

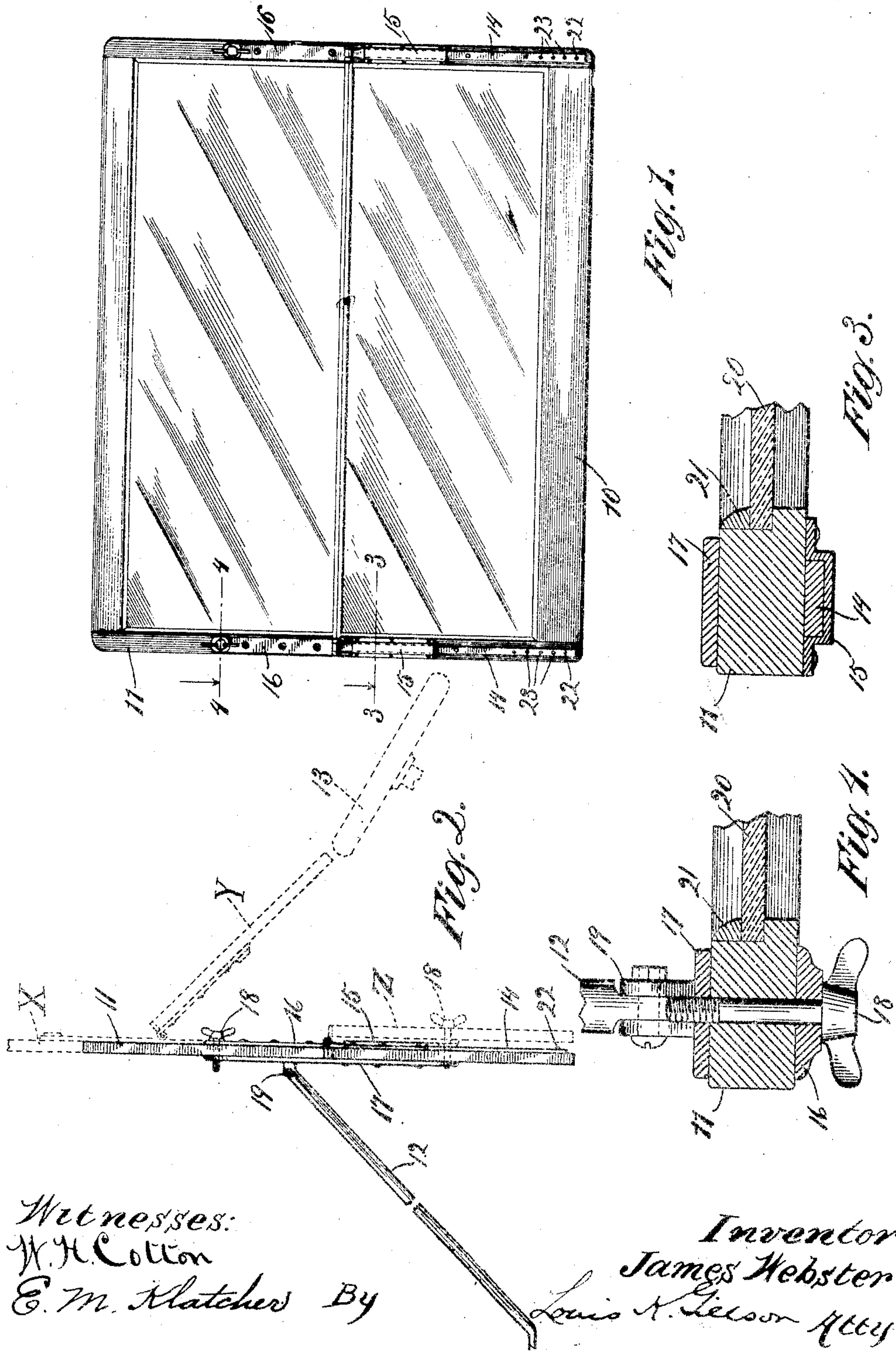
No. 883,261.

PATENTED MAR. 31, 1908.

J. WEBSTER.
WIND SHIELD.

APPLICATION FILED FEB. 6, 1907.

2 SHEETS—SHEET 1.



Witnesses:
W. H. Cotton
E. M. Klatchers By

Inventor.
James Webster
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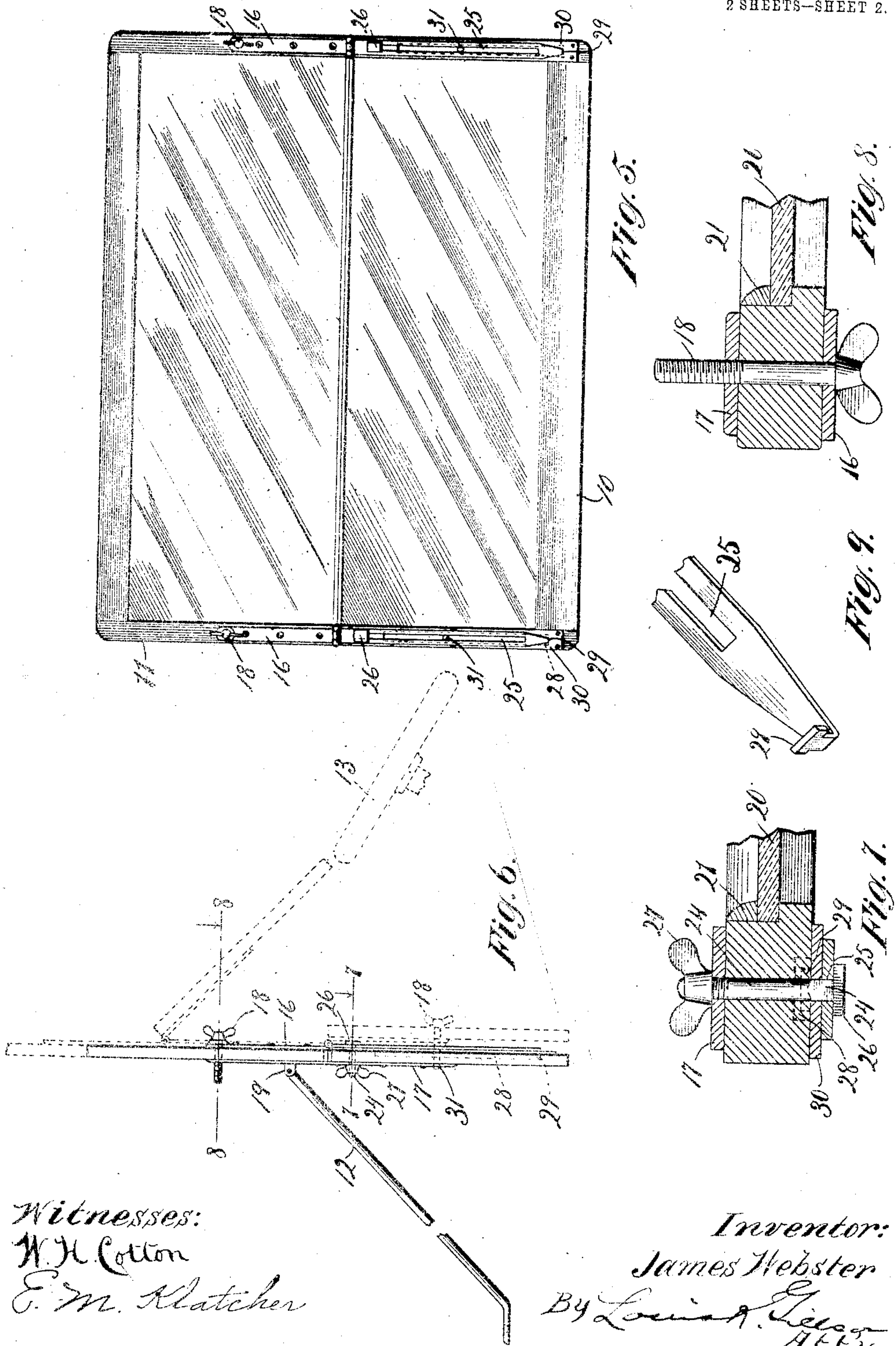
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UNITED STATES PATENT OFFICE.

JAMES WEBSTER, OF CHICAGO, ILLINOIS.

WIND-SHIELD

No. 883,261.

Specification of Letters Patent.

Patented March 31, 1908.

Application filed February 6, 1907. Serial No. 356,073.

To all whom it may concern:

Be it known that I, JAMES WEBSTER, a citizen of the United States, and resident of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Wind-Shields, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof.

10 The object of the invention is to provide a sectional wind shield for automobiles which may be rigidly supported in position for service, easily folded, and rigidly secured in its folded position,

15 The invention consists in the structure hereinafter described and which is illustrated in the accompanying drawings, in which

Figure 1 is a rear elevation of the shield; Fig. 2 is a detail of the edge elevation thereof, changes of position being indicated by dotted lines; Figs. 3 and 4 are sectional details on the lines 3—3 and 4—4, respectively, of Fig. 1; Fig. 5 is a rear elevation of the wind shield, showing a modified form of construction; 25 Fig. 6 is a detail side elevation of the same, changes of position being indicated by dotted lines; Figs. 7 and 8 are detail sections on the lines 7—7 and 8—8, respectively; and Fig. 9 is a detail of a part of the hinge.

30 The shield comprises a plurality of glazed sections, as shown two in number and designated, respectively, 10 and 11. The lower section 10 is adapted to rest upon the upper edge of a dash-board (not shown), and may 35 be secured thereto by any suitable means, and is stayed by means of a rod 12 leading laterally and adapted for attachment to a part of the frame of the machine. The upper shield section 11 is adapted to rest upon the 40 lower section, when in service, edge to edge, and the two sections are hinged together so that the upper may fold inwardly or rearwardly against the face of the lower section, as indicated by dotted lines in Fig. 2.

45 Difficulty has been encountered in providing a folding wind shield for automobiles, due to the fact that the steering wheel 13 is usually so positioned that the upper section, if of proper size, will not swing down past it if 50 hinged at its lower edge to the upper edge of the lower section. This difficulty is overcome in the present instance by using a pair of strap hinges to secure the two shield sections together, the lower leaf 14 of each hinge 55 being slidably secured within an extended loop 15 attached to the inner face of the side

member of the frame of the lower shield section; the upper leaf 16 of the hinge being fixedly secured to the inner face of the side member of the upper shield section.

In order to fold the shield the upper section is raised, as indicated by dotted lines at X in Fig. 2, the hinge leaf 14 sliding through the loop 15. When raised sufficiently the upper shield section is swung backwardly, as 65 indicated by dotted lines at Y, Fig. 2, and is then lowered to the dotted lines position Z, Fig. 2, the hinge leaves sliding downwardly within the loops.

In order to properly stay the upper shield 70 section when in position for service, a rigid strap 17 is secured to the outer face of each of the side members of the lower shield section and is prolonged upwardly, the upper section bearing against it. A screw-bolt 18, 75 preferably having wings for convenience of manipulation, is set through the side members of the upper section into the strap 17. When the shield is folded the bolt 18 is again inserted, setting through the side member of 80 the lower section and entering a threaded socket in the strap 17, thereby rigidly locking the parts together and preventing rattling.

Preferably the stay rod 12 is bolted to ears 85 19 projecting from the extended portion of the strap 17.

The frames of the shield sections are preferably of wood, and the glass 20 may be secured thereto by being seated in a rabbet, 90 as shown in Fig. 3, a beading 21 being applied to hold it in place.

Preferably a stop is provided for limiting the upward movement of the hinge strap 14, and in order to adapt the device to different 95 makes of automobiles this stop should be adjustable. As shown the stop takes the form of a headed stud or bolt 22, engaging a threaded socket in the hinge strap and adapted to contact with the lower end of the loop 15 100 when the shield section is raised sufficiently to permit it to clear the steering wheel as it swings downward. A plurality of sockets, as shown at 23, is provided in the hinge strap for purposes of adjustment. 105

In the construction shown in Figs. 5 to 9, in place of the loop 15 there is used a bolt 24 setting through the side bar of the lower shield section and a longitudinal slot 25 in the lower leaf of the hinge which unites the two 110 sections, the head 26 of this bolt having a bearing upon the outer surface of the hinge

leaf, and its stem carrying a winged nut 27 by means of which the hinge may be securely bound to the frame of the shield. The side bar of the lower shield section is longitudinally channeled, as shown at 28, to receive a stud 29 on the lower end of the hinge leaf. For the purpose of preventing the parts from accidental displacement the channel 28 is preferably T-shaped, and the stud 29 is correspondingly formed. The T-shape of the channel 28 is secured by cutting it in the frame of sufficient width to form the head of the T and covering it with a plate 30 having a slot of less width to accommodate the stem of the stud. The thumb-screw 18 is used as in the other form of construction, an aperture 31 extending through the side bar of the lower shield section and through the plate 17 within which it is threaded, to accommodate it.

I claim as my invention—

1. In a wind shield, in combination, a plurality of sections, hinges uniting adjacent sections and having a sliding engagement with one of the sections.

2. In a wind shield, in combination, a plurality of sections, hinges uniting adjacent sections and having a sliding engagement with one of the sections, a rigid strap secured to one section and being prolonged to engage the other, and a locking device for securing the section last referred to to such strap.

3. In a wind shield, in combination, a plurality of sections, hinges uniting adjacent sections and having a sliding engagement with one of the sections, a rigid strap secured to one section and being prolonged to engage the other, a locking device for securing the section last referred to to such strap, and a locking device for rigidly securing the two sections together when in their folded relation.

4. In a wind shield, in combination, a plurality of sections, hinges uniting adjacent

sections and having a sliding engagement with one of the sections, and a stop for limiting the movement of the slidable member of the hinge.

5. In a wind shield, in combination, a plurality of sections, hinges for uniting the two sections, one leaf thereof being fixed to the upper section, a screw-bolt for securing the lower leaf of the hinge to the lower shield section and being longitudinally slidable in one of such members, and means for securing the upper shield section in the position of service.

6. In a wind shield, in combination, a plurality of sections, a hinge having one leaf fixed to the upper section and having its other leaf longitudinally slotted, a screw-bolt set through the lower shield section and the slot in the lower leaf of the hinge, and means for holding the upper shield section in the position of service.

7. In a wind shield, in combination, a plurality of sections, a hinge having one leaf fixed to the upper section and having its other leaf longitudinally slotted, a screw-bolt set through the lower shield section and the slot in the lower leaf of the hinge, means for holding the upper shield section in the position of service, and a T-stud formed on the lower leaf of the hinge and engaging a longitudinal T-slot in the side bar of the lower shield section.

8. In a wind shield, in combination, a plurality of sections, and flexing hinges uniting adjacent sections, such hinges being in fixed engagement with one section and in sliding engagement with the other section.

9. In a wind shield, in combination, a plurality of sections, leaf hinges for uniting the sections, such hinges having a sliding engagement with one section.

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Witnesses:

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