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EASILY DISASSEMBLED FLAG ASSEMBLIES

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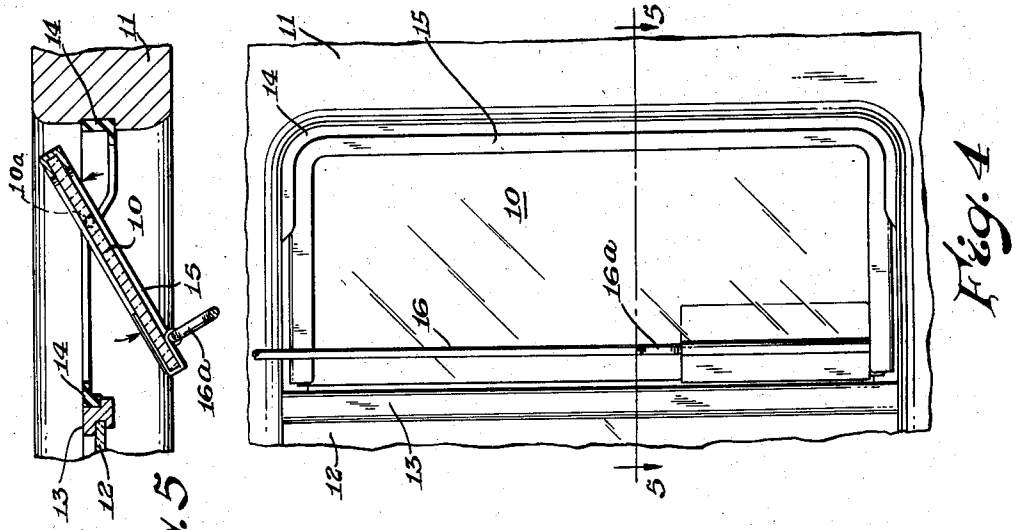


Fig. 5

Fig. 4

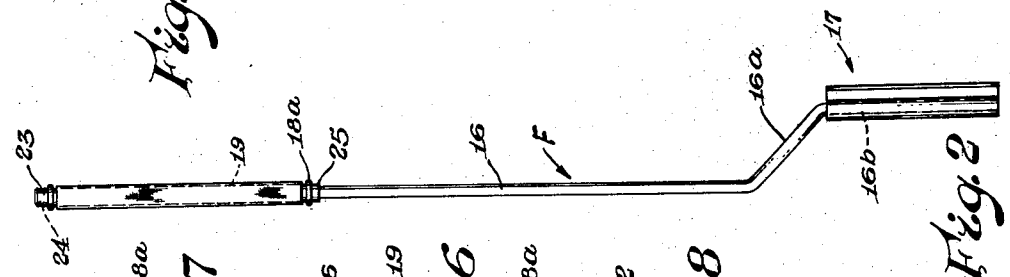


Fig. 2



Fig. 7



Fig. 6

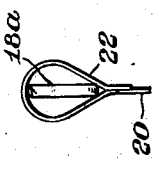


Fig. 8

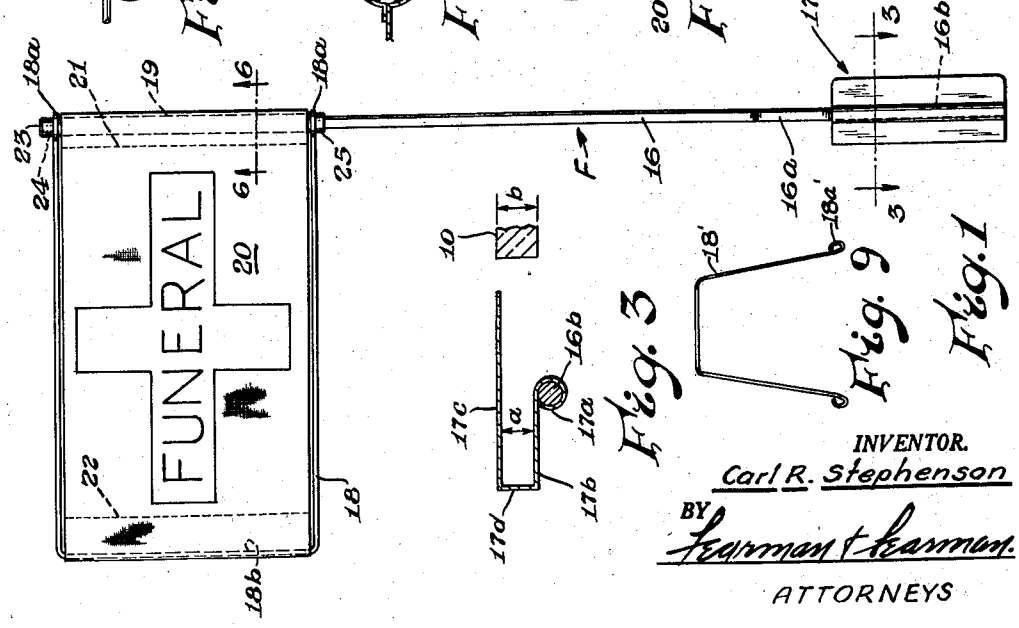


Fig. 1

Fig. 3

Fig. 9

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EASILY DISASSEMBLED FLAG ASSEMBLIES

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9 Claims. (Cl. 116—173)

This invention relates to easily disassembled flag assemblies of a type which may be readily applied to and carried by a motor vehicle and more particularly to certain novel and useful improvements therein.

Specifically the invention deals with funeral flags such as are carried by motor vehicles in a funeral procession and has as one of its objects the provision of a flag assembly which can be completely disassembled so that the flag itself can be removed, laundered, and replaced. Funeral flags which are presently in use utilize frames which hold them in extended position and prevent them from fluttering and snapping in the wind. Flags of this type have proven very satisfactory for outdoor use because they wear longer and will not droop if there is no wind; however, the flags in present use also have proven disadvantageous for the reason that it has not been possible to easily disengage the flag from its frame. A person purchasing any of the frame enclosed flag assemblies which are available has not been able to use the flag frame for a very extended period of time because the flag wears out relatively rapidly and the frame as well as the flag must be replaced. At the time of renewal the discarded frame will in most instances be in excellent condition. Further, when the flag has with use reached a condition which plainly requires laundering, it has been more practical to discard the frame enclosed flag and purchase a new flag and frame unit at some expense rather than to have the unit washed or cleaned by hand. One of the prime objects of the instant invention is to provide a flag assembly incorporating a frame and obtaining its advantages which is so designed that the flag may be very easily removed from its frame. Present day funeral flag assemblies are also disadvantageous in that they require relatively complex means for mounting them on a motor vehicle which is expensive in character and adds considerably to the cost of the unit. One of the designs which has been proposed is supported on the rain gutter of the vehicle roof, for example, and requires a socket or sleeve for supporting the mast. It is another object of the present invention to provide a flag assembly which without a socket or the like can be very easily supported on the back edge of the driver's or passenger's ventilating window.

A further object of the invention is to design a flag assembly of the character described which can be mounted on all present automobiles and is positively held in place by resilient gripping plates which are very easily engaged with and disengaged from the window.

Still further objects of the invention are to provide a funeral flag which will not rattle or snap in the wind, which has a low wind resistance, and which can be very inexpensively manufactured and assembled for sale at a relatively low cost.

With the above and other objects in view, the present invention consists in the combination and arrangement of parts hereinafter more fully described, illustrated in the accompanying drawing, and more particularly pointed out in the appended claims, it being understood that equivalent changes may be made in the various elements which comprise the invention without departing from the spirit thereof or the scope of the appended claims.

In the drawings:

Figure 1 is a side elevational view of the flag assembly only;

Figure 2 is an end elevational view thereof;

Figure 3 is an enlarged sectional plan view taken on the line 3—3 of Figure 1;

Figure 4 is a fragmentary side elevational view of the right front or passenger's ventilating window illustrating the manner in which the flag assembly is mounted on a ventilating window of the automobile or other vehicle;

Figure 5 is a sectional plan view taken on the line 5—5 of Figure 4;

Figure 6 is a sectional plan view taken on the line 6—6 of Figure 1;

Figure 7 is an enlarged, fragmentary plan view of one of the free ends of a flag frame; and

Figure 8 is an enlarged, end elevational view illustrating the manner in which the flag may be slipped off one of the free ends of the frame.

Figure 9 is a plan view of a modified flag frame which is preferably used with the assembly.

Referring now more particularly to the accompanying drawings in which I have shown a preferred embodiment of the invention, a letter F generally indicates my flag assembly which is shown in Figures 4 and 5 mounted on the pivotal ventilation window 10 of a motor vehicle chassis 11. The window 10 depicted is for convenience of illustration only the ventilating window on the passengers' side of the motor vehicle adjacent the wrap around front windshield 12 and the rear edge of the window is shown as turned out. The usual frame post 13 and rubber seal or liner members 14 are provided and an edge channel or frame 15 protects the top, rear, and lower edges of the ventilating window in the conventional manner. The window 10 is, of course, pivoted at its upper and lower ends in any suitable manner as at 10*a* and adjustment of the window 10 will adjust the flag assembly F also.

The flag assembly F has a mast 16 which, near its lower end, is provided with a generally laterally turned section 16*a* terminating in an end portion 16*b* which is parallel to the main section of the mast but is inwardly offset therefrom. Crimped around the section 16*b* of the mast as shown in Figure 3 or otherwise rigidly secured thereto in any suitable manner is a metal gripper plate 17 which has the mast receiving loop 17*a*, legs 17*b* and 17*c*, and a connecting section 17*d*. The leg sections 17*a* and 17*b* are flexible in the sense that they are separable to receive the edge of the ventilating window 10. As will be observed from Figure 3 the distance *"a"* between legs 17*b* and 17*c* is slightly less then the width *"b"* of the window 10 so that when the gripper plate 17 is forced over the edge of the window 10, leg 17*b* and 17*c* will be spread and the gripper plate will be positively and securely mounted in position. It will be noted that the leg 17*c* extends beyond the portion 17*a* to facilitate entry of the edge of the window 10. Engagement of the gripper plate 17 over the window 10 is very easily effected for this reason and because the curvilinear portion 17*a* acts as a camming surface which tends to easily spread the legs 17*b* and 17*c*. When it is desired to remove the flag assembly from the window the surface 17*a* furnishes a hand hold which permits the gripper plate to be easily pulled from the window.

Mounted on the upper end of the mast 16 is a C-shaped frame 18 having ring members 18*a* formed on its free

ends which are of a diameter to be snugly but rotatably received on the mast **16**. There is sufficient frictional resistance to rotation so that twisting of the frame **18** on the mast **16** by relatively light forces such as would be applied by the wind is resisted but can be accomplished if more than a slight twisting force is used.

A sleeve **19** which may be of any suitable plastic or metallic composition is mounted on the mast **16** between the ring like portions **18***a* and serves to hold them in spaced apart relation. Supported on the frame **18** is a flag **20** and the sleeve **19** prevents rubbing of the upper and lower edges of the flag **20** on ends **18***a*. The flag **20**, which it will be noted is of less width than the distance between the upper and lower sections of the frame **18**, is hemmed at both ends at **21** and **22**. The hemmed portion **21** forms a loop or hem which accommodates the spacer sleeve **19** and the hem portion **22** forms a loop or hem which accommodates the outer side section **18***b* of the frame **18**. The flag is of such length relative to the distance between the outer surfaces of section **18***b* of the frame and spacer **19** that it is maintained in taut condition; however, it need not be stretched in assembly so much that the hem portion **21** will not readily slip on the spacer sleeve **19**.

The hem portion or loop **22** is of sufficient size (see Figure 8) so that it will easily pass either ring like portion **18***a* of the frame once the flag **20** has been slipped off the mast **16** and thus permits the flag **20** to be very easily removed from the frame **18** for purposes of laundering, dry cleaning, or replacement. The upper end of mast **16** may be threaded as at **23** and a readily disengageable cap **24** may be employed to secure the assembly in position between the threaded section and a ferrule or washer **25** which is fixed on the mast. Alternatively, in place of ferrule **25** and cap **24**, cotter pins of suitable design or the like may be employed to releasably maintain the position of the frame **18** on the staff **16**.

The manner in which the flag assembly is mounted on the ventilating window has been previously discussed. In order to remove the flag **20** for purposes of laundering or cleaning it is merely necessary to back the cap **24** off the upper end of mast **16** and slide the assembly (which includes the sleeve **19**, flag **20**, and flag frame **18**) off the upper end of the mast. The sleeve **19** may then be removed from the hem **21** and the hem **22** can be very readily worked off the outer side portion **18***b* of the frame **18** onto either the upper or lower section thereof. Once this is accomplished the hem **22** is of sufficient size to easily pass either ring like portion **18***a* when the frame is revolved 90° so that the ring portion is disposed in the loop as in Figure 8. The reassembly of the unit is equally simple and once the flag **20** is again in place on the section **18***b* of the frame **18** the spacer **19** is inserted in the hem **21**. The ring like portions **18***a* and spacer **19** may then be inserted over the upper end of the mast **16** and the cap **24** threaded thereon to retain them in position. While the ring like portions **18***a* grip the mast sufficiently so that the wind will not revolve the frame **18** on the mast, a person grasping the outer end of frame **18** need exert relatively little pressure to dispose the flag in desired position. The flag can be disposed parallel with the path of travel of the vehicle or at right angles thereto as desired. Adjustment of the window **10** will, of course, permit the alining of the flag to some degree.

It should be apparent that I have perfected a very simple and practical flag assembly for use on motor vehicles and the like, and, of course, such flags may be used on ambulances by hospitals, and by others as well as funeral homes.

In Figure 9 I have shown a frame **18'** in which the upper and lower sections are normally outwardly angled as shown so that when the frame is assembled on the mast these sections must be compressed. With such a frame the ring like portions **18***a* tend to bear on the cap

23 and ferrule **25** and do not tend to fray the edges of the hem. Also the ring portions **18***a* are angled slightly as at **18***a'* to decrease the effective diameter of the openings therein and cause them to snugly grip the mast. With this construction the flag tends to be stabilized in a plane parallel to the direction of travel of the vehicle and does not vibrate in and out of this plane as conventional flags do.

The instant assembly does not scratch the windows on which it is mounted and is unique in that it will fit on all automobiles regardless of whether they possess a rain gutter as many do not.

It is to be understood that the drawings and descriptive matter are in all cases to be interpreted as merely illustrative of the principles of the invention rather than as limiting the same in any way since it is contemplated that various changes may be made in the various elements to achieve like results without departing from the spirit of the invention or the scope of the appended claims. The terms "upper" and "lower" for instance are employed because the mast is shown in upright position, however, they are not to be construed as limiting in any sense.

I claim:

1. In an easily disassembled flag assembly; a mast; a flag having a loop portion at its end adjacent said mast through which said mast extends; a hollow frame for said flag open at the side thereof adjacent said mast, having ring like portions at its vertically spaced ends which rotatably receive said mast adjacent the upper and lower edges of said flag; and a loop portion for the outer edge of said flag receiving the outer portion of said frame and having sufficient diameter to pass at least one of said ring like portions; said upper and lower edges of said flag being free of the frame so that the flag can be easily slid off said frame once the flag and frame are removed from the mast, with the outer loop on said flag slipping off the outer section of the frame and one of the upper and lower sections thereof; and removable stop means for releasably holding said frame and flag in vertical position on said mast.

2. In an easily disassembled flag assembly; a mast; a generally **C** shaped frame having free ends formed with vertically spaced ring like portions rotatably received by said mast; a sleeve rotatably received on said mast between said ring like portions and spacing said portions; and a flag having hemmed portions at its ends, one of which receives said sleeve and the other of which receives the outer side of said frame; the flag being of less width than the distance between the upper and lower sections of said frame and free thereof; said hem at the outer end edge of said flag being of sufficient diameter to pass said ring like portions so that the flag can be easily slid off said outer side of the frame and one of the upper and lower sections thereof.

3. The combination defined in claim 2 in which the spacing of said spacer sleeve and said outer side of the frame is predetermined relative to the length of said flag to maintain the flag stretched tautly in a lengthwise direction.

4. In an easily disassembled flag assembly; a mast; a generally hollow frame having an opening in one section thereof breaking its continuity; a flag of less width than the frame having a hemmed portion at its outer end edge through which the outer end section of said frame extends, said flag having a hem at its inner end receiving said mast; and means releasably securing the inner end of said frame to the mast; said upper and lower edges of the flag being free of the frame to permit the said hemmed portion at the other end of the flag to be slid along said frame and removed at said opening when the inner end of said frame and said flag are released from said mast.

5. In combination with a motor vehicle having a movable ventilation window; a mast having a lower end formed with a generally laterally extending intermediate portion and a lower terminal portion parallel to but in-

wardly offset with respect to the upper portion of the mast; a rotatable flag unit on the upper end of the mast; and a pair of resilient plates on the terminal portion of the mast, extending angularly to the plane of the laterally extending portion, and in normal unstressed condition spaced apart a distance less than the thickness of the side edge of said window, clamped over said edge of the window.

6. In an easily disassembled and demountable flag assembly for mounting on the side edge of a pivotal ventilating window of a motor vehicle; a mast; a generally C shaped frame, open at the portion thereof adjacent the mast, having vertically spaced free ends formed with ring like sections snugly but still rotatably received by said mast; a spacer sleeve rotatable on said mast between said ring like sections; a flag having hemmed portions at its ends, one of which receives said spacer sleeve and the other of which receives the outer side of said frame; releasable stop means above and below said ring like sections retaining said frame in preselected position on the mast; the flag being of less width than the frame and free thereof at its upper and lower edges; said hem at the outer side edge of said flag being of sufficient width to pass said ring like sections so that the flag can be easily slid off the outer side of the frame and one of the upper and lower portions thereof once the flag and frame are slid off the mast; a generally laterally extending intermediate section on the lower end of the mast and a lower terminal portion thereon parallel to but inwardly

offset with relation to the upper end of the mast; and a pair of connected parallel resilient plates, one of which has an outer edge clamped around said terminal portion of the mast; said plates being in normal unseparated condition spaced apart a distance less than the said edge of the ventilating window so as to clamp thereon.

7. The combination defined in claim 6 in which said outer plate is of greater length than the plate clamped to the mast.

8. The combination defined in claim 2 in which the side sections of said C-shaped frame are normally spread outwardly and must be compressed when secured on said frame.

9. The combination defined in claim 2 in which the ring-like portions are angular with respect to the plane of the side sections of said frame.

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