O. R. OVERMYER.

BACK CURTAIN FOR AUTOMOBILE TOPS.

APPLICATION FILED JAN. 23, 1917.

1,291,100.

Patented Jan. 14, 1919.

2 SHEETS—SHEET 1.

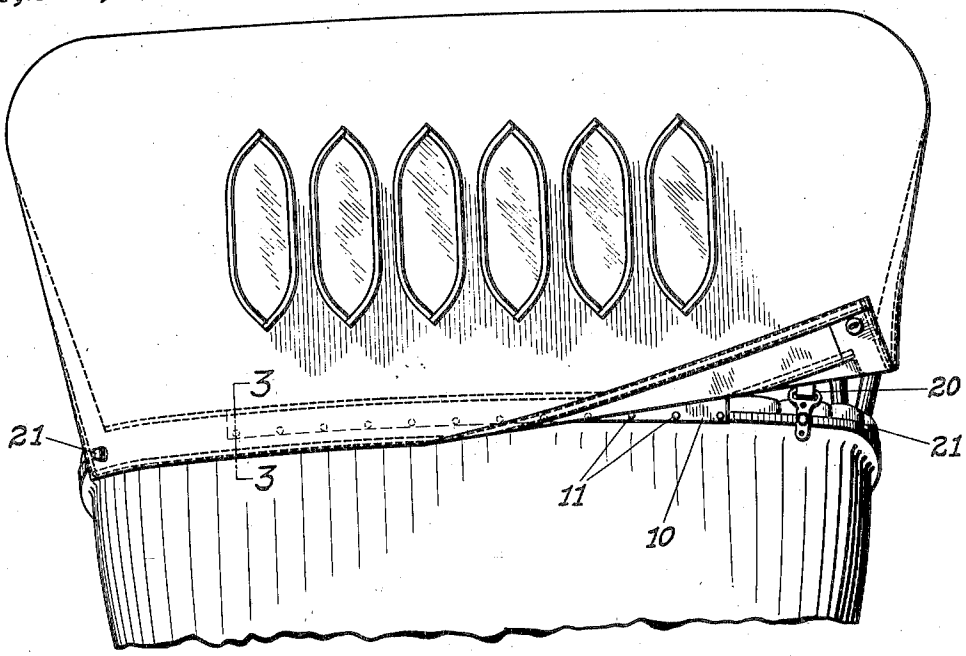


Fig. 1

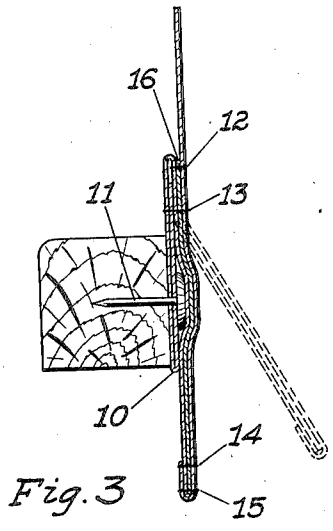


Fig. 3

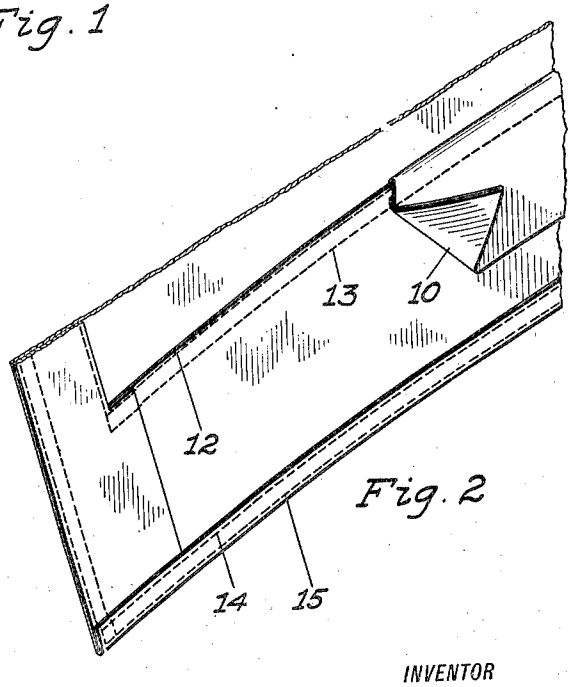


Fig. 2

WITNESSES:

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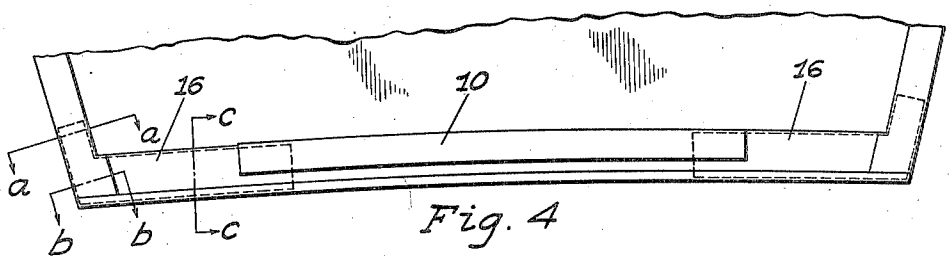


Fig. 4

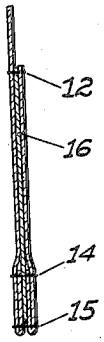


Fig. 5

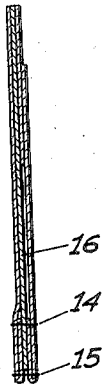


Fig. 6

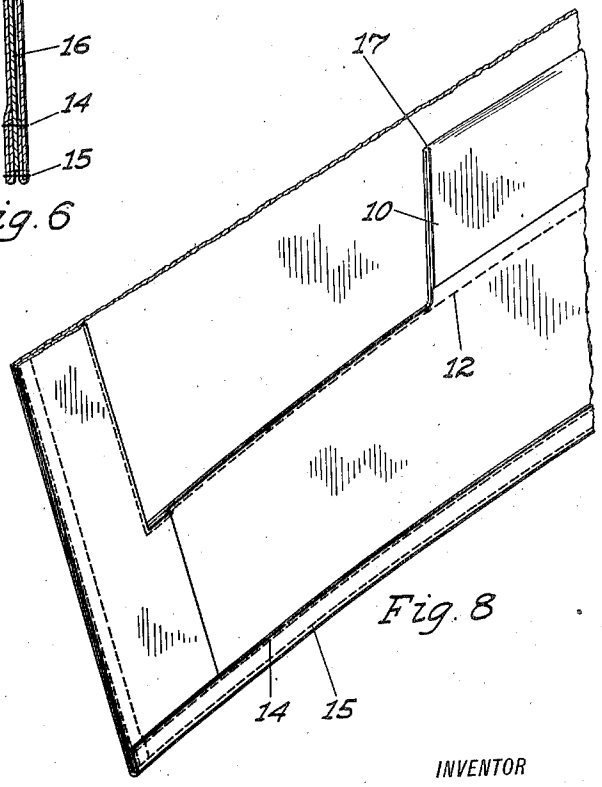


Fig. 8

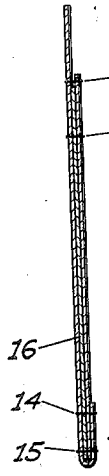


Fig. 7

WITNESSES:

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UNITED STATES PATENT OFFICE.

OTHO R. OVERMYER, OF DETROIT, MICHIGAN, ASSIGNOR TO DODGE BROTHERS, OF DETROIT, MICHIGAN, A CORPORATION OF MICHIGAN.

BACK CURTAIN FOR AUTOMOBILE-TOPS.

1,291,100. Specification of Letters Patent. Patented Jan. 14, 1919.

Application filed January 23, 1917. Serial No. 143,895.

To all whom it may concern:

Be it known that I, OTHO R. OVERMYER, a citizen of the United States, residing at Detroit, Michigan, have invented certain new and useful Improvements in Back Curtains for Automobile-Tops, of which the following is a clear, full, and exact description.

This invention relates to an improved back curtain for automobile tops of the type which consists of a framework of bows and sockets covered with a fabric and used on open bodies.

One of the objects of this invention is to provide an improved back curtain which may be fastened to the upper edge of the body in such a way that the fastening means is not visible. Another object is to provide a back curtain which may be easily fastened to the upper edge of the body and which can be readily re-adjusted to take care of shrinkage of the material. Still another object is to provide a back curtain which may be easily and cheaply constructed and attached to the upper edge of the car body.

These being among the objects of the present invention, the same consists of certain features of construction and combinations of parts to be hereinafter described and then claimed with reference to the accompanying drawings which illustrate a suitable embodiment of the invention having the above and other objects in view.

Figure 1 is an elevation of the back curtain as seen from the outside of the car.

Fig. 2 is a view showing one of the lower corners of the back curtain as seen from the forward side.

Fig. 3 is an enlarged sectional view taken on the line 3—3 of Fig. 1.

Fig. 4 is a view showing the entire lower edge of the curtain as seen from the forward side.

Figs. 5, 6 and 7 are sectional views taken on the lines *a*—*a*, *b*—*b* and *c*—*c* respectively of Fig. 4.

Fig. 8 is a view showing the lower part of the curtain in a partially finished condition as seen from the forward side. The collapsible framework is so well known that a detail showing is unnecessary, but the rear bow 9 is, however, shown partly in full lines and partly in dotted lines.

The means used for attaching the improved back curtain to the automobile body is shown in Fig. 1 in which one of the lower corners of the curtain is represented as being raised to disclose the flap 10 which is ordinarily invisible. This flap is stitched to the curtain and is arranged to hang between the curtain and the body to which it is attached by the tacks 11. It is found advisable to extend the flap through a portion only of the width of the curtain so that the lower corners of the curtain may be separated from the body to give access to the back stay straps 20 shown partly in full lines and partly in dotted lines which may require adjustment and also to allow the side curtains to be applied, lapping inside the forward edges of the back curtain. It should be stated that said back stay straps serve the well known purpose of holding the rear bow of the frame down against the tension of the deck of the automobile top so that the back curtain is relieved of strain and they are not intended to nor do they perform the function of the parts constituting the present invention. Turn-button fasteners 21 are provided at the extreme corners of the curtain to hold these parts of the back curtain against the body and also to secure the lower rear corners of the side curtains.

The flap 10 is usually made of the same material as that in the body of the curtain, but may be of other suitable material if desired. This material is disposed in three layers as shown in Fig. 3, two of these layers being folded together to form the flap while the third is stitched flat upon the body of the curtain to form a reinforcement along the lower edge of the curtain, the whole being held in place by the four lines of stitching 12, 13, 14 and 15.

As shown in Fig. 8, the two lines of stitching 14 and 15 along the lower edge of the curtain and the upper line 12 approximately at the middle of the width of the strip of material stitched upon the curtain, are put in first. The flap is then folded as shown at 17 and again folded just above the line of stitching 12 so that it lies flat upon the curtain in its normal position. The line of stitching 13 is then added as shown in Fig. 2 which completes the flap, this line of stitching being located so as to pass through both thicknesses of the flap as shown in Figs. 2 and 3. By this method of

manufacture, the flap is firmly secured to the curtain and the raw edges of the material near the top of the flap are concealed.

As explained above, it is desirable to leave the lower corners of the curtain free from the body for a certain distance and it is found that, if this is done, there is a tendency for the curtain to lose its shape in service. Stiffeners 16 are consequently used to stiffen the curtain at these points and hold it in its original shape. As shown in Fig. 3, the stiffeners are placed between the curtain proper and the material used for the flap and reinforcement and extend inward from the lower corners of the curtain to points beyond the end of the flap as shown in Fig. 4.

If it is found desirable at any time to re-adjust the back curtain so as to compensate for shrinkage of material or for any other reason, the lower edge of the curtain may be folded up so as to expose the tacks which may then be extracted without difficulty and replaced after the curtain has been adjusted, the width of the flap being sufficient to allow for any amount of adjustment which may be required.

It is obvious that the invention is susceptible of modification as parts may be omitted, parts added and parts substituted without departing from the spirit and scope of the invention as expressed in the claims.

What I claim as new is:—

1. In an automobile top, a back curtain, a strip of fabric extending for a substantial distance, with respect to the width of said curtain, along the inner surface of the lower edge of said curtain, stitching extending longitudinally of and approximately at the middle of the width of said strip, whereby said strip is attached to said curtain, the portion of said strip beyond said stitching being folded back over said stitching longitudinally, thereby providing a flap suitable for attaching to an automobile body, and stitching extending below aforesaid stitching along the lower edge of said curtain, and securing to said edge that portion of said strip which lies directly against said edge.

2. In an automobile top, a back curtain and a strip of fabric extending transversely across said back curtain near its lower edge, said strip being, in part, a reinforcement of said curtain and, in part, a flap adapted for removably fastening said curtain to an automobile body, said reinforcement extending across the entire width of said curtain and said flap extending through the major portion of said width of said curtain only, and stiffening material between said curtain and said reinforcement extending from the lower corners of said curtain, approximately to the adjacent ends of said flap.

Signed at Detroit, Mich., this 2nd day of January, 1917.

OTHO R. OVERMYER.

Witnesses:

A. P. HASCALL,

ALFRED H. KNIGHT.