No. 849,733. PATENTED APR. 9, 1907.

O. C. GRAFF.

ADJUSTABLE SUPPORT FOR WIND SHIELDS.

APPLICATION FILED AUG. 18, 1906.

2 SHEETS—SHEET 1.

Fig. 1.

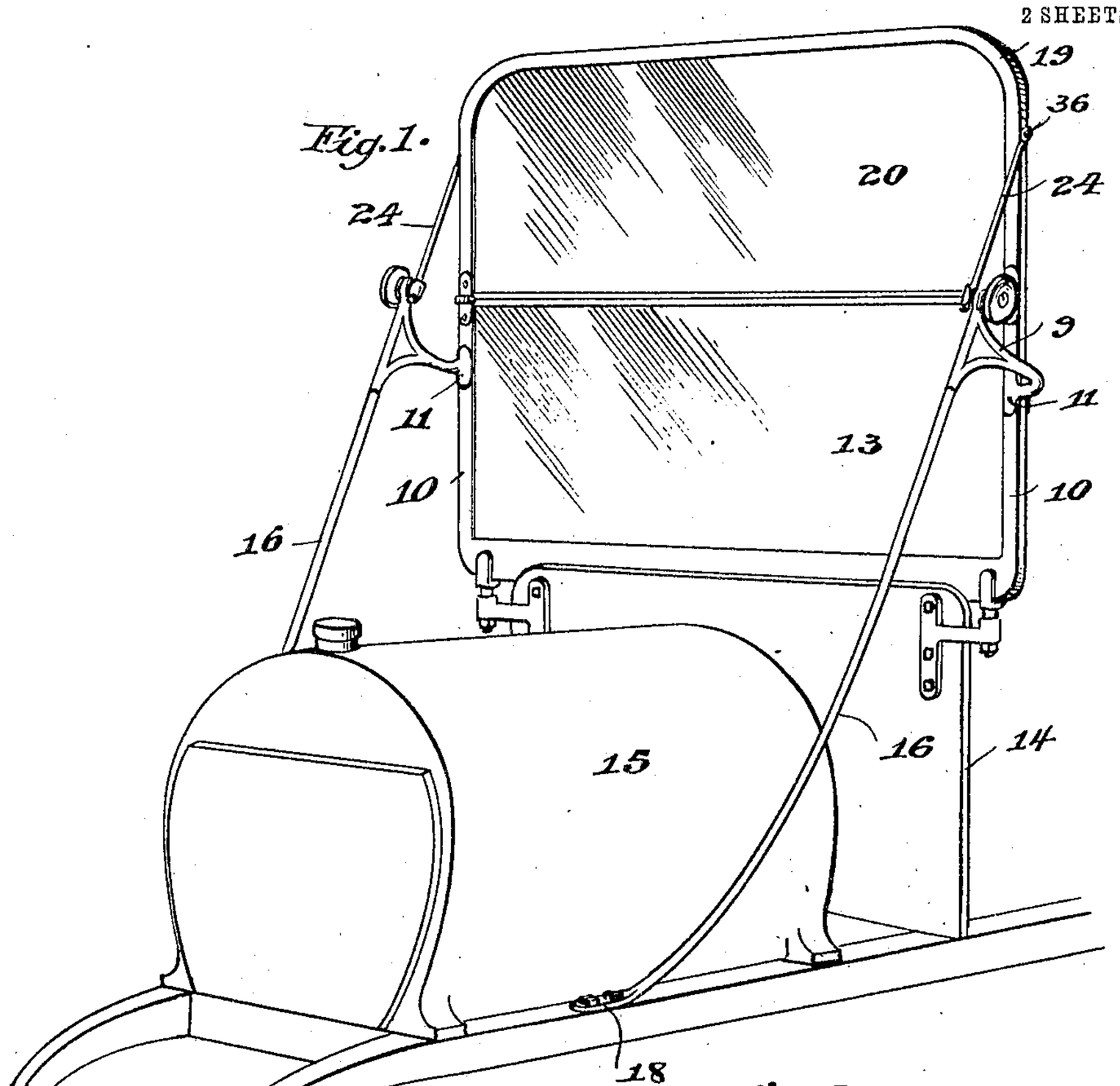
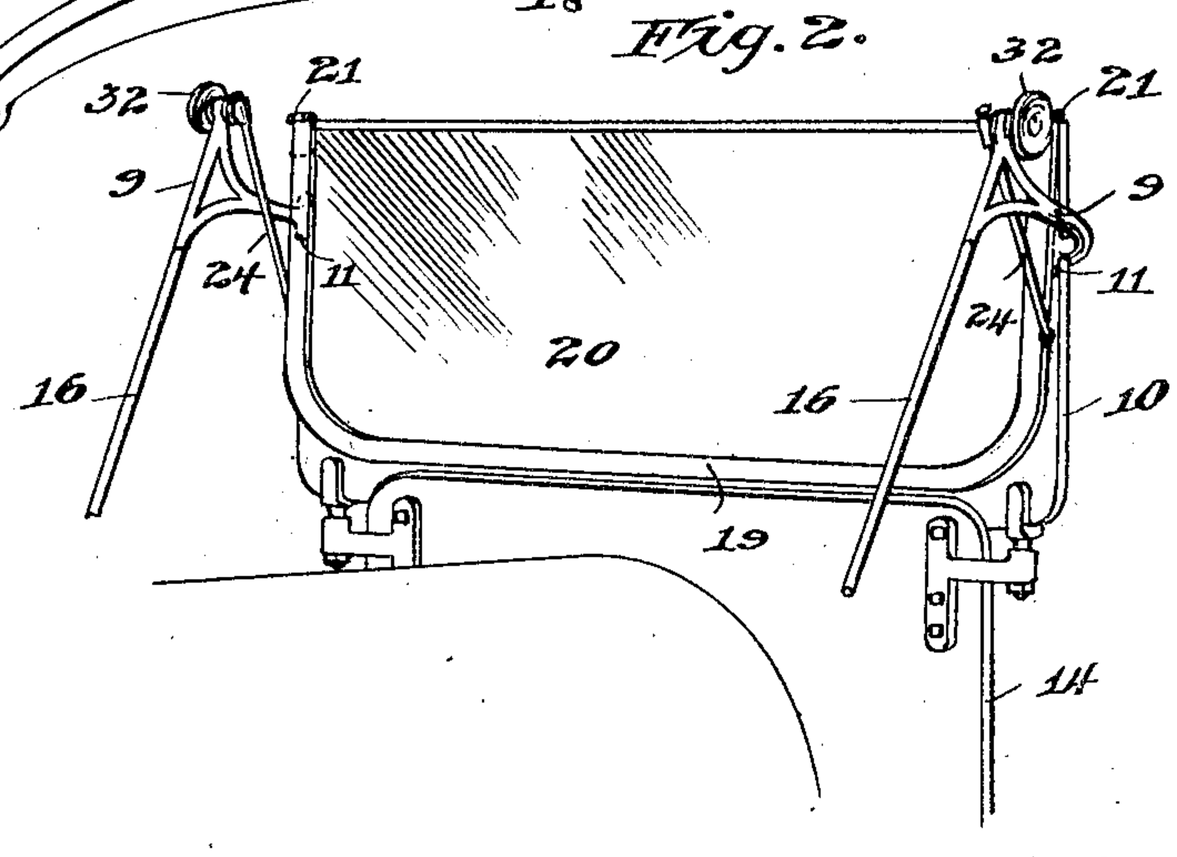


Fig. 2.



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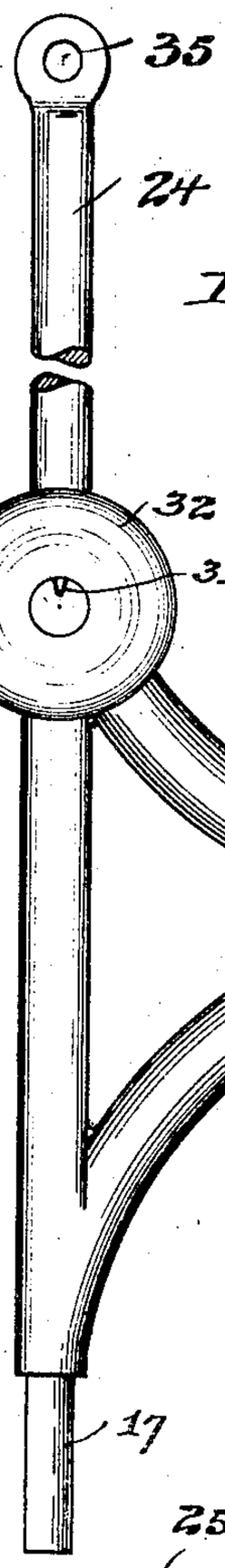

Fig. 3.

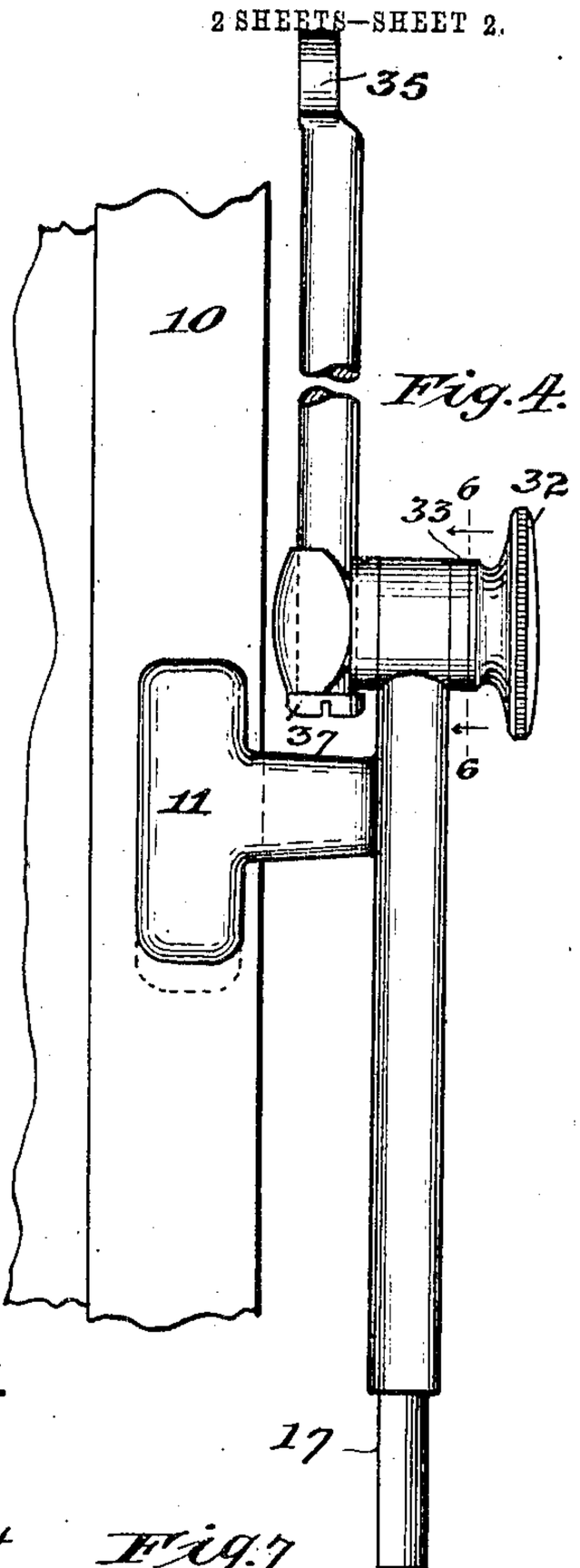

Fig. 4.

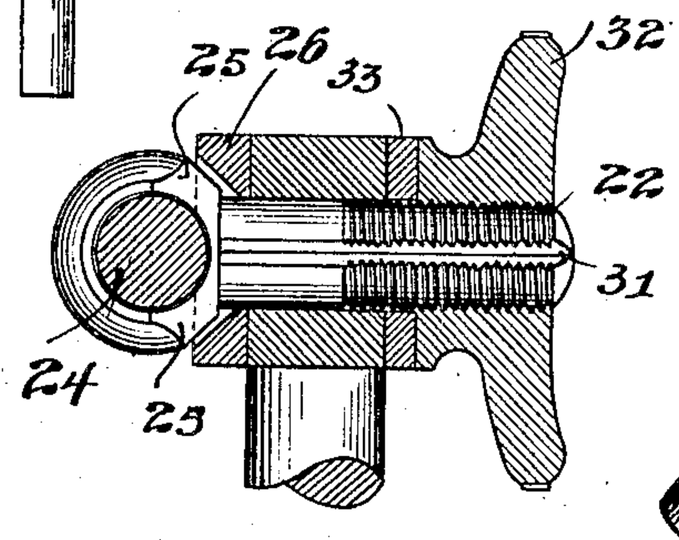

Fig. 5.

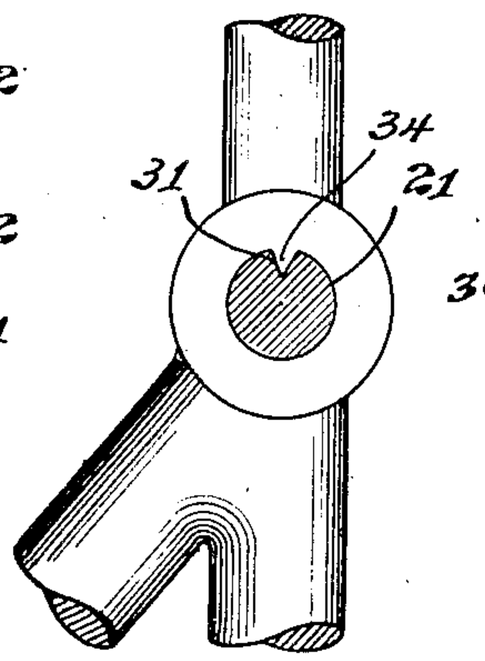

Fig. 6.

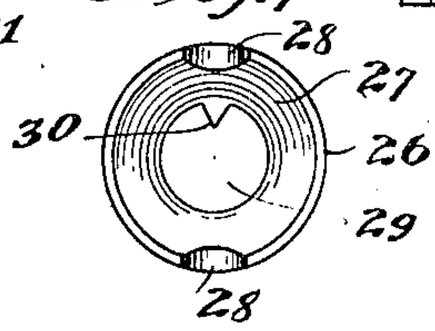

Fig. 7.

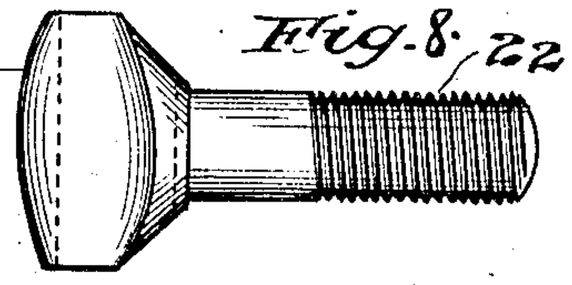

Fig. 8.

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UNITED STATES PATENT OFFICE.

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ADJUSTABLE SUPPORT FOR WIND-SHIELDS.

No. 849,733. Specification of Letters Patent. Patented April 9, 1907.

Application filed August 18, 1906. Serial No. 331,213.

To all whom it may concern:

Be it known that I, OSCAR C. GRAFF, a citizen of the United States, residing at Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Adjustable Supports for Wind-Shields, of which the following is a specification.

My invention pertains to a device for adjustably securing two members together, and a practical application of my support is best illustrated as shown applied to a wind-shield for automobiles. It is obvious, however, that it is not limited to such application alone, but may be employed wherever it is desired to use a folding or adjustable support.

Among its many advantages is its capability of being adjusted and locked by a single member and the small space required to operate the same in, other advantages being in the permanency of the grip, which is most essential when applied to the wind-shield of a vehicle that is subject to constant or severe jolts and pressure from the air.

In the drawings, Figure 1 is a perspective elevation of my device applied to a wind-shield with the wind-shield unfolded. Fig. 2 is a perspective elevation of my device as the same appears with the wind-shield folded. Fig. 3 is a detail side elevation with parts broken away. Fig. 4 is a detail front elevation with parts broken away. Fig. 5 is a longitudinal section of the clamping parts. Fig. 6 is a cross-section on the line 6 6 of Fig. 4. Fig. 7 is a plan view of the clamping-ring, and Fig. 8 is a plan view of the guide-sleeve.

Referring now more particularly to the drawings, 9 represents a supporting-bracket, herein shown of triangular form and adapted to be secured to a suitable support 10 by the means as shown at 11, the support in this instance being the lower frame of a foldable wind-shield that is provided with a glass window 13, said support being secured to the dashboard 14 of a vehicle, which is represented as a whole at 15. As a further means for securing the bracket and maintaining it in its proper position I provide a brace 16, that is connected to the bracket in any suitable manner, or, as shown, by providing a stud 17 on the bracket, that is adapted to coöperate with a female joint in the brace, said brace having a connection with any suitable support, it being herein shown as attached to the frame of the vehicle at 18. Secured to the frame 10 by means of a hinge is the adjustable frame 19, that is also provided with a window 20. The bracket 9 is provided with an eye 21 to receive the threaded shank 22, that is formed integrally with the guide-sleeve 23, said guide-sleeve being of tubular form and within which the brace 24 is slidably mounted.

The sleeve is cut away on its side adjacent to the shank, as shown at 25, so as to permit the clamping-ring 26 to cóme in contact with the brace 24, said clamping-ring having a concave face, as shown at 27, so as to permit it to engage the brace, the indentations 28 on the edge of the clamping-ring conforming to the exterior surface of the brace in order that a larger frictional clamping-surface may be presented to the brace. The clamping-ring 24 is interposed between the eye on the bracket and the guide-sleeve with its concaved surface toward the sleeve, it being suitably apertured, as shown at 29, to slide on the threaded shank 22, and to prevent its rotation thereon I provide a stud 30 to fit within the longitudinal groove 31 in the shank. On the opposite side of the eye from which the guide and clamping-ring are placed I provide a clamp 32, threaded to coöperate with the threaded shank, and between said eye and clamp is a washer 33, also having a stud 34, similar to the stud 30 and operating in the same manner to prevent the rotation of the washer on the shank. The brace 24 is pivotally attached at one end, by means of the eye 35 and pin 36, to the adjustable frame 19 at a point thereon so as to bring its screw-capped end 37 abutting against the guide-sleeve, or the end of the brace may be headed, so as to limit its movement within the guide.

The device, as just described, with the brace 24 secured to the adjustable frame and the headed end abutting against the guide-sleeve, is shown in Fig. 1, and to secure the two portions of the frame when in the position shown the clamp is turned on the shank of the guide-sleeve so as to draw the brace 24 and guide-sleeve hard against the clamping-ring, which in turn is pressed against the surface about the eye, whereupon the frictional engagement between the parts prevents rotation of the guide-sleeve or a sliding movement of the brace 24 relative thereto.

When it is desired to fold the wind-shield,

the frictional engagement of the parts is released by turning the clamp, whereupon the adjustable frame may be brought forward, which slides the brace 24 within the guide-sleeve and at the same time rotates the guide-sleeve, permitting the two members to assume the position as shown in Fig. 2, or they may be firmly adjusted at any intermediate point.

In the drawings I have shown two of my devices applied to two frames adapted to have an adjustable relation with each other; but it is obvious that where less strength is required only one of my devices may be used, nor are the braces 16 essential, except for strength.

It is obvious from the foregoing description that I do not limit myself to the precise details of construction, as there are many modifications of the parts that might be made without departing from the spirit of my invention, the gist of which is the provision of a supporting-bracket, a guide-sleeve capable of a partial rotation mounted on said bracket, a brace slidably mounted in said guide-sleeve, and means for preventing movement of any of said parts relative to each other.

Having now described my invention, what I claim is—

The combination with a wind-shield having a fixed portion and a foldable portion hinged thereto, of an adjustable support for said hinged portion comprising a bracket secured to the fixed portion, a guide-sleeve provided with a threaded shank rotatably mounted in said bracket, a clamping-ring on said shank interposed between said guide-sleeve and said bracket, a brace pivoted to said hinged portion and slidably engaging said sleeve, and a clamp engaging the threads of said shank on the opposite side of said bracket from said clamping-ring, whereby a locking or releasing of the sleeve and braces is effected by the movement of a single clamp, substantially as described.

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