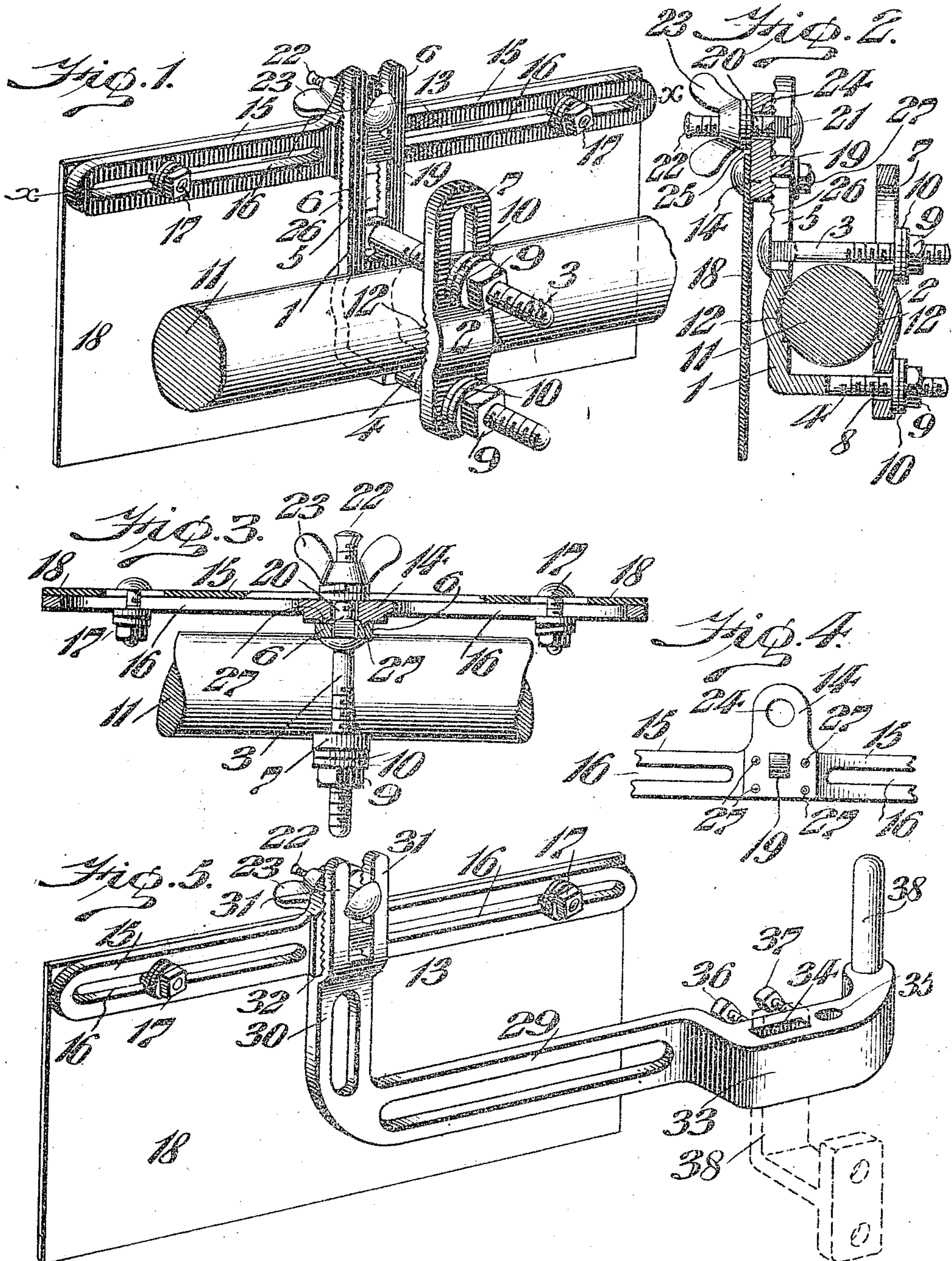


C. D. DE VORE.
 LICENSE TAG SUPPORT.
 APPLICATION FILED MAY 3, 1912.

1,154,847.

Patented Sept. 28, 1915.



WITNESSES

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LICENSE-TAG SUPPORT.

1,154,847.

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To all whom it may concern:

Be it known that I, CHARLES D. DE VORE, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful License-Tag Support, of which the following is a specification.

This invention relates to supports or brackets for number tags or license plates and has for an object to provide a supporting device which may be fixedly secured to a vehicle in a detachable manner, having particular reference to attaching the same to the front or rear axle or like part whereby the number may readily be seen from either end of the vehicle, and yet the support and tag be in a position where it will not in any way interfere with the working parts of the machine or with the operator in cranking or the like.

In brackets or supports for license tags as heretofore constructed it has been customary to detachably secure the tag to its support by a plurality of fastening devices which it is necessary to disassemble in order to substitute one tag for another. Such constructions have proven exceedingly troublesome and annoying to the operator as it is a frequent occurrence for some part of the fastening device to drop to the road in the process of changing the tags, or to become lost thereby causing vexatious delays in what should be a simple interchange of parts. Furthermore, with a plurality of such fastening devices the vibration of the vehicle in its travel causes the said devices to become loose, disconnected and disassembled resulting in the loss of the tag.

In my present invention I have devised a complete unitary structure wherein such disadvantages are overcome, and by means of a single fastening device, the parts of which cannot be disconnected, I have provided an attachment for tags which can be operated by one hand if desired, thus permitting the substitution of one tag for another in a minimum of time and which also secures the parts in a fixed and stable manner.

It further consists of other novel features of construction, all as will be hereinafter fully set forth.

For the purpose of illustrating my invention, I have shown in the accompanying

drawings one form thereof which is at present preferred by me, since the same has been found in practice to give satisfactory and reliable results, although it is to be understood that the various instrumentalities of which my invention consists can be variously arranged and organized and that my invention is not limited to the precise arrangement and organization of these instrumentalities as herein shown and described except as defined by the claims.

Referring to the drawings:—Figure 1 represents a perspective of a tag support embodying my invention. Fig. 2 represents a vertical section of the same. Fig. 3 represents a section on line *a—c* of Fig. 1. Fig. 4 represents an elevation of a portion of the tag carrier. Fig. 5 represents a perspective of a modified form of the invention for use in connection with a bracket support.

Similar numerals of reference indicate corresponding parts in the figures.

1 designates a bar forming one member of a clamping element of which the link 2 forms a co-acting member through the medium of bolts 3 and 4, the former, 3, of which is preferably a separate member adapted to pass through the slot 5, formed by the bifurcated end 6 of the bar 1, and the slot 7 of the link 2, while the latter, 4, as here shown is formed integral with the bar 1 and angularly disposed with respect thereto and passes through a suitable opening 8 in the link 2. It will of course be understood that the usual nuts 9 and washers 10 are provided to properly clamp and adjust the parts in position.

11 designates a fixed support which may be an axle or other part of the vehicle, and in the present instance, it is illustrated circular in cross section, while the bar 1 and link 2 are each provided with a recess of suitable contour to conform to the outer surface of the said support 11. In order to prevent relative movement between the said support and the clamping member, the recesses 12 are preferably roughened or serrated to form a suitable gripping surface. It will further be noted that the clamping elements are equally well adapted for engaging a support which is square in cross section, in which case the recesses 12 of course have no function.

13 denotes generally a tag carrier comprising a body portion 14 integral with which, in the present instance, are two oppositely disposed arms 15 each having a longitudinal slot 16 formed therein adapted to receive a bolt 17 or equivalent fastening device to fixedly secure the license plate 18 thereto. This carrier 13 is preferably permanently secured to the license tag or plate and is adapted to be removed from the support with the tag, though it may be desired, in some instances, to attach this carrier to another tag, and with this in view I have preferred to make use of the removable bolts 17. Thus it will be understood in the practical operation of my invention each tag or license plate will have attached thereto a carrier 13 as described. It will further be apparent that the arms 15 may be provided with a slot 16 of any length desired to bring the bolts 17 into proper position relative to the openings in the tag, but in the present drawings I have shown the slots as extending substantially the full length in order that the carrier may adapt itself to tags having openings spaced at different intervals.

19 designates a lug preferably formed integral with the body portion 14 of the carrier 13 and adapted to seat within the slot 5 and abut the walls of this opening in order to maintain the carrier 13 accurately at the proper angle with respect to the bar 1 which forms its support.

20 designates a bolt, adapted to pass between the bifurcations of the bar 1, having a squared portion 21 thereon closely fitting the opening 5 to prevent turning movement and terminating in an enlarged or upset end 22 which maintains the thumb nut 23 or equivalent locking member permanently attached to the said bolt 20. The body portion 14 is provided with an opening 24 through which the bolt 20 passes, and when the parts are in assembled position on the bar 1 with the thumb nut 23 tightly clamped, a lock nut preferably of the split ring type 25 locks the parts together and prevents them from jarring loose under vibration. As a further means to secure the carrier 13 fixedly to the bar 1, I preferably provide a toothed or serrated surface 26 on the said bar which is adapted to engage or mesh with projections 27 on the body portion 14.

It will now be apparent that I have provided an effective clamping device which forms a fixed support for a tag carrier and to which the latter element is detachably secured through the medium of a single fastening device, the operable portions of which are outwardly disposed for convenient manipulation as desired, and furthermore said device is not adapted for separation of its parts and it does not re-

quire disassembling to unite the tag carrier to its support. It will readily be seen that turning of the thumb screw 23 loosens the bolt 20 and permits the carrier 13 with its attached tag to be bodily removed from the supporting bar 1.

In Fig. 5 I have shown a modification wherein the carrier 13 is adapted to be supported from a bracket 28 which is fixed to the vehicle and in order to effect the desired end, I have provided an arm 29 having an angularly disposed extension 30 and terminating in a bifurcated end 31 similar in all respects to that portion of the bar 1 already described to which the carrier is detachably secured, and it is therefore thought unnecessary to repeat the detailed description of this part, though it will be noted that the ends 31 are preferably offset with respect to the extension 30 to form a shoulder 32 upon which the carrier 13 is adapted to seat.

33 designates a head preferably formed integral with the arm 29 and having a plurality of openings 34 and 35 transversely and vertically disposed, one of which is adapted to receive a rectangular bracket, while the other is adapted to receive a cylindrical bracket, either bracket being fixed in position through the medium of set screws 36 and 37 operatively arranged with respect to each opening.

38 designates a post preferably formed integral with the arm 29 and forming a support for a suitable lamp or the like, and in the preferred form of my invention this post is located on the opposite side of the openings 34 and 35 from the extension 30 so that the weight may be properly balanced and distributed.

It will now be apparent that I have devised a complete unitary supporting device, by means of which a license tag or plate may be detachably secured in place, and while held in assembled condition becomes substantially an integral part of the supporting device, yet can be quickly and readily removed and another plate substituted in its place. Furthermore, it is not necessary to disassemble the fastening device portion of the structure in order to effect the desired end whereby the danger of losing or dropping parts of the device is eliminated.

It will now be apparent that I have devised a novel and useful construction of a license tag support which embodies the features of advantage enumerated as desirable in the statement of the invention and the above description, and while I have, in the present instance, shown and described a preferred embodiment thereof which has been found in practice to give satisfactory and reliable results, it is to be understood that the same is susceptible of modification in various particulars without departing from the spirit

or scope of the invention as claimed or sacrificing any of its advantages.

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

1. In a device of the character stated, the combination of a carrier adapted to have a license tag affixed thereto, said carrier comprising a body portion, a lug on said body extending rearwardly therefrom, with a bar having a vertical slot extending there-through in which the lug is seated and with the wall of which the lug engages to prevent turning of the body, a fastening device slidable in said slot and engaging the body and the bar for detachably securing the parts together, whereby the body portion and tag may be adjusted and locked in the different positions, and means to support the bar in operative position.

2. In a device of the character stated, a carrier adapted to be affixed to a license tag, said carrier comprising a body portion having an opening therethrough, a lug on said body portion, with a bifurcated bar adapted to receive said lug, a fastening device passing through said opening and detachably securing said body portion to said bar, and

means to support said bar in operative position.

3. In a device of the character stated, the combination of a carrier adapted to be affixed to a license tag, said carrier comprising a body portion having an opening there-through, a lug on said body portion, a fastening device adjustably mounted in said opening, a bifurcated bar adapted to engage said fastening device and said lug, a roughened surface on said bar, means on said body portion co-acting with said roughened surface, and means to support said bar in operative position.

4. In a device of the character stated, a carrier adapted to be affixed to a license tag, said carrier comprising a body portion having an opening therethrough, an adjustable fastening device permanently located in said opening, an arm having a slot adapted to receive said fastening device, means to prevent turning movement between said carrier and said arm, and means to secure said arm to a suitable support.

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Witnesses:

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