(No Model.)

# O. C. HARRIS.

## LABEL HOLDER FOR CARS.

No. 458,167. Patented Aug. 25, 1891.

Fig. 1.

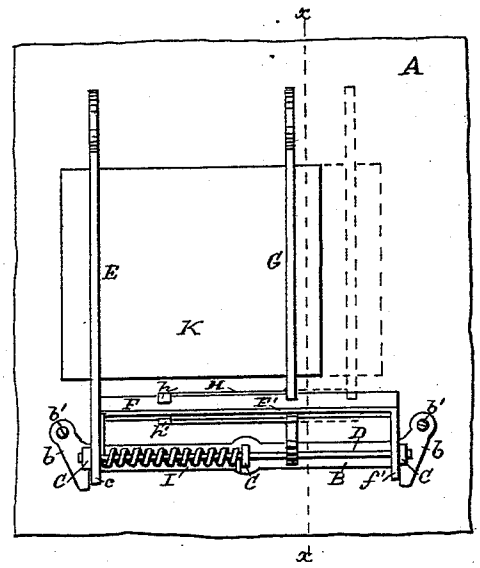
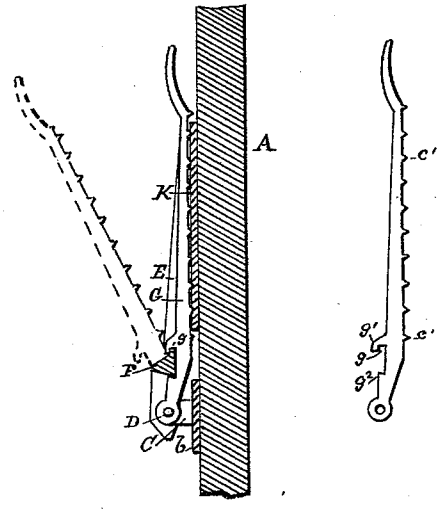



Fig. 2.




Witnesses
John Lepper
Victor Coombs

Inventor
Orrin C. Harris
by Frank D. Johns
Attorney

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

# UNITED STATES PATENT OFFICE.

ORRIN C. HARRIS, OF LITTLE FALLS, NEW YORK, ASSIGNOR OF ONE-HALF TO CHARLES L. PETREE, OF SAME PLACE.

## LABEL-HOLDER FOR CARS.

SPECIFICATION forming part of Letters Patent No. 458,167, dated August 25, 1891.

Application filed November 15, 1890. Serial No. 371,547. (No model.)

*To all whom it may concern:*

Be it known that I, ORRIN C. HARRIS, a citizen of the United States, residing at Little Falls, in the county of Herkimer and State of New York, have invented certain new and useful Improvements in Label-Holders for Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in devices for securing to the side or other part of a car bills, labels, or cards indicating the contents, destination, &c., of said car, and is more particularly an improvement upon Patent No. 365,378, granted to me June 28, 1887.

My said invention consists in certain novelty in the construction and arrangement of the various parts, all of which I will now proceed to point out and describe, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of a part of a car or car-door provided with my invention, showing a card secured by the same. Fig. 2 is a vertical section taken on the line $x$ $x$ of Fig. 1, dotted lines showing the retaining or clamping-arms drawn away from the car to release the card.

Referring to said drawings, A represents the side of the car-door or other portion of said car to which it is desired to attach the card, label, or bill.

B is a base-plate having projecting ends $b$. Said plate is secured to the car in any suitable manner, preferably by screws or nails $b'$, passing through apertures in the ends $b$.

C are outwardly-projecting lugs on the base-plate, one at each end of the same and one located at its center.

D is a rod passing through and secured in the lugs C, said rod being parallel with the base-plate.

E is a clamping or retaining arm loosely mounted upon one end of the rod D and having a projection or end $e$, extending below said rod, which is adapted to engage the base-plate when said clamping or retaining arm is drawn away from the car, thus limiting the outward movement of said arm. The clamping-arm on its side adjacent to the car is provided with spurs C'.

F is a bar rigidly secured at one end to the arm E and extending at right angles therefrom and parallel with the rod D and above the same. The outer end $f$ of said bar is bent down at right angles and is loosely mounted upon the rod D, and is also provided with a projection or end $f'$, extending below the bar and similar in construction to the projection on the retaining-arm. Said projection engages the base-plate and aids in limiting or checking the outward movement of the retaining-arm. Said bar E is provided on its upper side with a longitudinal flange F'.

G is an adjustable clamping or retaining arm having its lower end loosely mounted on the rod D between the center and one of the end lugs of the base-plate. Said arm is similar in construction to the arm E, except that it is not provided with a projecting end below the rod D. Said arm G extends under the bar F and is provided with a recess $g$ with which said bar F engages.

$g'$ is a lip on one side of the recess, which engages with the flange of the bar, and $g^2$ a shoulder engaging the lower side of the bar.

H is a guide-bar rigidly secured to the arm G and extending under the bar F. The outer end of the guide-bar is provided with a lip $h$, engaging the flange F', and a lug $h'$, engaging the lower side of said bar. From the above description it will be seen that the adjustable clamping or retaining arm G is at all times held in engagement with the bar F, and that any movement of the arm E also moves the arm G, and vice versa. Said arm G may also be adjusted to or from the arm E, so as to accommodate the holder to cards, bills, or labels of different sizes.

I is a spring surrounding the rod D and engaging the base-plate and bar F. Said spring holds the clamping-arms normally in contact with the side of the car or car-door, and thus secures in position a card, bill, or label, indicated by the letter K, between the arms and car, the spurs on the arms embedding themselves in the label and preventing any chance of its being displaced until the arms are withdrawn from contact with said car. When a large label is used, the adjustable arm is

moved away from the stationary arm, as shown in dotted lines, Fig. 1. In fact, the holder may be adjusted to receive cards of any size.

To adjust a card or label, the arms are first fixed the proper distance apart and then are drawn away from the car, as shown in dotted lines, Fig. 2, the card or label inserted between the arms and car. Said arms are then released and the spring forces them against the car, embedding the spurs in the card and securely holding it in place. To remove the card, the arms are drawn away from the car, as before stated. The projections on the ends of the arm E and bar F, engaging the base-plate, limit the outward movement of said arms and also save the spring, thus greatly adding to the life of said spring.

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

1. In a label-holder for cars, the combination, with a base-plate adapted to be secured to a car, of a rod secured upon said base-plate, a clamping or retaining arm loosely mounted upon said rod, a bar projecting from said arm and having its outer end bent and loosely mounted upon the rod on the base-plate, projecting ends on the clamping or retaining arm and bar below the rod and adapted to engage the base-plate to limit the outward movement of said clamping or retaining arm, and an adjustable clamping-arm loosely mounted upon the rod secured to the base-plate, and a spring normally holding said arms against the car, substantially as shown and described.

2. In a label-holder for cars, the combination of the base-plate B, the rod D, secured in lugs upon said plate, the clamping-arm E, loosely mounted on said rod and having the projecting end *e*, the flanged bar F, rigidly secured to said arm E and having the bent end *f*, loosely mounted on said rod D, and having the projecting end *f'*, the adjustable clamping-arm G, mounted on the rod D and engaging the bar F, and the spring I, holding said arms normally against the car, all constructed, arranged, and operated substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

ORRIN C. HARRIS.

Witnesses:

E. J. COFFIN,

D. A. CHAMPION.