

No. 771,617.

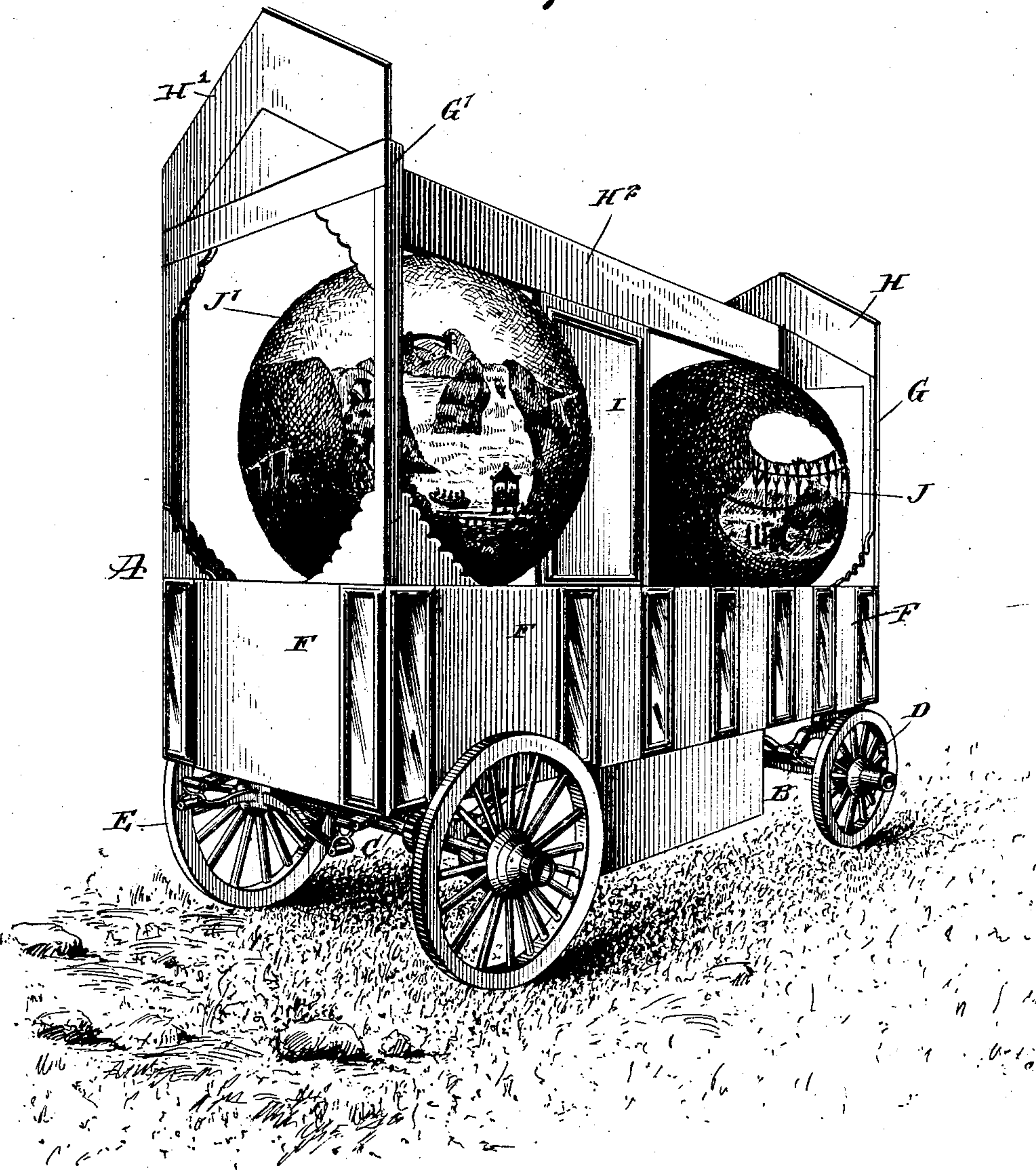
PATENTED OCT. 4, 1904.

J. A. ELDRED.
ADVERTISING VEHICLE.
APPLICATION FILED OCT. 6, 1903.

NO MODEL.

3 SHEETS—SHEET 1.

Fig. 1.



WITNESSES:

Charles Figgert
Rev. G. Hooper

INVENTOR

John A. Eldred

BY

Munn

ATTORNEYS

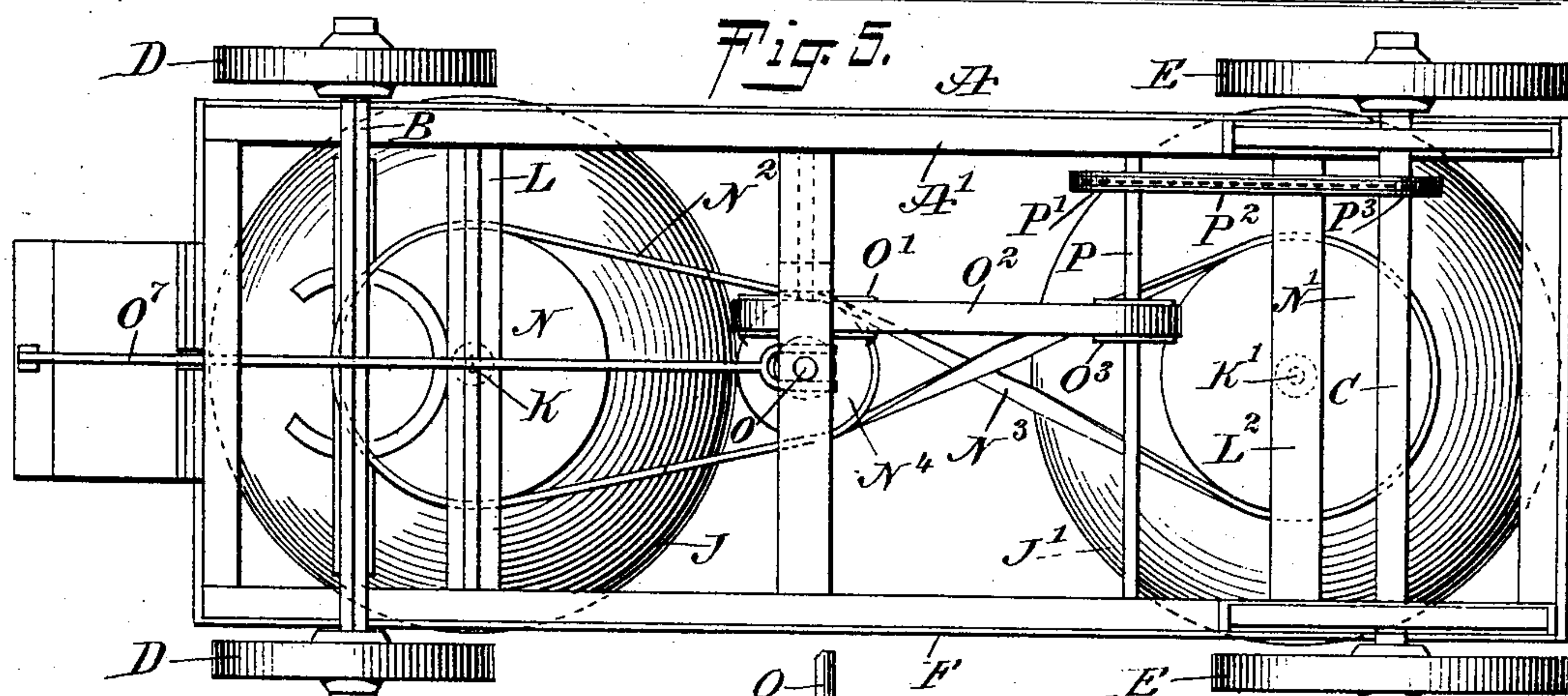
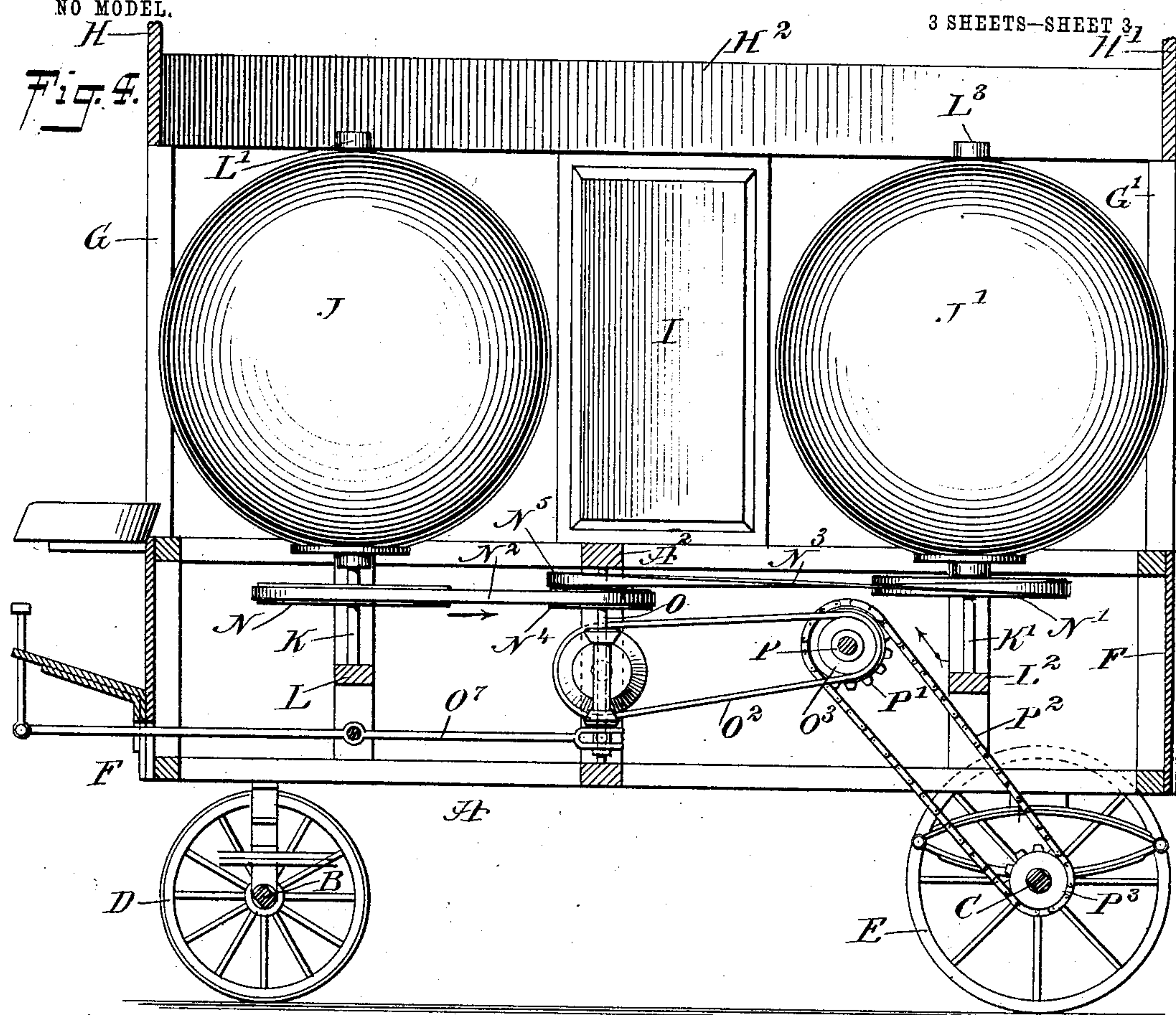
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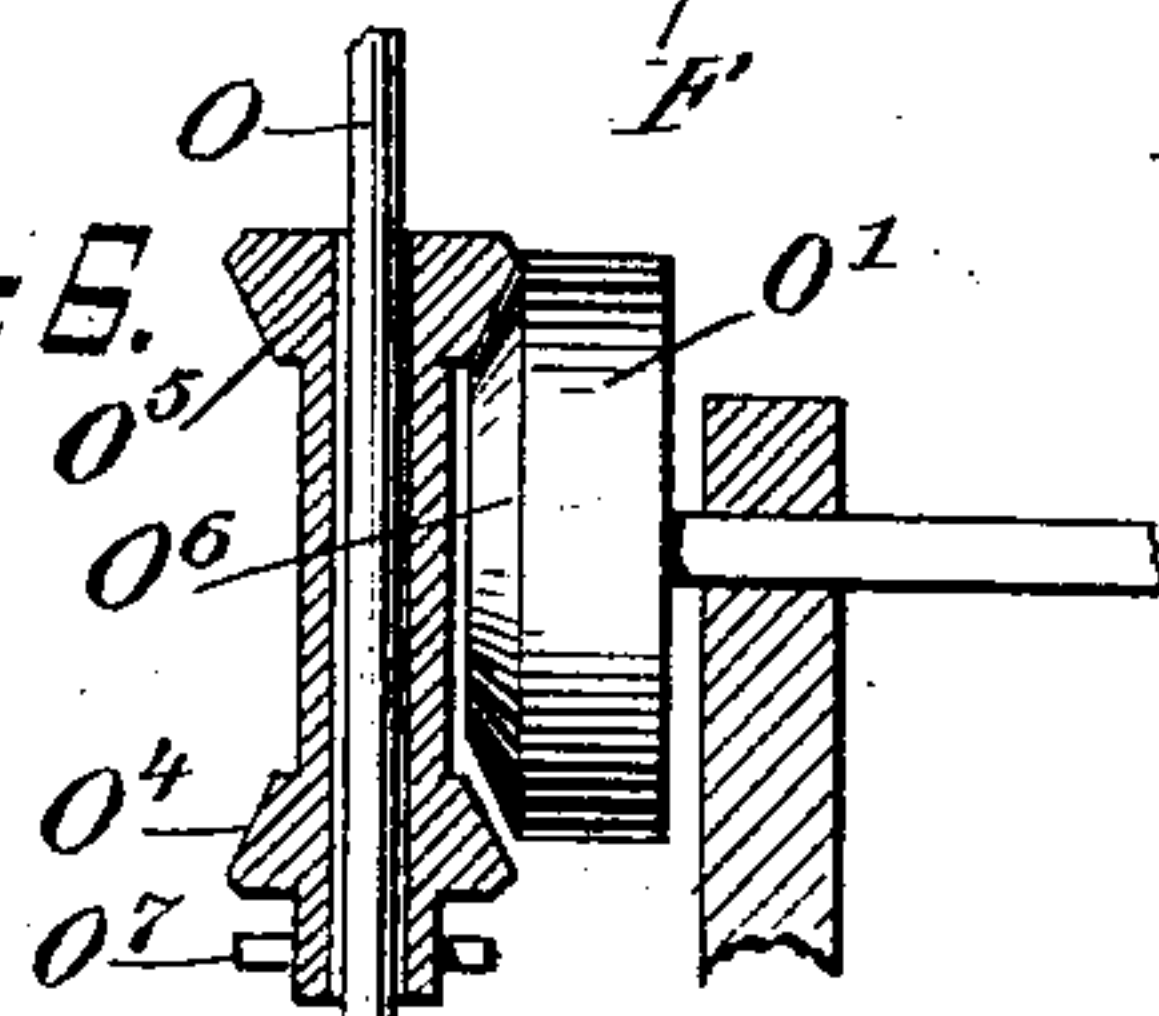
3 SHEETS—SHEET 3



WITNESSES:

William P. Goebel.
Rev. J. Hooper.

Fig. 6.



INVENTOR

John A. Eldred

BY

Wm. H. H. H.
ATTORNEYS

UNITED STATES PATENT OFFICE.

JOHN A. ELDRED, OF NEW YORK, N. Y., ASSIGNOR OF ONE-HALF TO
STEPHEN NOONAN, OF BROOKLYN, NEW YORK.

ADVERTISING-VEHICLE.

SPECIFICATION forming part of Letters Patent No. 771,617, dated October 4, 1904.

Application filed October 6, 1903. Serial No. 175,969. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. ELDRED, a citizen of the United States, and a resident of the city of New York, borough of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Advertising-Vehicle, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved advertising-vehicle having fixed and movable advertisements to readily attract the attention of the public while the vehicle passes along the highways.

The invention consists of novel features and parts and combinations of the same, as will be more fully described hereinafter and then pointed out in the claims.

A practical embodiment of the invention is represented in the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view of the improvement. Fig. 2 is a longitudinal sectional elevation of the same. Fig. 3 is an inverted plan view of the same, and Fig. 4 is a vertical longitudinal section; Fig. 5, a bottom plan view, and Fig. 6 a detail view illustrating a reversing-gear.

The vehicle-body A is preferably rectangular in shape and is provided with a skeleton framework A', mounted on a front axle B and a rear axle C, the same as ordinary wagons, and on the said axles B and C are arranged front and rear wheels D and E, respectively.

The skeleton frame A' of the body is covered on the sides and ends with panels F, for displaying advertisements, and from the front and rear corners of the said skeleton frame A' rise front and rear posts G and G', of which the front posts are connected with each other by a transverse display-sign H, and a similar display-sign H' connects the upper ends of the rear posts G' with each other. A longitudinal display-sign H² connects the display-signs H and H' with each other at or near their middles, and a vertical advertising-panel I extends from the middle of the longitudinal display-sign H² to a cross-bar A², forming part

of the skeleton frame A', as plainly indicated in Fig. 2.

It will be seen that the superstructure consists of the supporting-posts and the display-signs H, H', and H² and is very attractive, and the advertising matter on the said signs can be read from a great distance, and sufficient space is formed between the display-signs and the panels F above the wagon-body to accommodate front and rear spheres J and J', covered at their outer surfaces with suitable advertising matter, the said spheres being provided with vertically-disposed shafts K and K', of which the shaft K is journaled in suitable bearings carried by the cross-bar L of the skeleton frame A' and a support L' on the longitudinal display-sign H². The shaft K' for the rear sphere J' is similarly journaled in bearings carried by a cross-bar L² and a support L³, as plainly indicated in Fig. 2.

On the lower portions of the shafts K and K' within the wagon-body are secured pulleys N and N', connected by belts N² and N³ with pulleys N⁴ and N⁵, fastened on a vertical shaft O, journaled in the cross-bars A² and A³ of the skeleton frame A', so that when the shaft O is rotated a rotary motion is transmitted to the shafts K and K' to rotate the spheres J and J' on their vertical axes. One of the belts, as shown the belt N³, is crossed, so that the spheres J and J' rotate in opposite directions. The shaft O, and consequently the spheres, are rotated by a suitable driving-gear from the rear axle C of the vehicle, and for this purpose the shaft O is provided with a pulley O', connected by a belt O² with a pulley O³, secured on a transverse shaft P, journaled in suitable bearings carried on the sides of the skeleton frame A'. On the shaft P is secured a sprocket-wheel P', connected by a sprocket-chain P² with a sprocket-wheel P³, attached to the rear axle C, on which the rear wheels E are fastened, so that when the vehicle is drawn along over a highway the rotation of the rear wheels E and axle C causes a rotation of the shaft P, owing to the sprocket-chain and sprocket-wheel connection described, and the rotation of the shaft P is transmitted to

the shaft O by the pulleys O³ and O' and the belt O².

The front axle B of the vehicle is provided with the usual shafts or pole, and the front 5 end of the body is preferably provided with a seat for the driver controlling the animals employed for drawing the vehicle over the highways. If desired, the vehicle may be propelled by suitable motive power arranged 10 in the body A and geared to the rear axle of the vehicle. Now when the vehicle is drawn along over the highways the spheres J and J' revolve in the space between the top of the body A and the advertising-signs of the super- 15 structure, and consequently the fixed and movable advertisements readily attract the attention of the public as the vehicle passes along.

If desired, the gearing above described for 20 rotating the spheres J and J' from the axle C may be made in the form of a reversing-gear, as shown in Figs. 4, 5, and 6, under the control of the driver of the vehicle, so that the rotation of the spheres may be reversed 25 whenever desired. In the construction illustrated in Figs. 4, 5, and 6 a double gear or friction wheel O⁴ O⁵ is employed and mounted to slide on and rotate with the shaft O, geared with the spheres, as before described. 30 The double gear or friction wheel extends diametrically of the gear or friction wheel O⁶, secured to or forming part of the pulley O', journaled on the frame A' and connected by belt O² and pulley O³ with the shaft P, above 35 described. A shifter-lever O⁷ under the control of the operator is connected with the

double gear or friction wheel O⁴ O⁵ to move the latter into gear on either side of the wheel O⁶ to rotate the shaft O either forward or backward on the forward movement of the 40 vehicle. Thus by the operator manipulating the lever O⁷ the rotation of the spheres J J' can be reversed whenever it is desired to do so by the operator seated on the driver's seat.

Having thus described my invention, I claim 45 as new and desire to secure by Letters Patent—

1. An advertising-vehicle substantially as herein described, comprising a body, advertising-panels at the sides and ends thereof and top panels, forming an open framework super- 50 structure upon the vehicle-body, advertising-spheres mounted to revolve on vertical axes midway between the sides of the vehicle and visible through the spaces between the said panels of the vehicle-body at both sides and 55 ends of the vehicle, and means for rotating the spheres.

2. An advertising - vehicle comprising spheres on vertical axes, a body mounted on wheels, a framework superstructure upon said 60 body and having openings for the spheres, the latter being arranged to show through the openings of such framework superstructure substantially as set forth.

In testimony whereof I have signed my name 65 to this specification in the presence of two subscribing witnesses.

JOHN A. ELDRED.

Witnesses:

CHAS. E. ELLIS,
STEPHEN NOONAN.