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J. E. MCGEE

COMBINED SHIELD AND PACKAGE CARRIER

Filed May 31, 1922

2 Sheets-Sheet 2

Fig. 7.

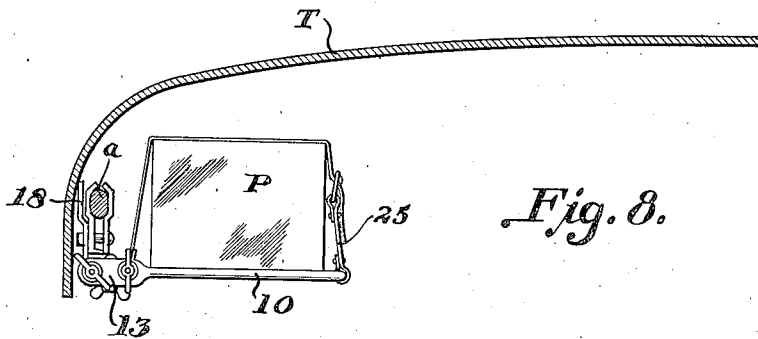
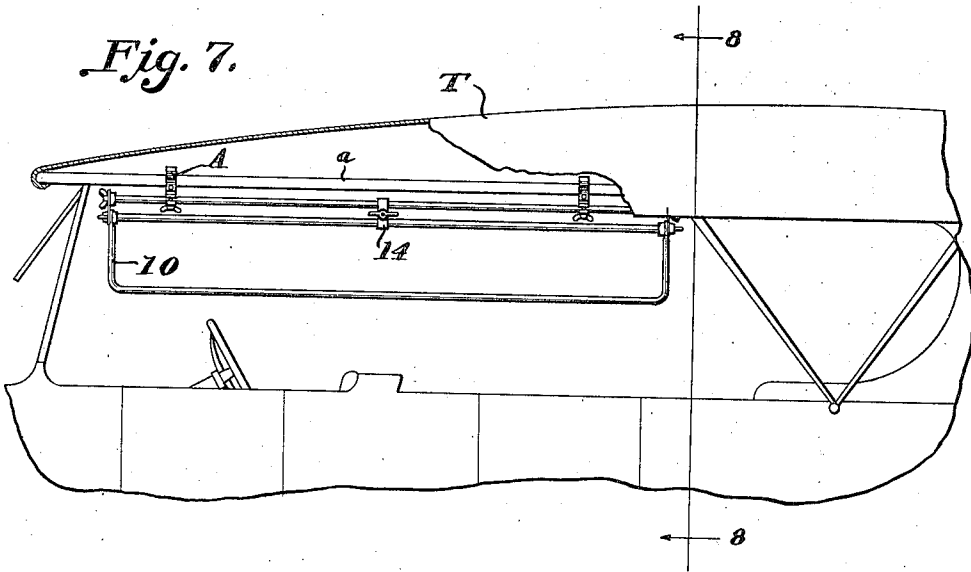


Fig. 8.

Inventor
Jesse E. McGee.

By *Beall & Fenwick*

Attorneys

UNITED STATES PATENT OFFICE.

JESSE E. MCGEE, OF GUNTOWN, MISSISSIPPI.

COMBINED SHIELD AND PACKAGE CARRIER.

Application filed May 31, 1922. Serial No. 564,751.

To all whom it may concern:

Be it known that I, JESSE E. MCGEE, a citizen of the United States, residing at Guntown, in the county of Lee and State of Mississippi, have invented certain new and useful Improvements in Combined Shields and Package Carriers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to a sun or rain shield for use in connection with automobile tops and has for its object to provide a shield which may be readily attached to the top structure and easily adjusted as weather conditions may demand.

Another object of the invention is to provide a device which may serve not only as a sun or rain shield, but which may also serve as a package carrier when it is not desired to use said device as a sun or rain shield.

The invention consists in the provision of a novel frame or supporting structure for permitting the shield to be adjusted to various positions relatively to the top as the needs of the occupant may require, and at the same time to provide a structure which will permit the shield to be attached to different style of tops. The various features of novelty and construction will appear from the detailed description of the invention taken in connection with the accompanying drawings forming part of this specification.

Referring to the drawings,

Figure 1 is a fragmentary side view of a well known type of automobile top showing the improved shield attached to the top structure on the inside of the same in what may be termed its out-of-use position in this style of top;

Fig. 2 is a side elevation of a novel form of clamp employed in connection with the shield structure;

Fig. 3 is an end elevation of Fig. 2;

Fig. 4 is a view taken on line 4—4 of Fig. 6;

Fig. 5 is an end elevation of Fig. 6;

Fig. 6 is a plan view of the improved shield structure;

Fig. 7 is a view similar to Fig. 1, showing the shield structure arranged on a different type of top, and

Fig. 8 is a view taken on line 8—8 of Fig. 7 but showing the shield arranged in horizontal position to serve as a package carrier.

In the drawings 10 designates a bail-like member which serves as the frame of the shield proper and 11 a rod extending through the side arms of said member, said rod and member constituting the frame proper which serves as a support for a fabric or other member as will be readily understood. Spaced from the rod 11 is a rod 12 which is maintained in parallel relation to said rod 11 by links 13 arranged at either end of said rods. Arranged between said rods is a clamp 14 which is adapted to prevent relative swinging movement between said rods. As shown this clamp preferably consists of a split member having an adjusting bolt 15 intermediate the ends of the slit.

Slidably mounted on the rod 12 is a pair of clamps A of novel construction for securing the shield to the top structure of the automobile. These clamps are so constructed as to enable the shield to be attached to practically any suitable part of the top. The clamps are substantial duplicates and each comprises a gripper 16 consisting of a split member in the bottom of which the rod 12 is adapted to be seated, the arms of the gripper being perforated to receive an adjusting bolt 17 which serves to close said gripper on the rod 12 as will be readily understood. This bolt also serves as a pivot for supporting an angular member 18, the free arm of which serves as a support for a pair of clamping plates 19 and 20. A clamping bolt 21 passes through the lower end of said plates and through said arm, said arm having a plurality of openings 21' to permit said plates to be adjusted at various heights on said arms. The plate 20 has a fulcrum member 22 on which the lower end of the plate 19 is adapted to fulcrum when the bolt is adjusted as will be readily understood.

It will be noted that the adjusting bolt 21 is disposed at right angles to the bolt 17 and that the latter is at right angles to the rod 12. It will therefore, be seen that this arrangement permits numerous angular adjustments to be made of the clamping members with respect to the rod 12 and whereby the shield device may be attached to most

any desired part of the top structure. The latitude of adjustment permitted by this form of clamping member will be clearly seen by a comparison of the arrangement shown in the Figures 1 and 7. In the latter figure the clamps are shown as attached to a straight-a-way portion *a* of the top structure T while in Fig. 1 the clamps are shown attached, one to the upright standard *b* and the other to the angularly disposed bow *c*. In Fig. 1, the shield is shown as arranged on the inside of the top structure preparatory to swinging the shield inwardly to serve as a shelf or bracket for supporting packages (see Fig. 8). To make a package carrier out of the device it is merely necessary to loosen the adjusting bolt 15 on the clamp 14 between the two rods 11 and 12 and swing the shield frame into horizontal position as shown in Fig. 8, the package being identified by P. When the shield device is attached to a straight-a-way portion of the top structure as shown in Fig. 7, it may be swung either inwardly or outwardly to serve as a weather shield or as a package carrier as the user may desire. In Fig. 1, however, it is necessary to place the shield structure on the outside of the top structure if it is desired to have the shield swing outwardly. This is due to the interference of the standard *b* and bow member *c*.

In order to obtain sufficient swinging movement of the shield it may be necessary in order to avoid obstructions such as the standard *b* and bow *c*, to provide offsets similar to *x* and *y* shown in dotted lines in Fig. 6. In fact, the rod 11 may be bent into almost any suitable form, it being merely necessary or desirable to provide an intermediate portion which is in alignment with the ends of the rod so that the clamping member 14 may be interposed between the rods 11 and 12 for the purpose specified.

In order to permit ready assembly of the device the rods 11 and 12 may be provided with nuts 23 and 24 on their terminals, an arrangement which also permits the bail 10 to be adjusted with respect to the clamps independent of the clamp 14.

When the device is used as a carrier suit-

able stops or securing means 25 are provided in connection with the frame 10.

The above described construction provides a simple and efficient shield which may be attached to various portions of the top structure and which may be easily adjusted relative thereto. The clamp mechanism for securing the shield to the top structure permits of a multiplicity of angular adjustments and is an important feature of the invention. I have described the device with considerable particularity of detail, but I do not desire to be limited to such details except as may be specified in the appended claims.

What I claim is:

1. The combination with a pair of clamps adapted for attachment to a portion of the top structure of an automobile, a rod supported by said clamps, a shield, a plurality of links securing said shield to said rod, and a clamp intermediate said links adjustably securing said shield to said rod.

2. The combination with a pair of clamps adapted for attachment to a portion of the top structure of an automobile, a rod supported by said clamps, a second rod, a plurality of links swingably connecting said rods, means for locking said rods against relative movement, and a shield supported by the second of said rods.

3. The combination with a shield, of a rod swingably connected thereto, means for maintaining said shield and rod in a given angular position, a clamp adjustably mounted on said rod, said clamp comprising a rod gripper, an angular member mounted on said gripper for turning movement thereon, a plate carried by the free arm of said member, and means for drawing said plate toward said arm whereby to form a clamp adapted to grip a portion of the top structure.

In testimony whereof I affix my signature in presence of two witnesses.

JESSE E. MCGEE.

Witnesses:

B. C. McCERLEY,
R. L. WATERS.