the sign-frame is secured to the trolley-pole.

The car A and the trolley-pole B may be of any preferred style and form no part of my present invention.

In carrying out my invention I employ a trapezoidal frame C of any light durable material, preferably aluminium. This frame is grooved longitudinally throughout its inner face, as shown at D, and its shorter end E is formed integral with its top and bottom. The longer end F is hinged at its lower extremity to the bottom of the frame, and its upper extremity is adapted to engage and be held by a spring-latch G, projecting from the top of the frame. The sign-plate or card H is trapezoidal in form to correspond to the frame and is of such a thickness as to fit snugly in the in-

ternal groove of the frame and at the same time slide freely therein, so that while it may be readily removed from or inserted in the frame it will not rattle therein when swayed by the wind or when the trolley-pole is vibrated from any cause. When the card is to be inserted or removed, the larger swinging end of the frame is turned downward to the position shown in Fig. 3 and will then serve as a guideway to insure the proper entrance of the card. After the card has been inserted the end is swung upward into its normal position and will be automatically engaged by the latch G and held so as to prevent the accidental removal of the card. On the bottom of the frame I provide a rubber or similar cushion I to serve as a buffer and prevent injury to the roof of the car when the trolley-pole is lowered. To attach the sign to the trolley-pole, I form on or secure rigidly to the top edge of the frame short posts or standards J, having central concave recesses K and lateral flanges L at their upper ends. Resting in the said recesses are spherical enlargements M on the lower ends of hangers N, and plates O are fitted around the hangers over the enlargements and secured upon the flanges L, as clearly shown in Figs. 5 and 6. This construction forms a universal joint, which permits the sign to move freely with the wind in all directions, so that there will be no undue strain on the trolley-pole. The upper ends of the hangers are secured firmly between the ends of straps or bands P, clamped around the trolley-pole. Encircling the pole between the same and the said straps or bands I provide rubber or other insulation Q to prevent the passage of electricity to the sign, and consequently avoid all liability of shocking through contact with the sign.

It will be readily seen from the foregoing description, taken in connection with the accompanying drawings, that I have provided a sign of simple construction especially adapted for attachment to the trolley-poles of cars. The announcement displayed on the sign may be changed at will, the removal of the card and the substitution of another one therefor requiring but a very few minutes.

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

1. In a sign for trolley-cars, the combination with the trolley-pole and the sign-frame, of bands clamped to the trolley-pole, hangers secured to and depending from the said bands, and posts rising from the sign-frame, attached to said hangers by a universal joint so as to have free movement thereon in all directions.

2. In a sign for trolley-cars, the combination with the trolley-pole and the sign-frame, of posts or standards rising from the frame

having concave recesses and lateral flanges at their upper ends, hangers depending from the trolley-pole and having enlarged lower ends resting in said recesses, and plates fitted on said hangers over said enlarged ends and secured to the lateral flanges of the posts.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

CHARLES A. TYNDALL.

Witnesses:

CLARIDA SANVILLE,
EUPHEMIA BOISSEMEAU.