

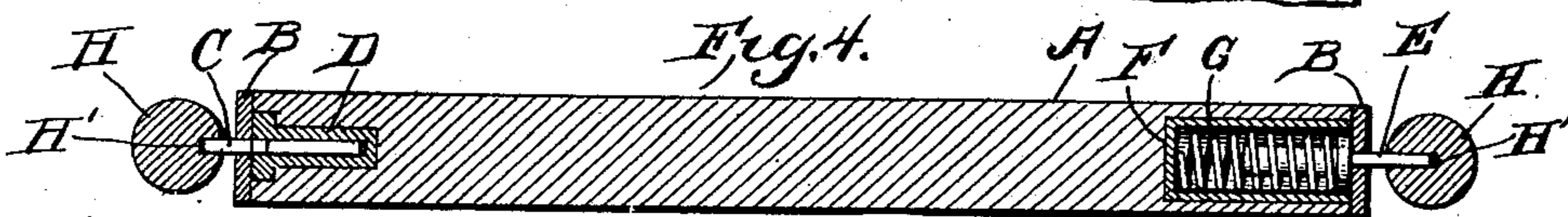
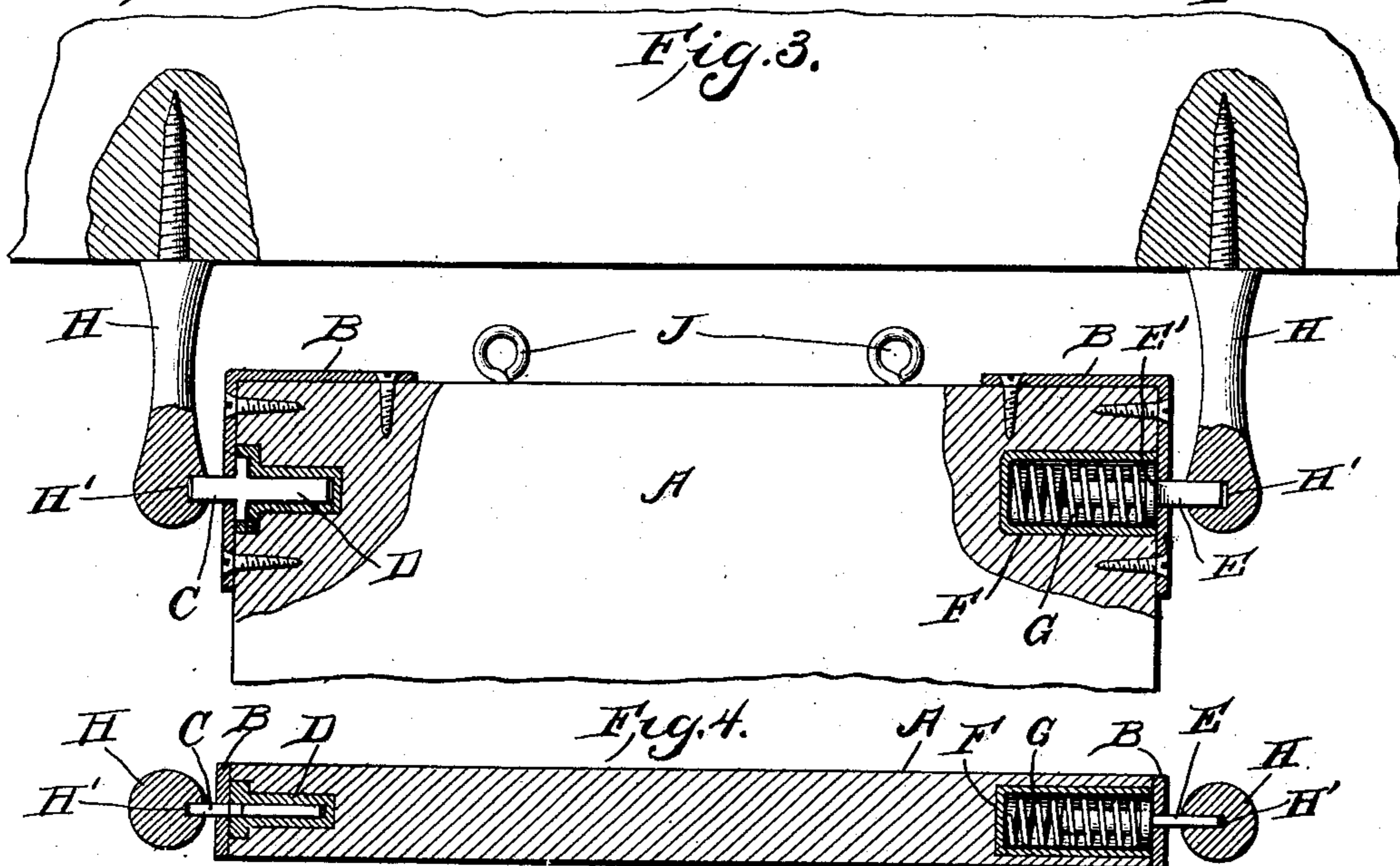
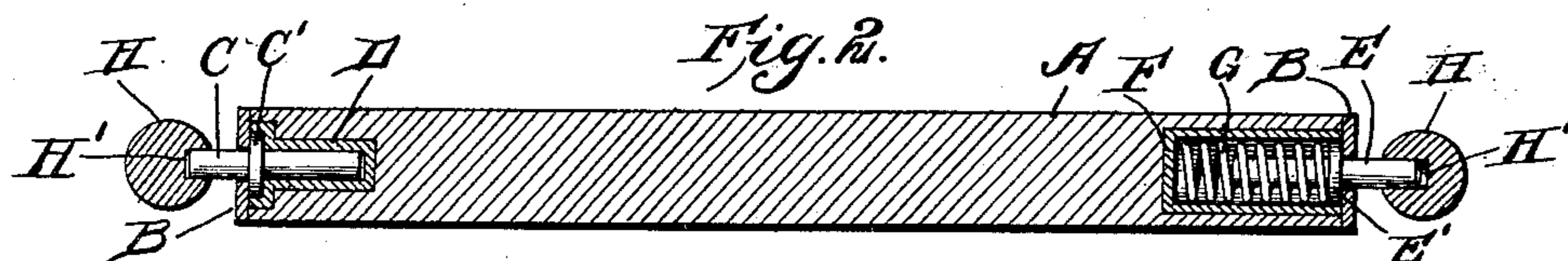
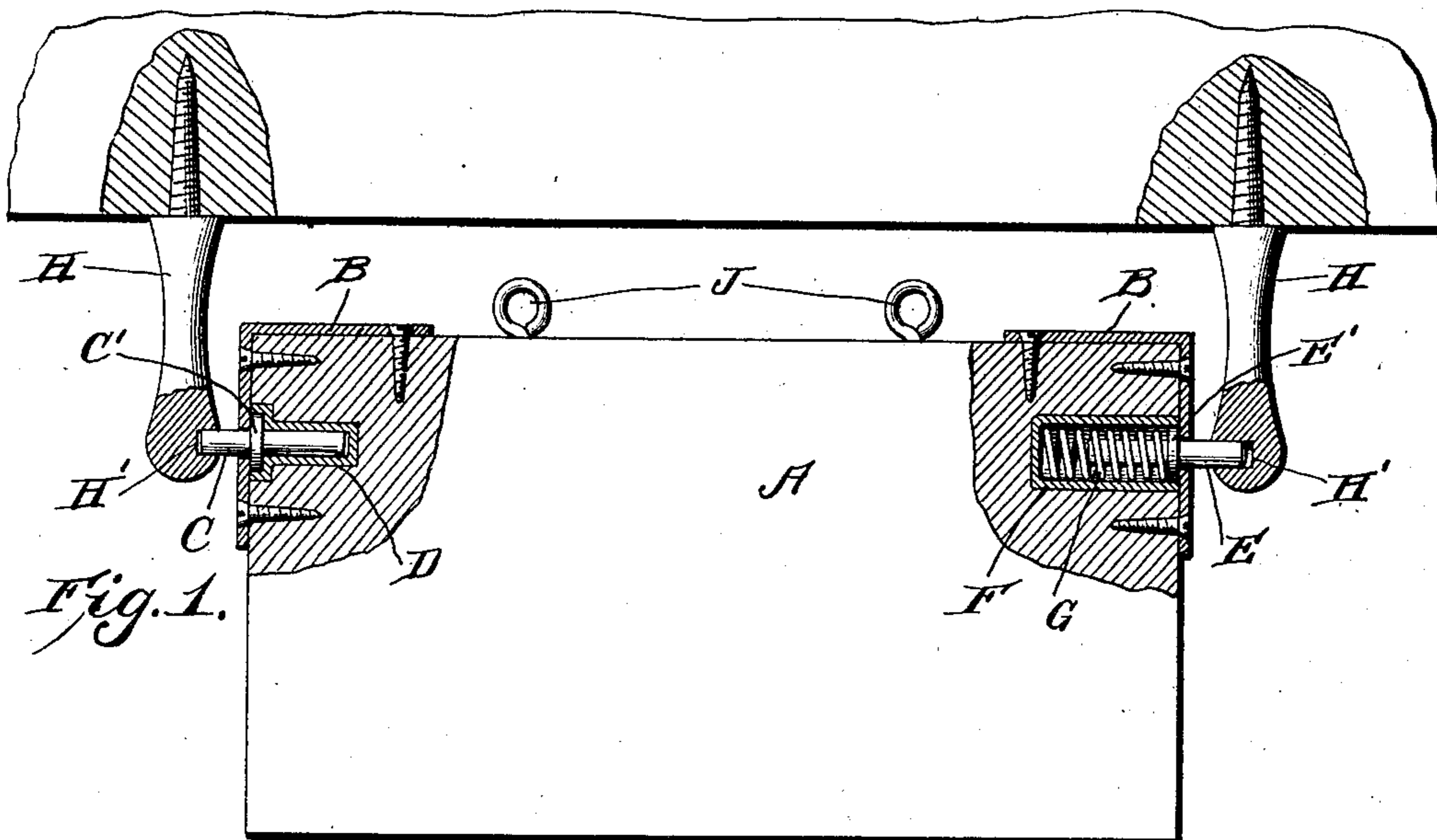
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PATENTED AUG. 11, 1903.

J. K. COLEMAN & J. G. HARNER.
REMOVABLE SIGN FOR STREET CARS.

APPLICATION FILED APR. 23, 1903.

NO MODEL



Witnesses:

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UNITED STATES PATENT OFFICE.

JOHN K. COLEMAN AND JOSEPH G. HARNER, OF PHILADELPHIA,
PENNSYLVANIA.

REMOVABLE SIGN FOR STREET-CARS.

SPECIFICATION forming part of Letters Patent No. 735,946, dated August 11, 1903.

Application filed April 23, 1903. Serial No. 153,921. (No model.)

To all whom it may concern:

Be it known that we, JOHN K. COLEMAN and JOSEPH G. HARNER, citizens of the United States, residing at Philadelphia, county of Philadelphia and State of Pennsylvania, have invented a certain new and useful Improvement in Removable Signs for Street-Cars, of which the following is a specification.

Our invention relates to a new and useful improvement in removable signs for street-cars, and has for its object to provide a sign which may be easily and quickly inserted in its hangers or removed therefrom and which when suspended cannot be displaced accidentally by the swaying of the car or by the wind.

With these ends in view this invention consists in the details of construction and combination of elements hereinafter set forth and then specifically designated by the claim.

In order that those skilled in the art to which this invention appertains may understand how to make and use the same, the construction and operation will now be described in detail, referring to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a front elevation of our improved sign, the upper corners being broken away to show the construction. Fig. 2 is a horizontal longitudinal section of Fig. 1. Fig. 3 is a similar view to Fig. 1, showing modified form of construction. Fig. 4 is a horizontal longitudinal section of Fig. 3.

Our improved sign-board is designed, primarily, for the small sign-boards which display the number of the car and are suspended from the roof above the platform. These sign-boards as now made consist of a rectangular board with two screw-eyes secured in its upper edge, which screw-eyes engage hooks depending from the roof. These boards become easily disengaged from the hooks by the wind or the motion of the car and either fall off entirely or hang by one hook, which causes a great amount of inconvenience.

In our improved sign, A represents the sign-board, upon which the characters are represented, which board is preferably reinforced by the corner-pieces B.

C is a stud projecting from one end of the

board near its upper edge, and this stud where it extends into the board is preferably surrounded by the thimble D, and the collar C'', secured to the stud, lies behind the corner-pieces B, so as to prevent the stud from pulling out. Upon the opposite end of the board and in alinement with the stud C is a spring-actuated stud E. This stud also extends into the board and is also provided with the collar E', bearing against the inside face of the corner-pieces B, limiting the outward movement of the stud. The thimble F, surrounding this stud, is much larger in diameter than the stud and, in fact, is the same diameter as the collar E'.

G is a spring interposed between the end of the thimble and the collar E', thus tending to always keep the stud at the limit of its outer movement.

H represents hangers depending from the roof of the car, and in the lower end of these hangers are formed openings H', which provide sockets for the studs.

In suspending the sign the stud E is first inserted in its socket, and by pushing the sign to that side and compressing the spring G the stationary stud C may be brought in alinement with its socket, and then by releasing the sign the spring G will force the stud C into the socket, and the sign will be suspended.

The sign may be removed by the same operation—by pressing the sign to one side until the stud C is clear of its hanger.

In the construction just described the studs are round, and the sign is free to swing upon these pivots; but where it is desirable to have a sign that is stationary and cannot swing we construct the device as shown in Figs. 3 and 4, and by forming the studs E and C and the sockets H' either square or rectangular the sign will be held against any swinging, and this latter construction would be preferable where this device is used on the destination-signs upon the front and rear of the car.

The signs which contain the number of the car are, as has been stated before, suspended from screw-eyes in the upper edge of the sign, and these screw-eyes are used to suspend the signs in the car-barns, and in order not to change the system in the barns and to

allow the signs to be filed away in the same manner as heretofore we provide upon the upper edge of the sign the two screw-eyes J.

Of course we do not wish to be limited to the exact construction here shown, as slight modifications could be made without departing from the spirit of our invention.

Having thus fully described our invention, what we claim as new and useful is—

10 A sign-board, corner-pieces secured upon the upper corners of the board, a stationary stud protruding from one end of the board, a movable stud protruding from the opposite end of the board in alinement with the other
15 stud, a collar formed with the stud and normally bearing against the inner face of the

corner-pieces to limit the outward movement of the said stud, a thimble embedded in the board, a spring interposed between the end of the thimble and the collar upon the stud, 20 and hangers provided with sockets in their lower ends for the reception of the studs, as specified.

In testimony whereof we have hereunto affixed our signatures in the presence of two 25 subscribing witnesses.

JOHN K. COLEMAN.
JOSEPH G. HARNER.

Witnesses:

MARY E. HAMER,
L. W. MORRISON.