

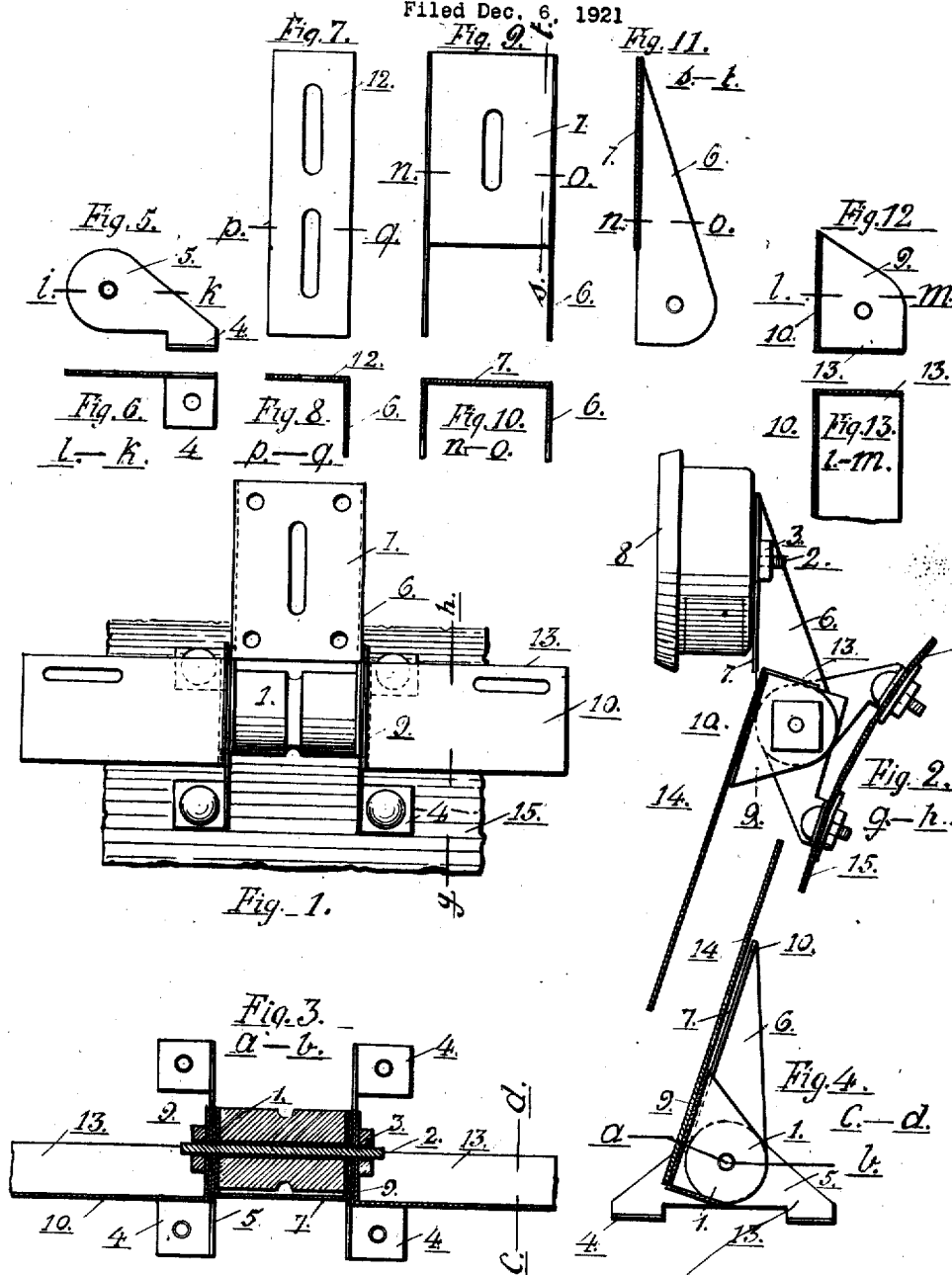
July 31, 1923.

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1,463,358

BRACKET FOR SUPPORTING OBJECTS AND ESPECIALLY FOR SECURING NUMBER PLATES

Filed Dec. 6, 1921



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UNITED STATES PATENT OFFICE.

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BRACKET FOR SUPPORTING OBJECTS AND ESPECIALLY FOR SECURING NUMBER PLATES.

Application filed December 6, 1921. Serial No. 520,358.

To all whom it may concern:

Be it known that I, AUGUST W. CORDES, a citizen of the United States, residing at No. 800 Riverside Drive, in the city, county, and State of New York, have invented a new and useful bracket for supporting objects and especially for securing number plates, tail lights, safety signs, and other auxiliaries to automobiles, of which the following is a specification.

My invention relates to composite universal brackets, consisting of base members capable of being secured to any vertical, inclined, curved or convex surfaces, the members spaced apart and distributing the strain over an extended area and having these members hingedly connected to bracket members for the articles to be carried. This arrangement permits of adjusting in their relative positions of the base and bracket members and of introducing a number of separate brackets, carrying different articles, separately hinged on the same axle. The oppositely arranged base members are provided with eyed lugs fitting a line between the opposite legs and being hinged, adjust themselves to curved surfaces. Hinged to the same axle are supporting members or brackets adapted to receive the intended articles. The brackets are adjustable in relation to the base and with themselves, as will be readily seen by the accompanying drawings in which similar numerals refer to similar parts throughout.

Fig. 1 is a front view of a composite bracket attached to a fender.

Fig. 2 is a sectional view of Fig. 1 on the line *g-h* with a tail light attached to the center bracket.

Fig. 3 is a horizontal section of Fig. 1 through the center of the axle and the side brackets.

Fig. 4 is a section of Fig. 3 on line *c-d*.

Fig. 5 is a front view of one of the legs.

Fig. 6 is a section through the same leg on the line *i-k*.

Fig. 7 is a front view of a vertical side bracket to take the place of the horizontal side brackets as shown in Fig. 1.

Fig. 8 is a section through the same bracket.

Fig. 9 is a rear view of the center bracket,

Fig. 10 is a horizontal section of the center bracket,

Fig. 11 is a vertical section of the same bracket;

Fig. 12 is a side view of the horizontal side bracket of Fig. 1.

Fig. 13 is a section on the line *l-m* of Fig. 12.

The different numbers indicate the following parts: 1 is a bracing member between the legs 6 which are connected by plate 7, 2 is the axle to which the legs 6 are hinged, 3 is the screw-nut on both ends of the axle, 4 indicates the eyed lugs of the legs 6 by which the bracket is tangentially secured to a curved surface 15, 8 indicates a tail light secured to plate 7, 9 is the leg of a horizontal side bracket by which it is hinged to the axle 2, 10 is the front and 13 a stiffening jamb of the same bracket, 12 is the front of a vertical side bracket, 11 are the screw bolts securing the eyed lugs 4 to the curved surface 15, 14 represents the sectional view of the number plate.

If the surface is convex the resilient lugs (4) can be easily bent or drawn into close contact by the bolts securing them to the intended surface.

In order to facilitate adjusting, it is useful to have one pair of parallel legs permanently connected with the separator, only the other pair remaining to be adjusted. I prefer to have the separator (1) made of wood, being lighter and cheaper than metal and affording stronger friction. The separator is provided with a groove for receiving the conduit for the light. After the different parts are once adjusted, a hole can be easily drilled through the hinge members into the wooden separator and a locking screw inserted making any shifting on the road impossible.

The diameter of the separator is made purposely large to increase the friction and to shorten the exposed parts of the legs, giving them, though stamped out of thin metal, great resistance. The jambs (7) in Fig. 2 could be made an integral part of the tail light or any other fixture instead of being a part of the bracket, as shown.

Many different forms and combinations could be made without deviating from the

principles involved in this invention for which I claim as new the following:

5 A composite universal bracket for carrying articles adaptable to curved surfaces, comprising a screw bolt forming a common axle upon which separate members for carrying the article and other members for fastening the brackets are hinged, the fastening members consisting of opposite legs
10 placed at an angle to each other and acting as a trussed support for the axle, the legs

having eyed lugs fitting the base of a triangle formed by the base and the legs, the eyed lugs being tangentially adjustable to curved surfaces by reducing the angle between the opposite legs, the legs to be spaced apart by a separating member. 15

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Witnesses:

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