

F. R. FAGEOL.
 WIND SHIELD CONSTRUCTION.
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1,294,642.

Patented Feb. 18, 1919.

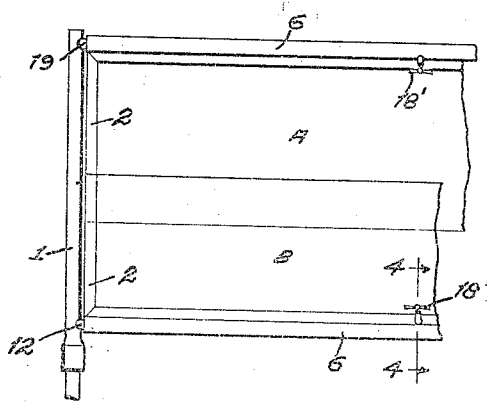


FIG. 1.

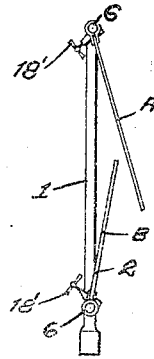


FIG. 2.

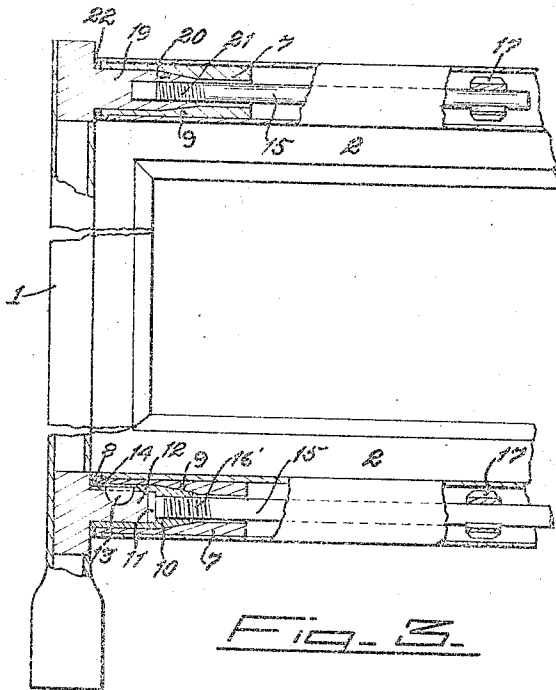
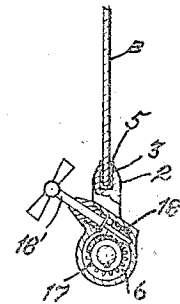


FIG. 3.

FIG. 4.



WITNESS:

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WIND-SHIELD CONSTRUCTION.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, FRANK R. FAGEOL, a citizen of the United States, residing at Oakland, in the county of Alameda and State of California, have invented certain new and useful Improvements in Wind-Shield Construction, of which the following is a specification.

The present invention relates to improvements in wind-shields employed on motor driven vehicles, and has for its principal objects to provide a construction employing a plurality of transparent shield sections capable of independent adjustment to permit of easy driving during a rain and permitting ventilation when desired; to provide an improved adjustment of the independent shield sections whereby the side standards are unbroken and independent adjustment at any desired angle of the upper and lower shield sections may be had.

The invention consists primarily in pivotally mounting the upper and lower shield sections at their upper and lower side edges in such manner that the respective sections will swing on a horizontal axis and to incorporate therewith a means disposed within the respective shield sections and cooperating with the supporting standards whereby the sections may be retained in their adjusted position. To provide a construction wherein the adjusting mechanism is concealed from view thereby enhancing the beauty of the shield and removing from the vision the unsightly shield section adjusting mechanism now employed.

With the above mentioned and other objects in view the invention consists in the novel construction and combination of parts hereinafter described, illustrated in the accompanying drawings and pointed out in the claims hereto appended; it being understood that various changes in the form, proportion, size and minor details of construction within the scope of the claims may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

To more fully comprehend the invention reference is directed to the accompanying drawings, wherein:

Figure 1 is a view in elevation of the preferred embodiment of my invention.

Fig. 2 is a view in side elevation with the upper and lower shield sections in their adjusted position.

Fig. 3 is a view in elevation partly in section, illustrating the preferred construction employed for retaining the sections in their adjusted position.

Fig. 4 is a sectional view taken on the line 4-4 of Fig. 1.

Referring more particularly to the several views of the drawings, wherein like characters of reference designate corresponding parts, the numerals 1, indicate the parallel spaced upwardly extended side standards which are suitably secured at their lower ends preferably to the vehicle body. Between the standards 1 are positioned the respective upper and lower shield sections A and B arranged in such manner that the lower edge of the upper section A overlaps the upper edge of the lower section B as in Figs. 1 and 2 of the drawings. The shield sections each consist of a rectangular frame 2 having spaced substantially flat end members and a connecting base member each formed on its inner face with the groove 3 in which is adapted to be received the transparent shield portion which is held therein by a suitable packing 5.

The connecting base portions are formed with a longitudinally disposed open ended tubular portion 6 in the outer end of each of which is mounted a tubular member 7 flanged as at 8 over the end of the portion 6 and provided with a conical recess 9 open toward the outer end thereof. Within the conical recess 9 of the respective tubular members 7 at the opposite ends of the tubular portions 6 of the lower shield section B is positioned a sleeve 10, the outer and enlarged end 11 of which is slidably mounted upon a stud 12 projecting laterally inwardly from the standard. A suitable key 13 carried by the respective studs 12 and each cooperating with a groove 14 in the enlarged end 11 of the respective sleeves permits longitudinal movement of the sleeves on their respective studs but prevents axial movement thereof.

The inner conical end of the respective sleeves are received in the conical recesses 9 of the respective tubular members 7, and said sleeves are adjusted longitudinally of the studs to have greater or less frictional contact with the conical recesses of the respective tubular members 7 by a rotatable shaft 15 extending longitudinally of the tubular portion 6 and having threaded engagement at its opposite ends at 16 with

the respective sleeves. The shaft 15 carries within its length a gear 17 engaged by an operating worm 18 on a rotatable operating handle 18' extending outwardly from the tubular portion 6 to a point within easy reach of the vehicle operator. In mounting the upper shield section A the sleeves 10 are dispensed with and a stud 19 having a conical end 20 is employed, said studs extend into the respective conical recesses in the tubular members 20. In maintaining frictional contact between the conical ends 20 of the studs and the conical recesses of the tubular members 7 the shaft 15 threads at its opposite ends directly into the studs as at 21 and on the adjustment thereof to hold the stud in its adjustable position, said shaft draws the studs toward each other due to the flexibility of the free upper ends of the standards 1.

Intermediate of the flanged portion 8 of the tubular members and the faces of the respective studs are interposed suitable compressible friction washers, 22.

By my improved construction, it will be apparent that the operation of the handle 18' simultaneously controls the friction connections between the opposite ends of the respective shield portions and the standards thereby eliminating independent operations of the friction joints which is now the custom and overcoming the necessity of the driver leaving his seat when an adjustment of the shield section is necessary. By my construction I am enabled to conceal all of the joint parts of the shield mounting and maintain the standards unbroken thereby not impairing the rigidity of the shield.

Having thus described my invention what I claim is:

1. A vehicle wind shield comprising a pair of supporting standards, a transparent shield portion mounted for pivotal movement on a horizontal axis between the same and including a frame, a tubular member of a uniform diameter throughout its length and associated with one longitudinal side

edge of the frame and provided within its opposite ends with tubular fulcrum members each formed with a conical recess, a conical fulcrum projection associated with each standard for reception within the respective conical fulcrum members, a rotatable locking rod extending longitudinally within the tubular member and having threaded connection at its opposite ends with said conical fulcrum projections, and an operating means extending exteriorly of said tubular member and having engagement with said rod for rotating the same to draw said conical fulcrum projections toward each other to maintain said shield in its adjusted position relative to said standards.

2. A wind shield comprising a pair of supporting standards, a transparent shield portion mounted for pivotal movement on a horizontal axis between the same and including a frame formed on one longitudinal side edge with an open ended tubular portion extending approximately the full length thereof, a tubular member within each end of said tubular frame portion and provided with a conical bore, a stud carried by the respective standards and one projecting from each end of said tubular frame and into each of said conical bores, a sleeve longitudinally slidable on each of said studs, means for locking the same from axial movement thereon, said sleeves provided with a conical end for reception one within each of said conical bores, a rod extending longitudinally within said tubular frame portion and having threaded engagement at its opposite ends with said sleeves, and an operating means for said rod carried by said shield frame.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

FRANK R. PAGEOL.

Witnesses:

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