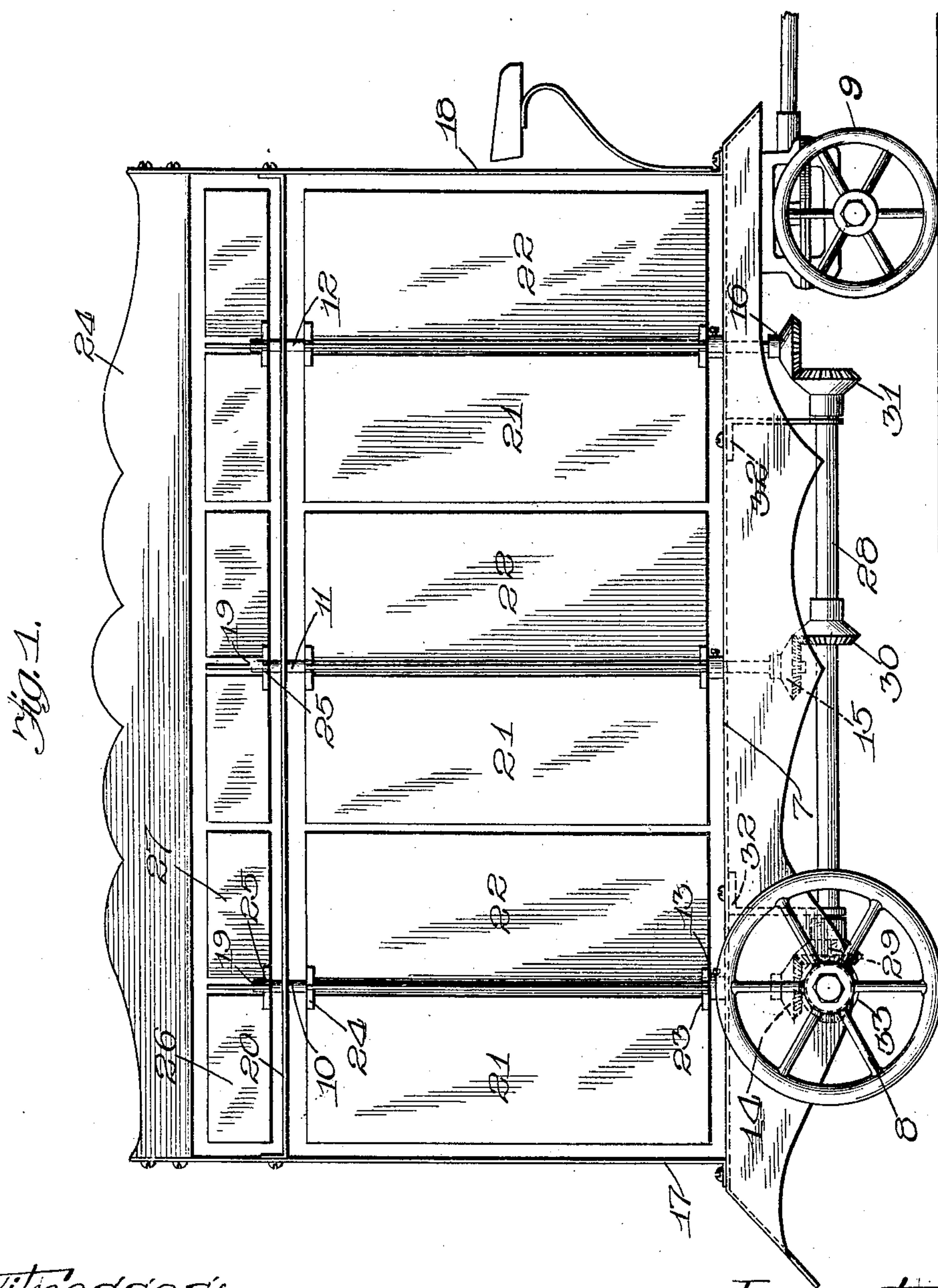


925,173.

2 SHEETS--SHEET 1.



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# UNITED STATES PATENT OFFICE.

RICHARD C. HAHNKE, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-THIRD TO HARRY M. SHAW  
AND ONE-THIRD TO GEORGE P. CROWE, OF CHICAGO, ILLINOIS.

## ADVERTISING-VEHICLE.

No. 925,173.

Specification of Letters Patent.

Patented June 15, 1909.

Application filed July 6, 1908. Serial No. 442,216.

*To all whom it may concern:*

Be it known that I, RICHARD C. HAHNKE, a citizen of the United States of America, and resident of Chicago, Illinois, have invented a certain new and useful Improvement in Advertising-Vehicles, of which the following is a specification.

My invention relates to improvements in advertising vehicles, and has for its object the production of a device in which a vehicle is used to carry advertising signs, power from said vehicle being transmitted and used in changing the relative positions of said signs.

A further object is the production of a device in which the different signs located on the vehicle may be moved independently of each other.

A further object is the production of a device of the character described that is of simple construction and one that is least liable to disarrangement of parts.

These and such other objects as may hereinafter appear are attained by my device, embodiments of which are illustrated in the accompanying drawings, in which—

Figure 1 represents a side elevation of my device. Fig. 2 represents a bottom plan view of a portion of Fig. 1, showing the gearing. Fig. 3 represents a perspective view of one section of my device, with a portion of the vehicle broken away. Fig. 4 represents an end view of my device. Fig. 5 represents a sectional view of a portion of a form of my device showing one upright shaft with vanes and connections. Fig. 6 is a detail view of the gearing shown in Fig. 5.

Like numerals of reference indicate like parts in the several figures of the drawings.

Referring now to the drawings—7 represents a wagon body of any approved form carried by wheels 8—9. A plurality of vertical shafts 10, 11, 12, pass through collars 13 mounted on the body of the vehicle. These shafts terminate at their lower ends in bevel gears 14, 15, 16. Mounted on the frame of the vehicle is a rear support 17 and a front support 18 extending upwardly above the tops 19 of the vertical shafts. A cross-piece 20 extends from front to rear through which the shafts 10, 11, 12 pass. A plurality of vanes 21, 22 are secured to collars 23, 24, the former resting on the top of the collars 13. These collars are keyed to the shafts, thus preventing the movement

of the vanes independently of the shafts. An ornamental top 24 extends from the top of the front frame 18 to the top of the rear frame 17, leaving a space between it and the cross-piece 20. A second series of collars 25 are keyed to the top of the shafts 10, 11, 12, and a second series of smaller vanes 26, 27, are mounted thereon and adapted to revolve with the shafts. A horizontal shaft 28 extends underneath the vehicle, provided with three bevel gears 29, 30 and 31, adapted to mesh with the bevel gears on the bottom of the shafts 10, 11, 12. This shaft 28 is held in position by any well-known method, as, for instance, by means of hangers 32 secured to the bottom of the vehicle. A mutilated gear 33 is keyed to the rear axle 34, meshing with the bevel gear 29 during a portion of the revolution of the axle 34.

The vehicle may be either drawn by horses or propelled by electricity, steam or other motive power. It will be seen that when the vehicle moves and the wheel 8 makes one revolution, the mutilated gear 33 engages the bevel gear 29, turning the shaft 10 through a quarter revolution. The shafts 11 and 12 being also connected with the horizontal shaft by the bevel gears 15, 30 and 16, 31, all the shafts revolve through a quarter of a turn. It is evident that these shafts may be turned through any desired angle to suit the exigencies of the case. In this instance, I have shown four vanes surrounding the shafts at right angles to adjacent vanes, so consequently I revolve the shaft through one quarter of a turn, in order that two of the vanes may always present a flat face to anyone on the street along which the device is moved.

In Figs. 5 and 6, I have shown a modification of my device, to the extent that the shaft 35, corresponding to the shaft 10, is surrounded by a tubular shaft 36 extending about one-half its entire length. The vanes 37—38 are secured to collars 39—40 keyed to the tubular shaft or sleeve 36, while other vanes 41—42 are located above the first set and are keyed to the shaft exactly as the vanes 21—22 are keyed to the shaft 10. A bevel gear 43 is keyed to the end of the tubular sleeve below the floor of the vehicle, and a bevel gear 44 is keyed to the end of the shaft 35 which extends through the sleeve 36. In this modification the mutilated gear 33 of the device is replaced by a double mutilated



bevel gear 45, the larger gear 46 meshing with the bevel gear 43 on the sleeve, and the smaller gear 47 meshing with the bevel gear 28<sup>a</sup> on the end of the shaft 28 which in turn meshes with the bevel gear 44 on the bottom of the shaft.

By the use of this device, it will be seen that the vanes 37—38 and 41—42 may be revolved independently of each other. In the use of my device, it is intended to place the advertising matter—in the shape of signs, cards, pictures, etc.,—on the vanes, or, if desired, by painting the signs or labels on the vanes themselves.

The invention is the utilization of specific means for utilizing the power from a moving vehicle transmitted to particular forms of movable signs carried thereby. By changing the mutilated gear, the signs may be made to revolve any number of times during a single revolution, or by the use of continuous gear-wheels the movement may be made continuous if desired.

I claim:

1. An advertising device comprising a vehicle, a plurality of upright shafts mounted thereon, a sleeve surrounding a portion of the length of one of said shafts, a plurality of vanes mounted on said shafts and sleeve, and extending radially therefrom, a horizontal shaft, gearing connecting said shaft and sleeve, and means for imparting intermittent motion to said vanes whereby said vanes are caused to revolve with said shafts.

2. An advertising device comprising a vehicle, a plurality of upright shafts mounted thereon, a sleeve surrounding a portion of the length of one of said shafts, a plurality of vanes mounted on said shafts and sleeve,

and extending radially therefrom, a horizontal shaft, and a mutilated gear rigidly secured to the axle of said vehicle, whereby intermittent motion is transmitted to said vanes, whereby said vanes are caused to revolve with said shafts.

3. An advertising device comprising a vehicle, a plurality of upright shafts mounted thereon, a sleeve surrounding a portion of the length of one of said shafts, a plurality of vanes mounted on said shaft and sleeve, and extending radially therefrom, a horizontal shaft, gearing connecting said shaft and sleeve, and means for imparting intermittent motion to the vanes mounted on said shafts and sleeve, the vanes attached to the shafts and sleeve moving at different intervals, and revolving with said shafts and sleeve.

4. An advertising device comprising a vehicle, a plurality of upright shafts mounted thereon, a sleeve surrounding a portion of the length of one of said shafts, vanes mounted on said shafts and sleeve, and extending radially therefrom, a horizontal shaft, gearing connecting said shaft and sleeve including a double mutilated gear rigidly secured to the axle of said vehicle, whereby intermittent motion is transmitted to the vanes on said shafts and sleeve, the vanes on the shafts and sleeve revolving with said shafts and sleeve at different intervals.

Signed by me at Chicago, Illinois, this 2nd day of July, 1908.

RICHARD C. HAHNKE.

Witnesses:

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A. J. SAUSER.