J. F. PARKER.

MEANS FOR SECURING LICENSE TAGS TO VEHICLES.

APPLICATION FILED JULY 26, 1920.

1,358,872.

Patented Nov. 16, 1920.

Fig. 1.

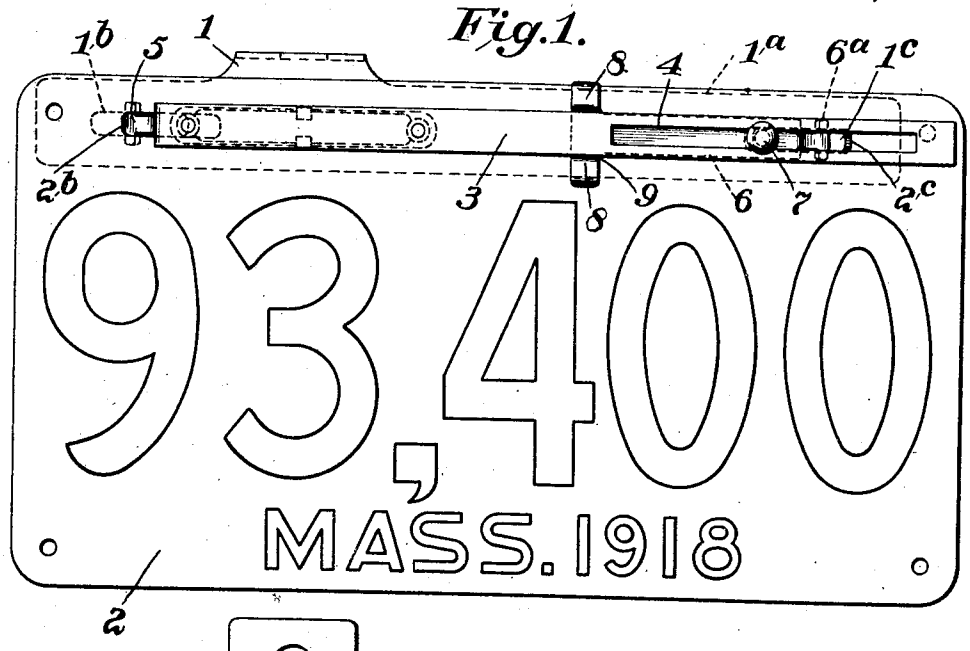


Fig. 2.

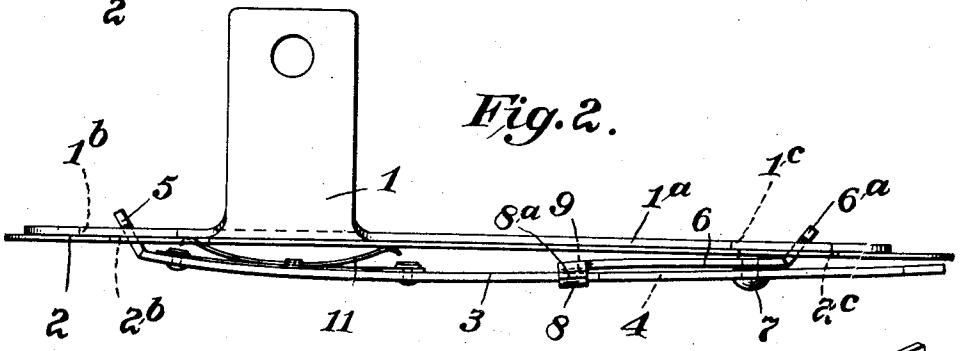
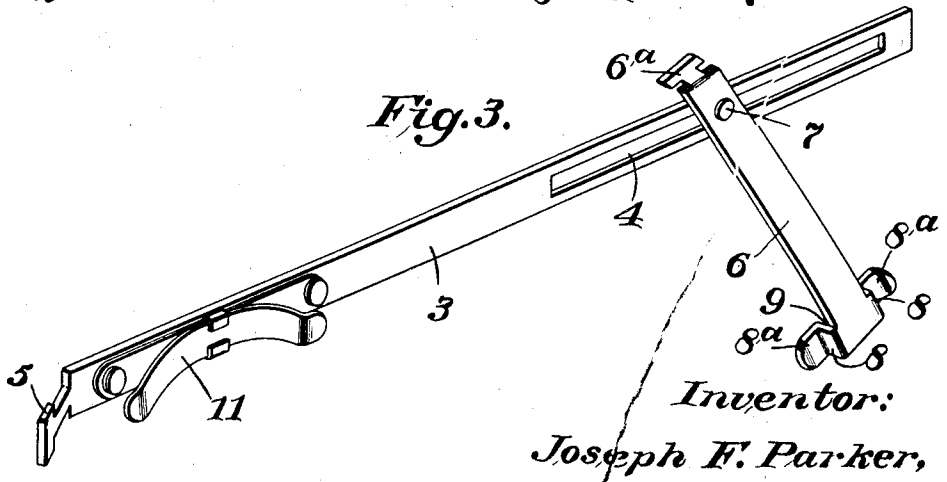


Fig. 3.



Inventor:

Joseph F. Parker,

by Sprague, Middleton, Donaldson & Hall

Attys.

UNITED STATES PATENT OFFICE.

JOSEPH F. PARKER, OF GARDNER, MASSACHUSETTS.

MEANS FOR SECURING LICENSE-TAGS TO VEHICLES.

1,358,872. Specification of Letters Patent. Patented Nov. 16, 1920.

Application filed July 26, 1920. Serial No. 398,874.

To all whom it may concern:

Be it known that I, JOSEPH F. PARKER, a citizen of the United States, and resident of Gardner, Massachusetts, have invented certain new and useful Improvements in Means for Securing License-Tags to Vehicles, of which the following is a specification.

My invention relates to means for securing license plates or tags to vehicles and its principal object is to provide a simple, durable and efficient device whereby the license tags may be quickly and easily attached or removed and at the same time are securely held against accidental displacement or loss. A further object is to eliminate the unpleasant noise so common in the ordinary fasteners due to the fact that they become loose under the constant vibration of the vehicle.

My invention is fully described in the following specification and shown in the accompanying drawing in which—

Figure 1 is a front elevation showing the device in operative position.

Fig. 2 is a plan view.

Fig. 3 is a perspective view of my device.

Referring now to the drawing, 1 indicates a bracket such as is ordinarily provided at some part of the vehicle for the reception and support of a license tag 2. The bracket 1 includes a long arm 1^a which is provided with longitudinal slots 1^b and 1^c, and the tag 2 is provided near its upper edge with similar longitudinal slots 2^b and 2^c which register approximately with the slots in the bracket. The usual method of attachment is by means of threaded bolts which are passed through the slots in the tag and bracket and secured by ordinary nuts. There are several objections to the above method, the most common of which are, first, the bolts become rusted due to exposure to weather and often have to be cut off when it becomes necessary to remove the tag; and second, the nuts often become loose causing unpleasant noise and not infrequently work entirely off resulting in loss of the tag which necessitates unnecessary expense and annoyance.

By my invention I provide a device which coöperates with the same slots above described and which can be attached by any person in a few seconds and which cannot become loose.

My device comprises a flat metal bar 3, having a longitudinal slot 4 extending from a point adjacent one end toward the center. From each side of the bar 3 at a point adjacent its opposite end rectangular notches are cut so as to leave the end approximately T-shaped as shown at 5. This T-shaped end portion 5 is turned outwardly at an angle. A relatively short flat bar 6 of spring metal is slidably held against the face of the bar 3 adjacent the slot 4 by means of a rivet 7 placed adjacent one end, said end being of similar T-shape and bent outwardly in the same manner as the end 5 of the bar 3, as shown at 6^a. The opposite end of the bar 6 has relatively narrow lateral extensions 8 which are turned upwardly at a right angle to the face of the bar for a distance slightly greater than the thickness thereof and then turned outwardly and slightly downwardly so as to form a recess 9 whereby, when the bar 6 is swung into the plane of the bar 3, it will be securely held within the recess 9 due to tension of the spring metal. The inclined portions 8^a cause this tension of the spring metal as they engage the bar 3, which tension is released as the bars come into perfect alinement, thus, the members 8 perform the functions of a spring latch. A flat curved spring 11 is suitably attached at its center at a point near the end 5 of the bar 3, its ends extending outwardly therefrom.

The operation of the device is as follows:

The tag 2 is held by one hand of the operator against the bracket 1 so that the slots are brought into register. Holding the bar 3 in a substantially vertical position with his other hand the operator passes the T-shaped end 5 through the slots at one end of the tag and bracket. The bar 3 is then swung toward the other end of the tag to a horizontal position and is held against the face thereof against the tension of the spring 11, so that the T-shaped end 5 lies at right angles to the slots, the shoulders of the T abutting against the inner side of the bracket adjacent the slots. By swinging the shorter bar 6 to a vertical position the T-shaped end 6^a thereof is similarly passed through the slots at the opposite end of the tag and bracket. The bar 6 is then swung into alinement with the bar 3 and secured as above described by means of the recess 9. The outward pressure of the spring 11 holds the device securely in position and prevents the noise so common to the present methods as above referred to.

To remove the tag it is only necessary to press the bar 6 inward until the recess 9 is

clear of the bar 3, swing the bar to a vertical position so as to withdraw the T-shaped end 6a through the slots, whereupon the longer bar 3 may be swung to a similar position for the withdrawal of the other T-shaped end 5.

Thus it will be seen that I provide an extremely simple and efficient device which may be quickly attached and detached and which is absolutely secure against accidental displacement, thereby eliminating the greatest disadvantages of the present method. Furthermore, by means of the sliding bar 6 and the slot 4, my device may be utilized on tags of different lengths without change.

What I claim is:

1. A device for securing license tags to vehicles comprising a bar, having an angularly turned, headed slot engaging end, a second bar slidably and pivotally connected to said first named bar and having an angularly turned headed slot engaging end and means for locking said second bar in substantial alinement with the first named bar.

2. A device for securing license tags to vehicles comprising a bar, having an angularly turned, headed slot engaging end, a second bar slidably and pivotally connected to said first named bar and having an angularly turned headed slot engaging end, said second bar being of resilient material and means carried by one of said bars for engaging the other bar to hold said second bar against pivotal movement.

3. A device for securing license tags to vehicles comprising a bar having an angularly turned headed slot engaging end, a second bar slidably pivoted to said first named bar and having an angularly turned headed end, means for locking said second bar in parallelism with said first named bar, and a presser spring carried by said first named bar.

4. A device for securing license tags to vehicles, comprising a flat metal bar having one end of substantially T-shape and turned outwardly, a centrally disposed longitudinal slot adjacent its other end, a relatively short flat bar movably secured in said slot from a point adjacent one end, said end being of substantially T-shape and turned outwardly, the other end of said shorter bar having relatively narrow lateral extensions, said extensions being bent so as to form a rectangular recess upon one face of said shorter bar and adapted to engage the first mentioned bar when said shorter bar is in alinement therewith, and an outwardly curved flat spring secured at its center to the outer face of said first mentioned bar, substantially as described.

In testimony whereof I affix my signature.

JOSEPH F. PARKER.