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CURTAIN CARRIER.
APPLICATION FILED SEPT. 24, 1919.

1,364,458.

Patented Jan. 4, 1921.

FIG. 1.

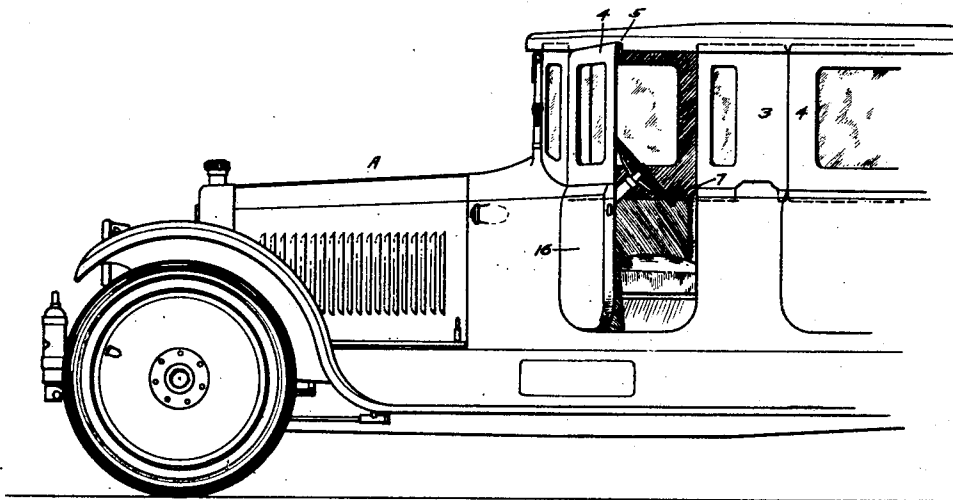


FIG. 2.

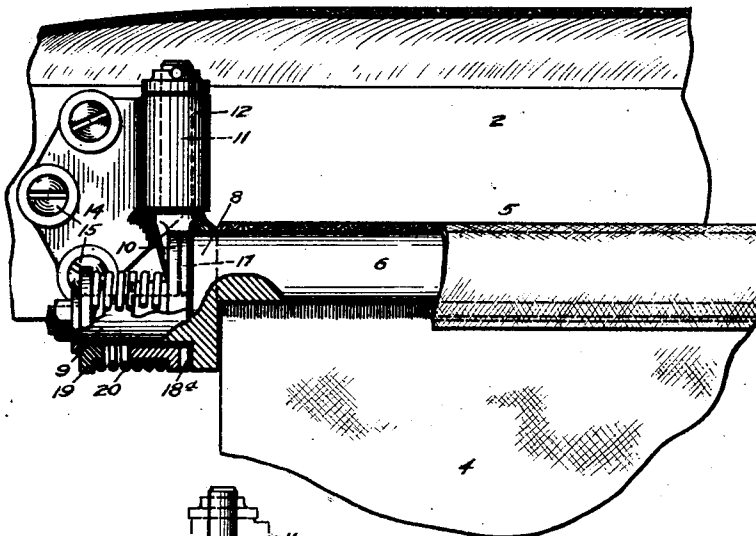


FIG. 3.

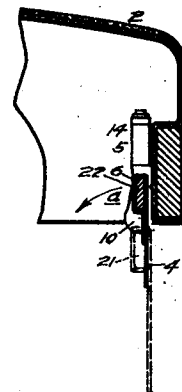
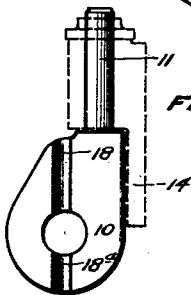


FIG. 4.



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LESLIE G. S. SLOCUM, OF SAN FRANCISCO, CALIFORNIA; B. E. WOODWARD ADMINISTRATOR OF SAID LESLIE G. S. SLOCUM, DECEASED.

CURTAIN-CARRIER.

1,364,458.

Specification of Letters Patent.

Patented Jan. 4, 1921.

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To all whom it may concern:

Be it known that I, LESLIE G. S. SLOCUM, a citizen of the United States, residing at the city and county of San Francisco and State of California, have invented new and useful Improvements in Curtain-Carriers, of which the following is a specification.

This invention relates to a curtain carrier for automobiles and other vehicles and especially to a carrier and curtain supported thereby, which may be swung to opened or closed position in unison with the door of the vehicle.

In automobiles and like vehicles provided with folding or permanent tops, it is common practice to provide detachable curtains whereby the sides of the car or vehicle may be inclosed during windy and rainy weather. Curtains of this character are usually secured at their upper ends to the top of the vehicle and at their lower ends to the body and the doors and as buttons or clasps are employed to secure the curtains, it can readily be seen that the curtains must be released before the doors can be opened. This causes considerable inconvenience and delay and is often the cause of torn curtains as the curtains are seldom opened sufficiently to permit convenient room for entrance or exit.

One of the objects of the present invention is to provide a simple, substantial and cheaply manufactured curtain carrier which is adapted to be hingedly attached to the top of a vehicle in alinement with the door hinges, thus permitting the carrier and curtain supported thereby to swing to opened or closed position in unison with the door.

Another object of the invention is to provide a curtain carrier which, while hingedly mounted, may be raised or lowered with relation to the top to form a weather-proof joint between the curtain and the top when the curtain and door are closed.

Another object of the invention is to provide means for automatically locking the carrier either in raised or lowered position.

Further objects will hereinafter appear.

The invention consists of the parts and the construction, combination and arrangement of parts as hereinafter more fully de-

scribed and claimed, having reference to the accompanying drawings, in which—

Figure 1 is a partial side elevation of an automobile, showing the application of the invention.

Fig. 2 is a detailed side elevation, partially in section, showing the curtain carrier and the mounting provided therefor.

Fig. 3 is a detail cross sectional view of the top, showing the position of the carrier with relation to the top.

Fig. 4 is a detail view of a pintle employed in connection with the hinged mounting of the curtain carrier.

Referring to the drawings in detail, A indicates a standard form of automobile; 2, the top; and 3, side curtains of the detachable type employed for inclosing the car during windy or rainy weather. The structure forming the subject matter of the present invention relates to a curtain and carrier employed in conjunction with each door, the curtains being generally indicated at 4 and the carrier at 5. The carrier proper consists of an arm 6 of sufficient length to span the opening formed by the door. The curtain proper indicated at 4 is secured at its upper end to the bar, as shown in Fig. 2 and is attached to the upper edge of the door in any suitable manner or by means of buttons 7, such as here shown, thus permitting the curtain 4 to be readily removed with relation to the door and the carrier bar 6 if it is desired to leave the sides of the car open. The bar 6 is in this instance secured to a crank arm 8 which is formed integral with a pin 9. This pin is journaled in a bracket 10 formed on the lower end of a pintle 11, which is turnably mounted in a lug 12 of a hinge bracket 14. This bracket is secured by means of screws 15 to the inside of the main frame of the top 2 and in direct alinement with the hinges supporting the door, indicated at 16. Formed on the inner face of the crank arm 8 is a lug 17 and formed in a corresponding face of the lug 10 are a pair of grooves 18 and 18^a (see Figs. 2 and 4), with which the lug is adapted to engage, as will hereinafter be described. Formed or otherwise secured on the outer end of the pin 9 is

a collar 19 and surrounding the pin 9 and interposed between the bracket 10 and the collar 19 is a coil spring 20 which serves the function of producing a frictional engagement between the crank arm and the bracket 10 and to retain the lugs 17 in engagement with the grooves 18 or 18^a.

The operation of the carrier and the curtain supported thereby is substantially as follows: With the bracket 14 secured on the interior side of the main frame of the top 2 it can be seen that a hinge mounting is provided for the bar or curtain carrier 6, which permits the bar and curtain to swing to opened or closed position in unison with the door. This swinging movement is, however, only permitted when the bar 6 is turned to the lowered position shown at 21 in Fig. 3 as it will only clear the frame of the top in this position. The bar 6 normally assumes the full line position indicated at 22 when the door and curtain are closed; that is, it lies flush with the inside of the main frame of the top when the door and curtain are closed, thus forming a weather-proof joint between the curtain and the top and further, a lock which prevents swinging movement of the arm 6 in an outward direction. If it is desired to open the door and the curtain it is only necessary to grasp the upper edge of the bar 6 and pull it downwardly to the dotted line position shown at 21. This downward pull causes the crank arm 8 and the pin 9 to turn in the bearing formed in the bracket 10 and it will simultaneously permit the spring 20 to yield a sufficient distance to permit the lug 17 to release itself with relation to the groove 18 and to engage the groove 18^a when lowered. The lug 17 thus locks the arm or bar 6, either in a raised or lowered position. With the bar 6 lowered as shown, it can be seen that the curtain will fold itself about the bar as the bar is turned in the direction of arrow *a* when lowered. This prevents the curtain from bagging when the bar is lowered and it also places the bar in a position where it will clear the lower edge of the top. The bar, the curtain and the door may then be opened and swung outwardly in unison as the pintle 11 and the lug 12, in which it is mounted, then form a hinge about which the bar and curtain may swing in an outward direction. When closing the door it is obvious that the curtain and bar will swing to closed position, in unison with the same, due to the fact that the curtain is attached to the door. To prevent flapping of the curtain and to form a weather-proof joint between the curtain and the top it will then only be necessary to grasp the bar and swing it in the bearing bracket 10 to the upper position, where it is automatically locked by the lug 17 engaging the upper groove 18. The bar is in this manner placed inside of the frame of the top and

cannot swing in either direction as swinging movement about the pintle 11 in one direction is prevented by the top and in an inward direction is prevented by the projection formed by the pin 9 and the collar 19.

By referring to the foregoing description it can be seen that I have provided a simple and substantial mounting for a detachable curtain of the character described, which may be readily applied to practically any standard make of car; similarly, that the curtain may be readily detached or applied, whenever desired, and further, that if a folding top is employed, no obstruction will be presented as the bar 6 supporting the curtain will lie flush with the inside frame of the top.

While a more or less specific structure is here shown, I wish it understood that various changes in design and proportions may be resorted to within the scope of the appended claims; similarly, that the materials and finish of the several parts employed may be such as the experience and judgment of the manufacturer may dictate.

Having thus described my invention, what I claim and desire to secure by Letters Patent is—

1. The combination with the top and the door of an automobile, of a bar hingedly secured to the top in alinement with the door hinges and a curtain secured to the bar and the door, said bar and curtain adapted to be swung open or closed in unison with the door, and means swinging the bar to a raised or lowered position with relation to the top.

2. The combination with the top and the door of an automobile, of a hinged member secured on the interior side of the top and in alinement with the hinges of the door, a bar supported by the hinge, a curtain secured at its upper end to the bar and at its lower end to the door, means on the hinge permitting raising and lowering of the bar with relation to the top, and means on the hinge for locking the bar either in a raised or in a lowered position.

3. The combination with the top and the door of an automobile, of a hinge member secured to the top in alinement with the door hinges, a pintle turnably mounted in the hinge, a crank, a pin turnably mounted in the lower end of the pintle, a crank arm secured on the pin, a bar extending parallel with the top and secured to the crank arm, a curtain secured at its upper end to the bar and at its lower end to the door, and means for locking the bar against turning movement in the pintle.

4. The combination with the top and the door of an automobile, of a hinge member secured to the top in alinement with the door hinges, a pintle turnably mounted in the hinge, a crank, a pin turnably mounted

in the lower end of the pintle, a crank arm
secured on the pin, a bar extending parallel
with the top and secured to the crank arm,
a curtain secured at its upper end to the bar
5 and at its lower end to the door, a spring
interposed between the pintle and a collar
secured on the pin, which is turnably mount-
ed in the pintle, means actuated by said
spring for locking the pin, the crank arm
10 and the bar carried thereby against turn-
ing movement in the pintle.

5. The combination with the top and the
door of an automobile, of a hinge member
secured to the top in alinement with the
15 door hinges, a pintle turnably mounted in
the hinge and having grooves formed there-
in, a crank, a pin turnably mounted in the
lower end of the pintle, a crank arm se-

cured on the pin, a bar extending parallel
with the top and secured to the crank arm, 20
a curtain secured at its upper end to the
bar and at its lower end to the door, a spring
interposed between the pintle and a collar
secured on the pin, which is turnably mount-
ed in the pintle, means actuated by said 25
spring for locking the pin, the crank arm
and the bar carried thereby against turning
movement in the pintle, and a lug on the
crank arm engageable with said grooves.

In testimony whereof I have hereunto set 30
my hand in the presence of two subscribing
witnesses.

LESLIE G. S. SLOCUM.

Witnesses:

JOHN H. HERRING,
WM. H. BAUER.