April 7, 1925. 1,532,791

C. I. WILLE

VISOR

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Fig. 1.

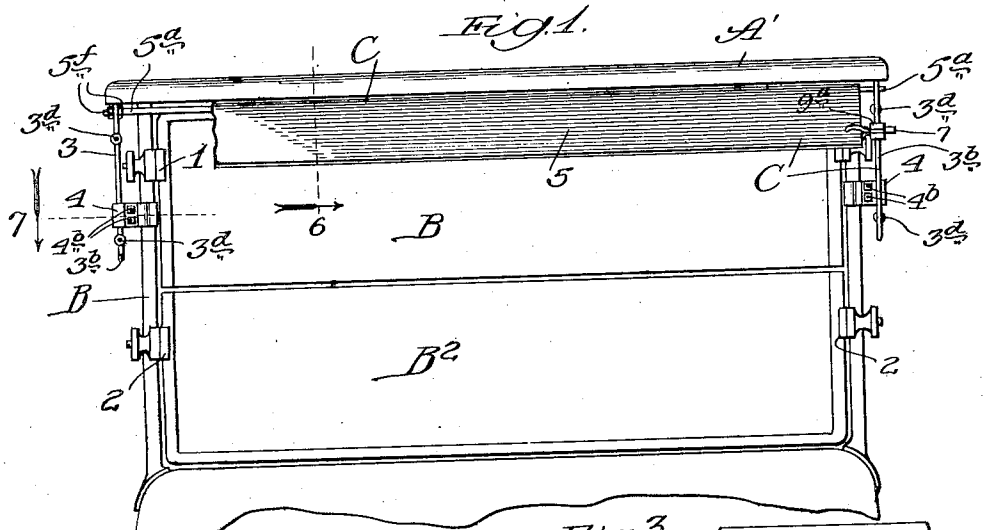


Fig. 2.

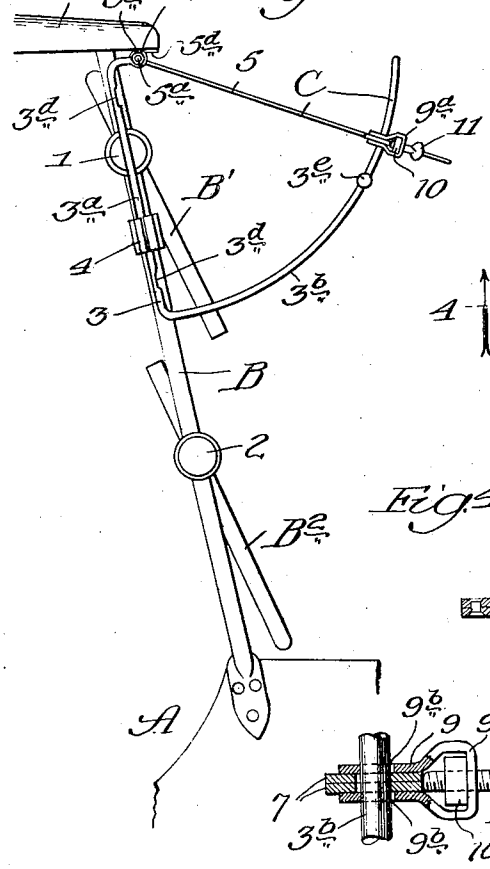


Fig. 3.

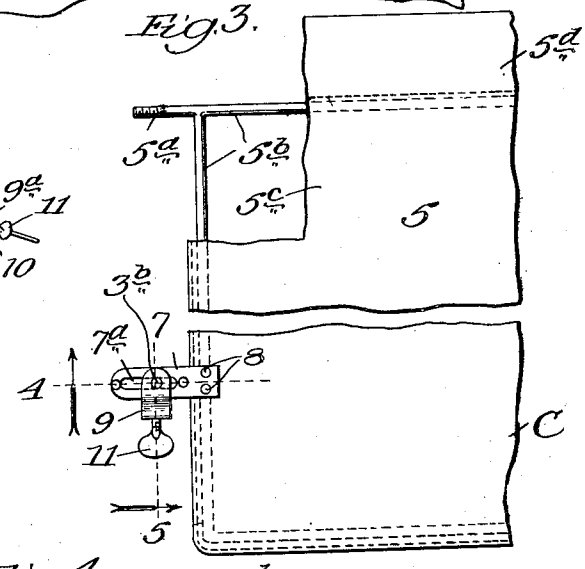


Fig. 4.

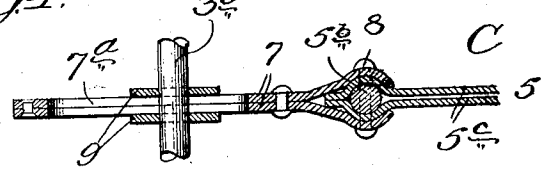


Fig. 5.

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Fig. 6.

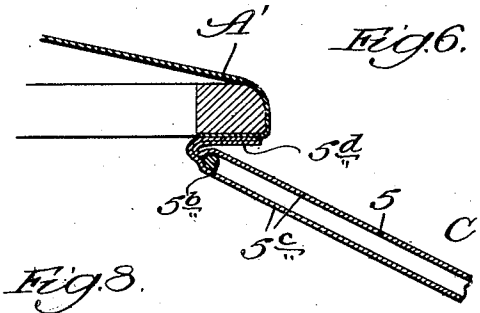


Fig. 7.

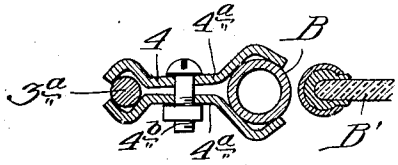


Fig. 8.

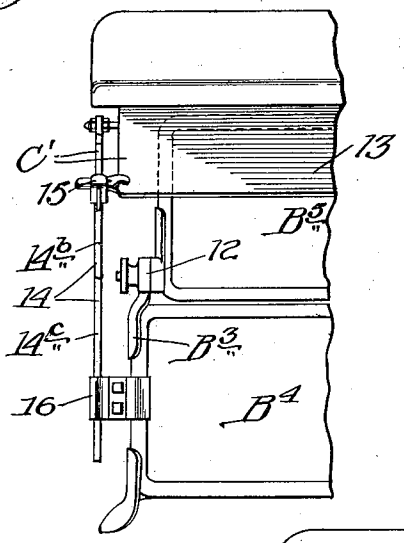


Fig. 9.

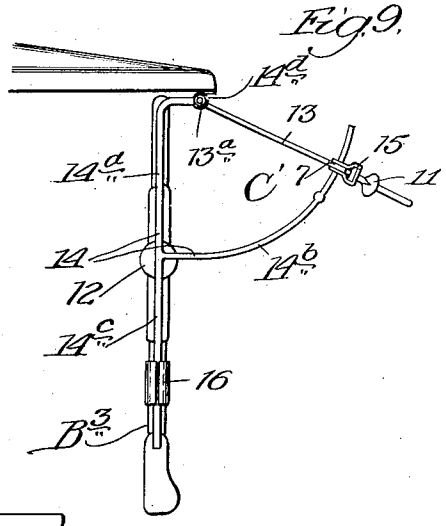
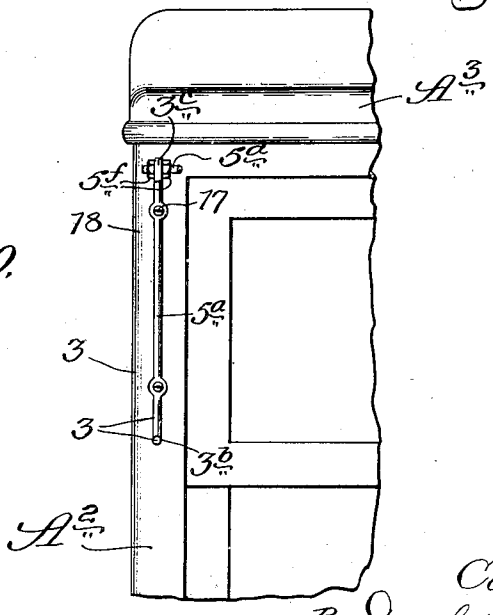


Fig. 10.



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Patented Apr. 7, 1925. 1,532,791

UNITED STATES PATENT OFFICE.

CARL I. WILLE, OF CHICAGO, ILLINOIS, ASSIGNOR TO METAL SPECIALTIES MANUFACTURING COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

VISOR.

Application filed March 24, 1921. Serial No. 455,190.

To all whom it may concern:

Be it known that I, CARL I. WILLE, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Visors, of which the following is a specification.

This invention relates particularly to visors for use in connection with automobiles.

The primary object is to provide an improved visor, of simplified construction, which can be cheaply manufactured.

The invention is illustrated, in its preferred embodiment, in the accompanying drawings, in which—

Fig. 1 represents a broken front elevational view of an automobile equipped with the improved visor; Fig. 2, a broken side elevational view of the same; Fig. 3, a broken view of the visor, on an enlarged scale; Fig. 4, a broken sectional view, taken as indicated at line 4 of Fig. 3; Fig. 5, a broken sectional view, taken as indicated at line 5 of Fig. 3; Fig. 6, a broken sectional view, taken as indicated at line 6 of Fig. 1; Fig. 7, a broken sectional view, taken as indicated at line 7 of Fig. 1; Fig. 8, a broken front elevational view of an automobile equipped with the improved visor, in slightly modified form; Fig. 9, a broken side elevational view of the same; and Fig. 10, a view illustrating the manner in which the visor-supporting bracket, shown in Figs. 1 and 2, may be applied to a closed car.

Referring to Figs. 1 to 7, inclusive, A represents an automobile body equipped with a top A′; B, the wind-shield standards of the automobile, carrying an upper wind-shield section B′ and a lower wind-shield section B^2 adjustably pivoted to the standards, respectively, at the points 1 and 2; and C, the improved visor adjustably mounted on the standards B.

The device C preferably comprises a pair of rod-like brackets 3 adjustably supported on the standard B by means of clamps 4; and a visor, proper, 5 adjustably supported on the brackets 3.

Each bracket 3 comprises a standard-portion 3^a supported on one of the clamps 4 and a forwardly and upwardly extending curved arm or segment 3^b formed integrally therewith. The bracket preferably is made from steel rod or heavy wire of suitable thickness. The upper end of each standard-portion 3^a is equipped with a forwardly extending short arm provided at its front end with a ring or eyelet 3^c, which receives the pivot 5^a of the visor. The standard-portion 3^a is provided with perforate flattened portions 3^d which are adapted to receive screws when the brackets are to be applied directly to the frame of the wind-shield or front of a closed car in the manner shown in Fig. 10.

The extremities of the segmental arms 3^b are curved or rounded, as shown in Fig. 2. The arms 3^b are struck or flattened somewhat at points 3^e to provide stops which serve to limit the downward swing of the visor.

The visor, proper, 5, comprises a rectangular frame 5^b which preferably is formed from steel rod, as will be readily understood from Fig. 3. The upper member of this frame is allowed to project to furnish the pivots 5^a. The frame is covered with leather, pantasote or other suitable fabric, 5^c. A double thickness of the fabric preferably is employed, so that the frame is enclosed within the fabric, except for the projecting pivots 5^a. A fold 5^d of the fabric is allowed to project at the upper edge of the visor, thus affording a flexible margin which may be passed under the front bow 6 of the top, in the manner shown in Fig. 6. If desired, the marginal flap may be secured to the bow by tacks (not shown). The pivot 5^a at one end of the visor preferably is threaded and equipped with nuts 5^f which embrace the eye 3^c of the bracket.

The lateral edges of the visor 5 have rigidly secured thereto metal clips 7. Each clip comprises a pair of short bars (Figs. 3 and 4) which are placed together and have their inner ends adapted to clamp the marginal portion of the visor 5, in the manner shown in Fig. 4. The inner ends of these bars are secured to the marginal rod of the visor by rivets 8.

The clips 7 are provided with longitudinal slots 7^a adapted to receive the end portions of the segmental arms 3^b. Before the segmental arm is inserted through the slot, a substantially U-shaped clamping clip 9 is applied to the clips 7, as will be best understood from Figs. 3 and 5. The U-shaped

clip 9 has an enlarged head portion 9^a which accommodates a nut 10. The end portions of the arm of the clip 9 are provided with perforations 9^b which register with the slots 7^a and receive the segmental arm 3^b. A clamping-screw 11 extends freely thru a perforation in the web constituting a part of the head portion of the clip 9. The screw has threaded connection with the nut 10 and its inner end bears against the edge of the clip 7. Thus, when the screw 11 is turned inwardly, it forces one wall of the slot 7^a against one side of the segmental arm 3^b and draws the opposite walls of the perforations 9^b against the opposite side of said segmental arm. In this manner, the visor is adjustably secured in any desired position of inclination on the upper portions of the segmental arms 3^b. The stops 3^e serve positively to prevent the visor from dropping downwardly sufficiently to cut off the vision of the driver, in case the clamping device afforded by the clips 7 and 9 should fail.

The pivots 5^a of the visor may be slipped freely thru the eyes 3^c of the brackets; and the slots 7^a of the clips 7 permit the bracket-arms 3^b to be set at any desired position with relation to the lateral edges of the visor. This provision enables a visor of given length to be adjusted to automobiles having different widths of wind-shields.

One of the clamps 4 is shown in detail in Fig. 7. It comprises, in the form shown, two clamping members 4^a having their end portions suitably shaped to engage the wind-shield standard B and the standard-portions 3^a of the brackets 3. The intermediate portions of the clamping members are connected by clamping-screws 4^b.

From the description given, it will be understood that the visor, as a whole, is adjustably mounted on the standards of the wind-shield; that each bracket of the device comprises a standard-portion which extends parallel with the standard of the wind-shield and an integral segmental arm which extends forwardly and upwardly from the lower end of said standard-portion; that the visor proper has its rear upper edge pivotally mounted on the upper ends of the standard-portions of the brackets; and that the lateral edge portions of the visor are provided near the free longitudinal edge of the visor with clamping devices for adjustably securing the visor upon the segmental arms at any desired position of inclination. The integral stops 3^e on the segmental arms are so large that they can not pass thru the perforations 9^b and slots 7^a of the adjustably securing devices; hence, it is impossible for the visor ever to swing downwardly to a position which might dangerously obscure the line of vision of the driver.

It will be noted that the manner of supporting the device is such that the sections of the wind-shield may be swung or adjusted in any desired manner, without the necessity of disturbing the visor.

Figs. 8 and 9 show a modification of the brackets, adapting the device for use in connection with automobiles which do not have rigid standards extending to the upper portion of the wind-shield. The modified form of device is designated C'. In this case, the fixed wind-shield standards are designated B^3; the lower wind-shield section is designated B^4; and the upper wind-shield section is designated B^5. Here, the frame of the upper wind-shield section is connected by pivots 12.

The visor proper is designated 13 and the brackets are designated 14. Each bracket has a standard portion 14^a and a segmental arm 14^b. The visor is equipped at its lateral edges with clamping devices 15 for securing the swinging edge portion of the visor to the arms 14^b at any desired point of inclination of the visor. The standard portions 14^a are extended below the segmental arms 14^b, as indicated at 14^c, thus affording stems which are carried by clamps 16 secured to the fixed standards B^3 of the wind-shield. The upper ends of the standard-portions 14^a are provided with forwardly extending arms equipped with eyelets 14^d which receive the pivots 13^a of the visor 13.

In Fig. 10, one of the brackets 3 is shown secured, by screws 17, to the corner-post 18 of the front of a closed car. Here, the segmental arm 3^b is shown in section, and a portion of the pivot 5^a of the visor is shown extending thru the eye 3^c at the upper end of the standard-portion 3^a of the bracket. The front of the automobile body is designated A^2; and the top is designated A^3. It will be understood that the flap 5^d of the visor may be secured beneath the projecting portion of the top in any desired manner.

From the description given, it will be understood that the improved device is exceedingly simple, may be readily applied, and is thoroughly adapted to its purpose.

The foregoing detailed description has been given for clearness of understanding only, and no unnecessary limitations should be understood therefrom, but the appended claims should be construed as broadly as permissible in view of the prior art.

What I regard as new, and desire to secure by Letters Patent, is—

1. A device of the character set forth, comprising a pair of brackets, each bracket having a standard-portion equipped at its upper end with a forwardly extending projection provided with an eyelet and each bracket having a forwardly and upwardly extending rod-form segmental arm, a visor having at its rear upper edge lateral projecting pintles freely entered in said eyelets, clips secured to the lateral edge portions of

said visor some distance from the pivot, said clips being provided with slots, U-form clips engaging said first-named clips and provided with perforations registering with said slots and receiving the end portions of said curved arms, and clamping-screws connected with said last-named clips and engaging the edge portions of said first-named clips.

2. A device of the character set forth, comprising a pair of brackets, each bracket comprising a bent rod having a standard-portion equipped at its upper end with a forwardly extending projection provided with an eyelet, the lower portion of each rod being curved forwardly and upwardly to afford a segmental arm, a visor having its rear upper portion provided with pintles extending freely thru said eyelets, slotted clips extending from the lateral edge portions of said visor and receiving the upper portions of said segmental arms, and clamping clips mounted on said slotted clips and provided with perforations receiving said segmental arms, said clamping clips being equipped with clamping-screws which bear against the lateral edges of said slotted clips.

3. A bracket for an automobile visor, comprising a bent rod having a standard-portion, an integral pivot-portion at the upper end of said standard-portion, and an integral segmental arm connected with the lower end of said standard-portion, said standard-portion being provided with perforations adapted to receive screws for attachment to the front of an automobile body.

4. A bracket for an automobile visor, comprising a bent rod having a standard-portion, an integral pivot-portion at the upper end of said standard-portion, and an integral segmental arm connected with the lower end of said standard-portion, said standard-portion being provided with perforations adapted to receive screws for attachment to the front of an automobile body, and clamps adapted to secure the standard-portions of said brackets to the standards of the wind-shield of an automobile.

CARL I. WILLE.