June 24, 1924. 1,498,601

J. R. ZIPAY

LICENSE PLATE HOLDER

Filed July 30, 1923

Fig. 1.

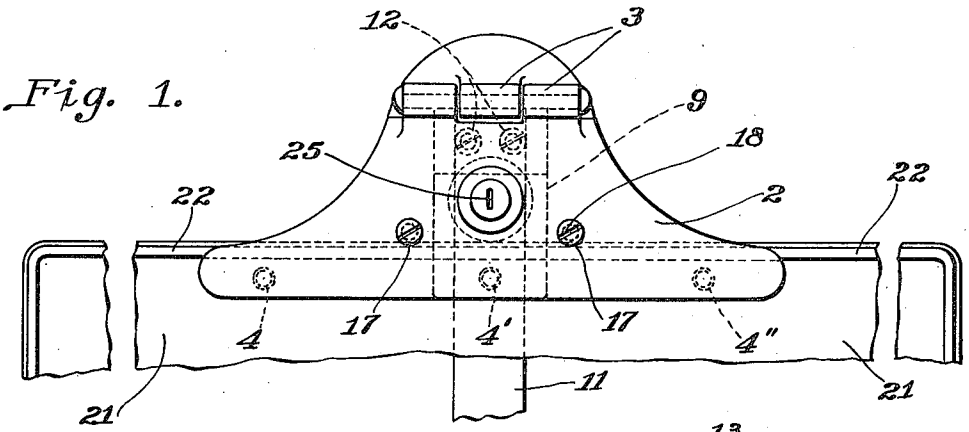


Fig. 2.

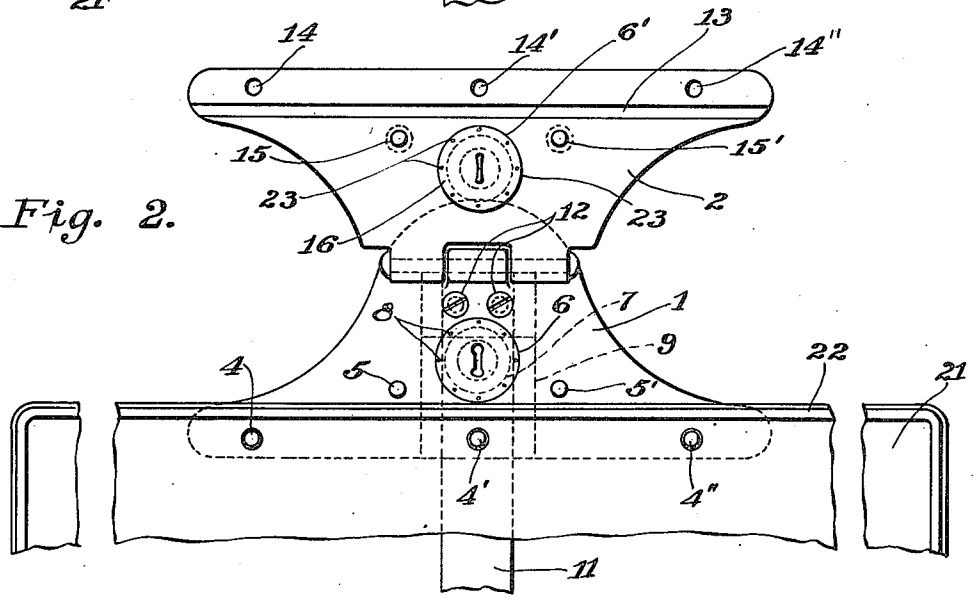


Fig. 3.

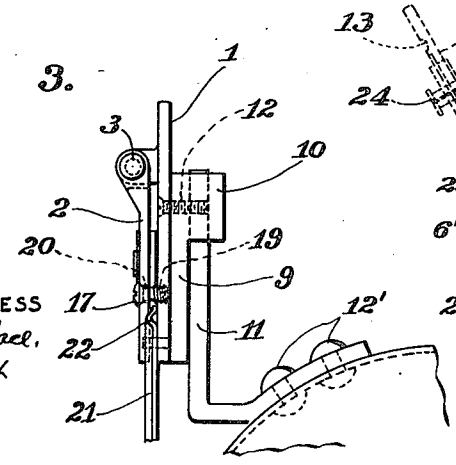
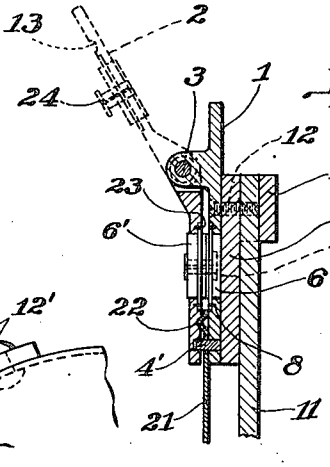


Fig. 4.



WITNESSES

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UNITED STATES PATENT OFFICE.

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LICENSE-PLATE HOLDER.

Application filed July 30, 1923. Serial No. 654,577.

To all whom it may concern:

Be it known that I, JOHN RAPP ZIPAY, a citizen of the United States, and a resident of Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in License-Plate Holders, of which the following is a specification.

This invention relates to tag holders, and particularly to an improved holder for automobile license tags.

It is an object of the invention to provide a device of this character which is simple in construction, economical to manufacture, and highly efficient in operation.

Special objects are to provide a license tag holder so constructed as to effectively grip the license tag for suspending and holding the same aganist bodily movement with respect to the holder, one which can be readily actuated for attaching and detaching the tag but which is equipped with locking means to prevent unauthorized removal, one equipped with locking means in a unique manner so as to obviate tampering, one which not only firmly grips the tag but also engages the same to preclude rocking or pivotal movement of the tag after attachment, one which offers substantially no obscuring parts hiding the face of the tag, and one in which both the fastening means for the lock and the fastening means for anchoring the holder to its support are hidden within the interior of the tag holder and protected thereby.

These and other objects of the invention will more fully appear when taken in conjunction with the following description and the appended claims.

In the accompanying drawings, Fig. 1 is an elevational view of the preferred embodiment of the invention illustrating the license tag in suspended position; Fig. 2 a view corresponding to Fig. 1 with the front plate unlocked from and swung away from the back plate; Fig. 3 a side elevation of the parts shown in Fig. 1, illustrating the method of attaching the holder to its supporting bracket; and Fig. 4 a vertical sectional view, with parts in elevation, taken substantially midway of the parts as illustrated in Fig. 2.

The holder comprises a back plate 1 and a front plate 2 pivotally attached to the back plate by a suitable hinge such as indicated at 3, and the two plates correspond in shape and size throughout substantially their entire extent as clearly shown in Fig. 1.

Located along the lower margin of the back plate 1 are a plurality of spaced projecting lugs 4, 4′, 4″, and spaced slightly above these lugs are threaded recesses 5, 5′. Intermediate the threaded recess 5, 5′ is one portion of a lock indicated at 6. This portion of the lock is mounted within a suitably formed recess 7 provided in the back plate and is adapted to be held in place by means of fastening devices in the form of screws or stud bolts shown at 8, the lock part 6 preferably fitting within the opening in the back plate so that its surface lies flush with the inner face of the plate.

Rigidly attached to the back plate and covering the several openings therein is a block 9 having integrally formed therewith a yoke or loop 10, the loop being adapted to receive the upper end of a supporting bracket 11 rigidly attached to a suitable portion of the vehicle, as by riveting indicated at 12′. The back plate and block are attached to the bracket by means of screws 12 which project through openings provided therefor, the heads of the screws lying flush with the inner face of the back plate 1, and the threaded extremities thereof being adapted to engage with threaded openings in the upper end of the bracket, as clearly indicated in the drawings.

The front plate 2 is provided with a transversely extending groove 13 disposed in its inner face adjacent its lower margin, and has also formed therein between the said groove and its lower edge a series of spaced depressions 14, 14′, and 14″, these depressions being located so as to receive the projecting lugs 4, 4′, 4″, when the two plates are moved to closed position, as shown in Figs. 1, 3 and 4. The front plate 2 is also equipped with three openings indicated at 15, 15′ and 16. Each of the openings 15, 15′, has mounted therein a specially formed binding screw 17. The screw 17 is provided with the customary slotted head 18, an inner threaded extremity 19, and an intermediate plain cylindrical portion 20, the portion 20 being adapted to lie within and fill the aperture in the front plate, while the inner threaded extremity 19 is spaced interiorly of the inner face of the plate, so that after the screw has been inserted in operative position, as indicated at Fig. 3, the same can be rotated bodily within its

aperture without causing longitudinal movement with respect to the front plate. The openings 15, 15′, however, are internally threaded correspondingly to the threaded portion 19 so as to prevent the screws from falling out of the apertures when the front plate is moved to its open position, as shown in Fig. 2, while affording means for ready removal when desired. The inner threaded portions 19 of the screws are adapted to be received by the threaded openings 5, 5′, in the back plate, and are adapted to serve as forcing means for selectively binding the two plates into firm contact and gripping relation with the license tag 21 when interposed between the plates.

The tag 21 is positioned between the plates by passing the lugs 4, 4′, 4″ through correspondingly spaced apertures formed at the upper margin of the tag, as clearly shown in Fig. 2, and the form of tag illustrated is equipped with the raised marginal strengthening rib 22 which is adapted to seat within the transverse groove 13 formed in the inner face of the plate 2.

Mounted within the opening 16 of the front plate is the remaining portion 6′ of the lock device, this portion of the lock being fitted within the opening in the plate and anchored in place by fastening means 23 similarly to the manner of mounting the lock portion 6, previously described, that is, the main body of the lock portion 6′ lies flush with the inner face of the plate 2 and the fastening means 23 are located entirely at the inner face of the plate. Otherwise than has been described, the details of the lock mechanism form no part of the present invention, any convenient form of lock, provided it is mounted and attached in place in the manner described, falling within the contemplated scope of the invention, it being understood that the lock portion 6′ is equipped with the usual bolt 24 operatively engaging with suitably formed parts on the lock portion 7 and adapted to be actuated by a key insertable in the key slot shown at 25.

The method of using the holder is obvious from the above description. The lock mechanism being moved to unlocked condition, and the binding screws 17 being rotated so as to disengage their inner threaded ends from their cooperating apertures in the back plate, the front plate may be swung outwardly on its hinge 3 so as to separate the plates. The relative position of the two plates when separated is clearly shown by the full lines in Fig. 2 and by the dotted lines shown in Fig. 4. With the plates thus separated, the holder may be attached to its supporting bracket 11 by projecting the upper end of the bracket within the opening formed by the loop 10, the screws 12 being inserted to bind the parts in place.

The license tag may then be placed, as shown in Fig. 2, with the lugs 4, 4′, 4″, projecting through the lug-receiving apertures formed therein, after which the front plate 2 is swung downwardly, and the binding screws 17 rotated so as to bind the two plates into intimate contact with the interposed tag. After the parts have thus been forced into gripping position, the lock mechanism 6, 6′, is actuated by means of its key, in obvious manner, so as to maintain the parts in operative position.

It is noted that the fastening screws 12 for attaching the holder to its supporting bracket, as well as both sets of fastening means 8 and 23 for anchoring the lock mechanism to the plates, are disposed in such position as to be entirely hidden when the plates are closed, and are actuable only from the inner faces of the plates. It is thus obvious that after the plates have been moved to their closed position, all of the fastening means are not only hidden from view but are inaccessible, and thus obviate any possibility of unauthorized tampering with these parts.

It is also noted that the arrangement of the lugs on the back plate with the apertures in the license tag precludes any bodily rocking movement with respect to the holder, in addition to firmly holding the license tag in suspended condition by means of the binding action between the two plates. Both the lock mechanism and the binding screws for forcing the plates into intimate contact are located above the upper edge of the tag, so that a very small area of the tag is covered by the holder thus producing substantially no obscuring of the tag itself.

While the holder has been illustrated and described in a form specially adapted for suspending a license tag equipped with a raised marginal rib such as shown at 22, it is obvious that the holder is equally adapted for suspending plain tags not having such strengthening ribs, in which case bodily rocking movement is prevented by the engagement of the lugs of the back plate with the apertures of the tag and the frictional contact exerted upon the margin of the tag between the plates of the holder.

While applicant has illustrated and described the preferred embodiment of his invention as required by the Patent Statutes, it is obvious that many changes in the details of construction and the arrangement of parts may be made without departing from the spirit of the invention, and it is therefore not intended to limit the invention beyond that particularly defined by the appended claims.

I claim:

1. An automobile license tag holder comprising a back plate, a front plate pivotally supported thereon, means on one of said

plates adapted to engage a license tag interposed therebetween for positively holding the same against pivotal movement with respect to the holder, and means for binding the two plates into intimate gripping contact with the said tag.

2. An automobile license tag holder comprising a back plate, a front plate pivotally supported thereon, spaced lugs on one of the said plates, the remaining plate being provided with depressions for receivng the said lugs, and means for binding the two plates into intimate gripping relation with an interposed tag.

3. An automobile license tag holder comprising a back plate, a front plate pivotally supported thereon, the inner face of said front plate having a groove and a series of depressions formed therein, the inner face of said back plate having a series of lugs projecting therefrom cooperating with the said depressions, means for selectively forcing the two plates towards each other, and means for locking the plates against unauthorized actuation.

4. An automobile license tag holder comprising a back plate, a front plate pivotally supported thereon, the inner face of the front plate having a groove formed therein, said front plate having a recess, a lock mounted in said recess, fastening means for anchoring the lock disposed and actuable only from the inner face of the plate, and means for securing the holder to a support mounted in the back plate and actuable only from the inner face thereof.

5. An automobile license tag holder comprising a back plate, a front plate pivotally supported thereon, the inner face of the front plate having a groove and a series of depressions formed therein, the back plate having a series of inwardly projecting lugs cooperating with said depressions, said front plate having a recess, a lock having its body mounted in said recess, fastening means for anchoring the lock disposed and actuable only from the inner face of the plate, means for securing the holder to a supporting bracket mounted within the back plate and actuable only from the inner face thereof, and means for selectively forcing the two plates towards each other, both said forcing means and said lock being spaced to one side of the said groove, depressions, and lugs.

6. An automobile license tag holder comprising a back plate, a front plate attached thereto, means adapted to engage a license tag interposed therebetween for locking the same against pivotal movement relative to the plates and means for forcing the said plates into binding contact with the said tag.

In testimony whereof, I sign my name.

JOHN RAPP ZIPAY.

Witness:
EDWIN O. JOHNS.