

J. F. WILKINSON,
 WIND SHIELD CLAMP.
 APPLICATION FILED APR. 12, 1915.

1,179,989.

Patented Apr. 18, 1916.

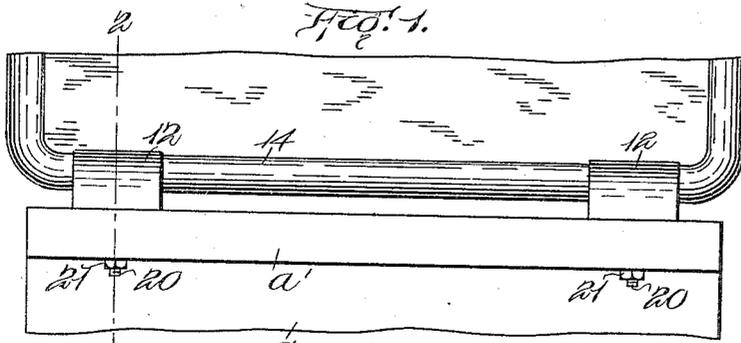


Fig. 2.

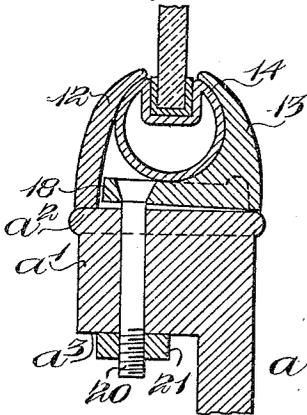


Fig. 3.

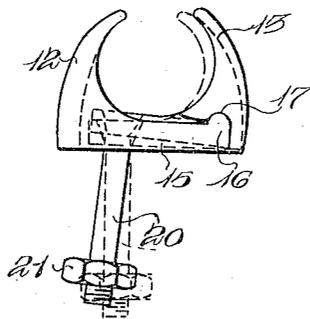


Fig. 4.

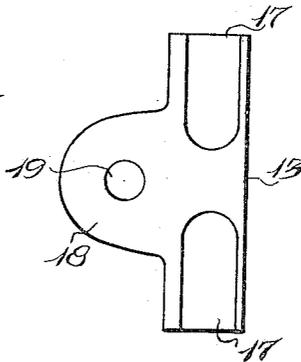
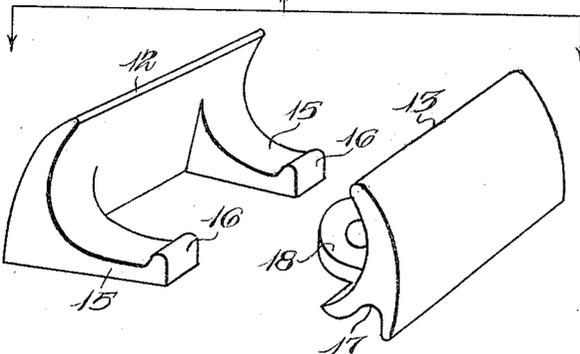


Fig. 5.



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UNITED STATES PATENT OFFICE.

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WIND-SHIELD CLAMP.

1,179,989.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN F. WILKINSON, a citizen of the United States, and resident of Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Wind-Shield Clamps, of which the following is a specification.

This invention relates to clamps employed for securing the lower horizontal member of a wind shield frame to the upper edge portion of the dashboard of a motor vehicle.

The invention has for its object to provide a simple and effective clamp adapted to be conveniently applied to and removed from the vehicle, and to firmly secure the wind shield to the dashboard of the vehicle in such manner that the angle of the shield relatively to the dashboard may be varied and the wind shield adapted to stand at any desired angle without liability of rattling.

The invention consists in the improvements which I will now proceed to describe and claim.

Of the accompanying drawings forming a part of this specification: Figure 1 represents a side view showing portions of a vehicle dashboard and a wind shield secured thereto by clamps embodying my invention; Fig. 2 represents a section on line 2-2 of Fig. 1; Fig. 3 represents an end view of the clamp removed from the dashboard; Fig. 4 represents a bottom plan view of the movable jaw or member of the clamp; Fig. 5 represents a perspective view showing the jaws or members of the clamp separated.

The same reference characters indicate the same or similar parts in all the views.

My improved clamp hereinafter described is adapted particularly to be used with a vehicle dashboard a having a top rail a' projecting from one side of the board and presenting an upper face a^2 and a lower face a^3 . The invention is not limited however for use in connection with this particular type of dashboard.

My improved clamp is composed of two jaws 12 and 13, the opposed inner faces of which collectively form a socket in which the lower horizontal member 14 of a wind shield frame is held and permitted to be rotatably adjusted to a limited extent. The jaw 12 is seated on the top face a^2 of the wind shield and is therefore hereinafter referred to as the seated jaw for convenience

in distinguishing it from the jaw 13, which is movable or adapted to rock, as hereinafter described. The seated jaw 12 has a base formed to have an extended bearing on the dashboard, said base preferably including two spaced-apart arms 15 having fulcrum projections 16.

The movable jaw 13 is adapted to rock on the base of the jaw 12 and as here shown is provided with sockets 17 engaging the fulcrum projections 16, the form of said sockets and projections being such that the jaw 13 is adapted to rock between substantially the limits indicated by full and dotted lines in Fig. 3.

The jaw 13 is provided with a lever 18 which projects from the inner side of the jaw into the space between the arms 15 of the jaw 12. Said lever is preferably formed as an ear having an orifice 19 engaging the head of a bolt 20 which passes through the dasher rail a' and has a nut 21 engaged with its screw threaded lower portion, said nut being adapted to be turned upwardly against the dasher face a^3 .

In assembling the parts the jaw 12 is first seated on the dasher face a^2 . The jaw 13 is then seated on the fulcrum projections 16 and the bolt 20 is inserted in the dashboard. The jaw 13 is first left loose so that it may be separated from the jaw 12, as indicated by full lines in Fig. 3, to permit the insertion of the frame member 14 between the jaws. After the insertion of the frame member the nut 21 is turned upwardly against the face a^3 , and is thus caused to draw the bolt 20 and lever 18 downwardly, thus swinging the jaw 13 inwardly, as indicated by dotted lines (Fig. 3). The frame member 14 is thus clamped between the two jaws and is adapted to be rotatively adjusted to vary the angle of the wind shield.

It will be observed that the seated jaw 12 is not directly attached to the dasher but is secured thereto indirectly by the jaw 13, lever 15 and bolt 20, said parts acting to confine the jaw 12 and its base upon the dasher. There being two clamps employed, as indicated by Fig. 1, the engagement of the frame member 14 with said clamps prevents either clamp from turning on the securing bolt 20. The jaws 12 and 13 form a compressible socket conforming to the lower member of the wind shield, and bearing simultaneously on opposite sides thereof.

The lever 18 on the movable jaw is located below said socket, and the lever adjusting means (embodied in the bolt 20 and nut 21) is also located below the socket. The maximum width of the device is therefore limited to the distance between the backs of the two cooperating jaws, there being no adjusting means projecting laterally from either of the jaws. The device is therefore compact and adapted to be installed on the upper edge of a dash without projecting either forward or backward therefrom.

Having described my invention, I claim:

1. A wind shield clamp comprising a seated jaw having a base adapted to be directly supported by the upper edge of the dashboard, and a movable jaw seated on said base and adapted to rock thereon, said jaws having opposed faces forming a compressible socket conforming to the lower member of a dashboard frame, and the movable jaw being provided with a lever located below the said socket, and means also located below said socket for adjustably connecting said lever with the dashboard to confine the jaws on the dashboard and effect adjustments of the movable jaw.

2. A wind shield clamp comprising a seated jaw having a base adapted to be directly supported by the upper edge of a dashboard, a movable jaw seated on said base and adapted to rock thereon, said jaws having opposed faces forming a compressible socket conforming to the lower member of a dashboard frame, and the movable jaw being provided with a lever located be-

low the said socket, and a depending bolt engaged with said lever and adapted to pass downwardly through a portion of the dashboard, said bolt being also located below said socket and provided with a nut adapted to bear on a face of the dashboard.

3. A wind shield clamp comprising a seated jaw having a base adapted to be directly supported by the upper edge of a dashboard, and composed of spaced-apart arms having fulcrum projections, a movable jaw having sockets engaging said projections and a lever projecting between said base arms, and a depending bolt engaged with said lever and adapted to pass through a portion of the dashboard, said bolt having a nut adapted to bear on a face of the dashboard.

4. In combination, a dashboard having a jaw-supporting face and a nut-supporting face, a seated jaw having a base composed of two spaced-apart arms seated on said jaw-supporting face, and provided with fulcrum projections, a movable jaw having sockets engaging said projections, and a lever projecting between said base arms, and a depending bolt engaged with said lever and extending through the portion of the dashboard between said faces, said bolt having a nut seated on said nut-supporting face.

In testimony whereof I have affixed my signature, in presence of two witnesses.

JOHN FRANKLIN WILKINSON.

Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents
Washington, D. C."