

July 5, 1927.

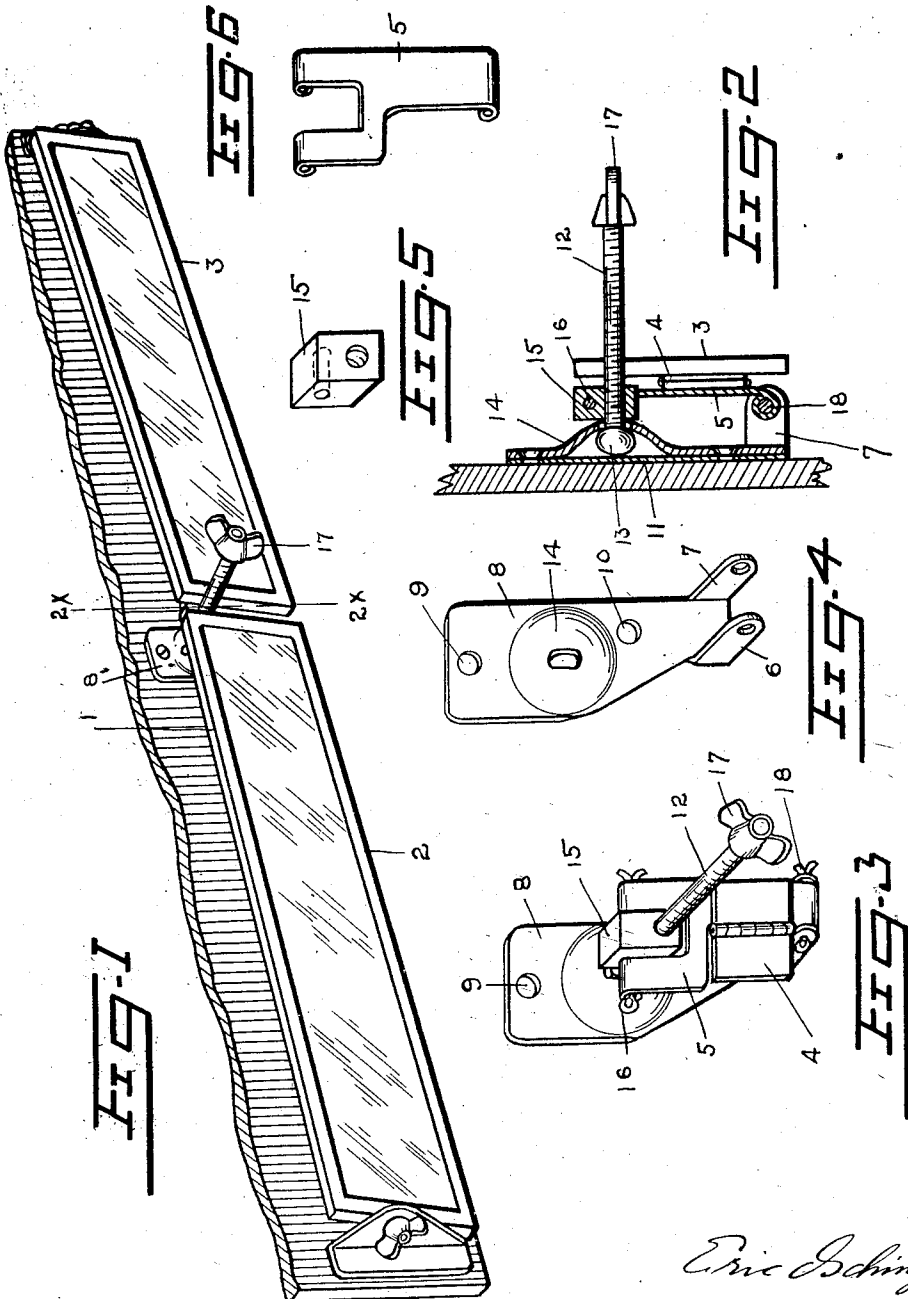
1,634,748

E. ISCHINGER

AUTOMOBILE MIRROR

Filed April 22, 1921

2 Sheets-Sheet 1



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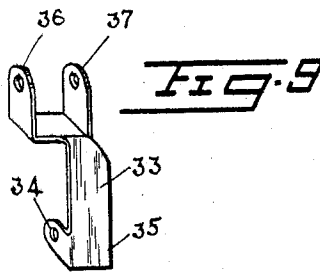
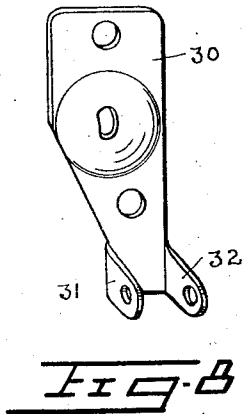
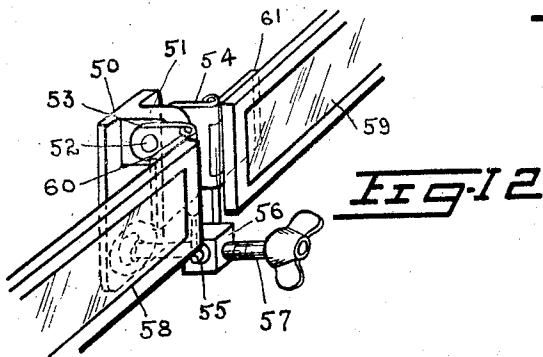
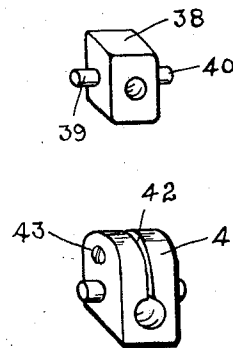
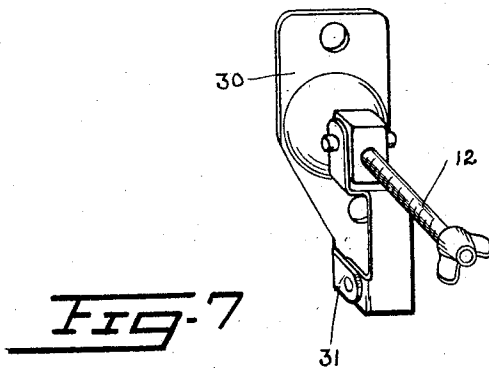


FIG. 10



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UNITED STATES PATENT OFFICE.

ERIC ISCHINGER, OF EAST ROCHESTER, NEW YORK.

AUTOMOBILE MIRROR.

Application filed April 22, 1921. Serial No. 463,557.

The object of this invention is to provide a new and improved form of mirror for automobiles, more especially for enclosed cars.

This and other objects of this invention will be fully illustrated in the drawing, described in the specification and pointed out in the claims at the end thereof.

In the drawings:

Figure 1 is a perspective view of the mirror in position.

Figure 2 is a vertical section on the line 2^x 2^x of Figure 1.

Figure 3 is a perspective view of the main hinge and screw for adjusting it.

Figure 4 is a perspective view of the base plate of the hinge.

Figure 5 is a perspective view of the swinging block carried by the hinge.

Figure 6 is a perspective view of the swinging leaf of the hinge.

Figure 7 is a perspective view of the modified form of the main hinge and the screw for adjusting it.

Figure 8 is a perspective view of the base plate of the hinge shown in Figure 7.

Figure 9 is a perspective view of the swinging leaf of the hinge shown in Figure 7.

Figures 10 and 11 show forms of the swinging block carried on the hinge.

Figure 12 shows another modified form of the compound hinge and the screw for adjusting it.

In the several figures of the drawing like reference numerals indicate like parts.

In the drawings, reference numeral 1 indicates the mirror having sections 2 and 3 which are joined together at the middle by the hinge 4, which hinge has a vertical axis or an axis that is parallel with the line of division between the sections of the mirror. The hinge 4 is attached to and swings with the leaf 5 which is mounted upon the ears 6 and 7 of the base plate 8 of the hinge. This base plate is provided with the holes 9 and 10 to which screws are attached to fasten it to a suitable support, preferably the wooden framework above the windshield. Between the base plate and the support is placed a plate 11 which takes up the end thrust of the adjusting screw 12. This adjusting screw 12 has a large head on the end thereof. The base plate 8 is swelled at 14 to receive the head and is perforated with an elongated opening to receive the shank of the screw. Threaded on the screw is the

swinging block 15 which is attached to the swinging leaf 5 by the cotter pin 16 which passes through a hole in the block transverse to the threaded hole with which the screw engages and out of line therewith. On the outer end of the screw is fastened by brazing or otherwise, the wing nut 17 by which the screw is turned. This screw passes between the mirror sections which are spaced apart to permit it, although it is understood that the sections may be placed close together and partially cut away instead. As this screw is turned the block 15 travels out or in and tilts the mirror or straightens it up as the driver may desire. The mirror is adjusted for the driver so that it will reflect the road behind him thru the back windows and the side windows of the car so that he can see the road without any other effort than by merely looking up into the mirror. To get the best results the mirror will be set higher than the driver's head, and for a short driver will be tilted forward more than it will be tilted for a tall driver. The plates 5 and 8 of the hinge are fastened together by a pin 18 which can be removed, permitting the mirror to be swung up from the bottom for the insertion of the screw in the lower screw hole 10. The screw can be inserted in the upper hole 9 without moving the mirror. The mirror sections are supported at the outer ends by the brackets with which engage the trunnion bearings carried on the ends of the mirror casings.

In Figure 7 I have shown a modified form of the hinge in which the base plate 30 is provided with ears 31 and 32 and the swinging leaf 33 is provided with the ears 34 and 35. The ears 31 and 32 are made shorter than the ears 6 and 7 because the leaf 33 is provided with ears 34 and 35 instead of merely a round bearing. By this arrangement the leaf 33 is spaced from the base 30 about the same distance that the leaf 5 is spaced from the base 8. On the forward end of the leaf 33 is provided the ears 36 and 37 and the leaf 33 is turned at right angles so as to bring the ears 36 and 37 to the correct position for the support of the swinging block. The swinging block may be the same as the block 15 which uses a separate cotter pin for its support or the block may be as shown at 38 which has fixed trunnions 39 and 40 integral therewith, or the block 41 may be used which is split as indicated at 42 and the two halves

may be clamped together around the screw 12 by means of the screw 43 which makes threaded engagement with one side of the block and engages with the other side of the block with its head, by which the block may be clamped on the screw.

The ears of the hinges that connect the swinging leaf and the base together can be moved toward the center or put in line with the trunnion bearings at the ends, thus making the mirror swing more rapidly as the screw turns.

In Figure 12 I have shown a modified form of the compound hinge in which indicates a base having a lug 51 cast thereon on which at 52 are pivoted special hinges 53 and 54. These hinges have each a special ear 55 thereon that supports the block 56 by its trunnions and permits it to swing as the screw 57 is turned. These ears may be formed one on each of the stationary leaves or on the pins by which the two leaves of the hinge are joined together. The mirror sections 58 and 59 are attached directly to the swinging leaves 60 and 61 of the hinges. The mirror sections are shown pivoted at the top of the frame although it is obvious that they might be pivoted lower down and the position of the pivot and adjusting screw may be reversed.

I claim:

1. In a compound hinge for automobile mirrors, the combination of a base plate, a lug provided on said base plate, a pair of hinges each having one leaf pivoted on said lug, a trunnion block supported by said hinges, a rotating screw stud mounted to turn in said base and threaded thru said trunnion block to connect the free end of said hinges to said base plate, said trunnion block being adapted to move toward and away

from said base plate on the rotation of said screw stud.

2. In a compound hinge for automobile mirrors, the combination of a base plate, a lug provided on said base plate a pair of hinges mounted to swing on said lug, a screw stud mounted to rotate in said base plate and making threaded engagement with said pair of hinges to simultaneously swing said pair of hinges on said lug on the rotation of said screw stud.

3. In a compound hinge for automobile mirrors, the combination of a base plate, a lug provided on said base plate a pair of hinges mounted to swing on said lug, a screw stud mounted to rotate in said base plate, said screw stud being adapted to simultaneously swing said pair of hinges on said lug.

4. In a compound hinge for supporting the inner ends of two coupled mirror sections, the combination of a base plate, a lug provided on said base plate, a pair of hinges mounted to swing on said lug and means for simultaneously turning said inner ends of said mirror sections on said pair of hinges by swinging said hinges on said lug.

5. In a compound hinge for automobile mirrors, the combination of a base plate, a lug provided on said base plate a pair of hinges mounted to swing on said lug, means for connecting said pair of hinges, a screw stud mounted to rotate in said base plate and making threaded engagement with said connecting means, said screw stud being adapted to swing said pair of hinges with its connecting means on said lug on the rotation of said screw stud.

In testimony whereof I affix my signature.

ERIC ISCHINGER.