

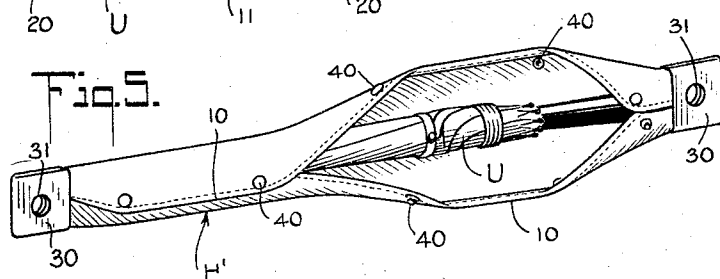
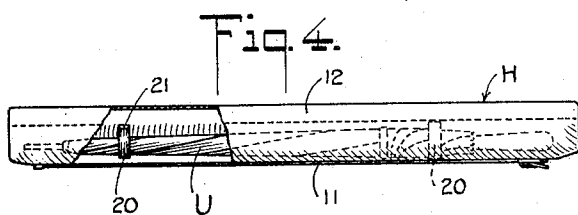
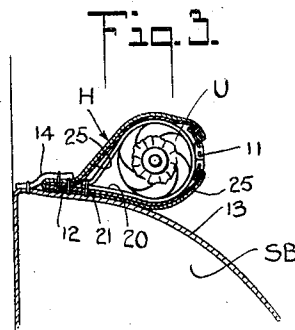
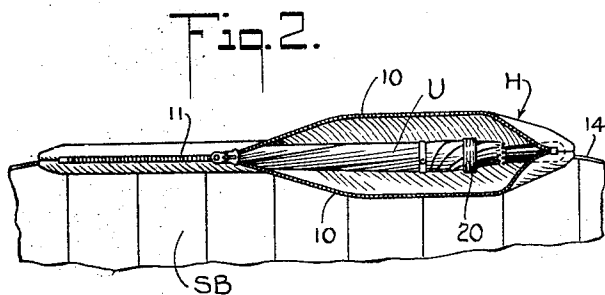
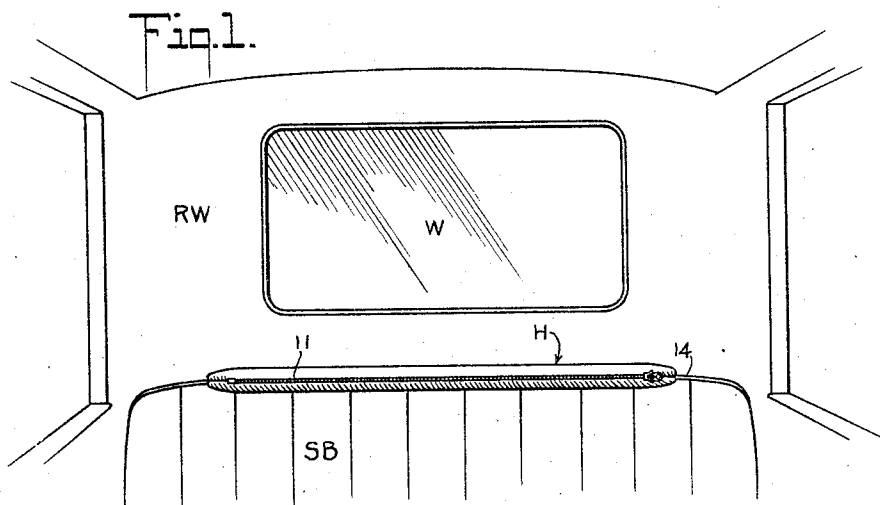
Dec. 27, 1932.

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1,892,602

AUTOMOBILE UMBRELLA HOLDER

Filed Dec. 29, 1928



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AUTOMOBILE UMBRELLA HOLDER

Application filed December 29, 1928. Serial No. 329,255.

My invention relates to means for advantageously locating or detachably securing an umbrella in an automobile, so that the umbrella is instantly available for use in case of rain.

Heretofore the carrying of umbrellas in motor cars has been discouraged because an ordinary umbrella placed loosely in any part of the car body is in the way of passengers, will not maintain an upright position because of the car-body motions, and will usually fall to the floor where it is liable to damage by the shoes of passengers; and the umbrella fabric is also chafed or ruined by friction, in almost any position in which it may be located. While various holding devices supposedly suitable for this purpose have been proposed, all of such known to me have been defective because of inconvenient location, complication and unjustifiable cost, and other reasons, including especially failure to securely hold the umbrella in such position or such manner that it is free from pounding or chafing against the holder itself or parts of the car-body structure; for these reasons such devices have had practically no commercial usage.

By long familiarity with the manufacture, sale and use of umbrellas, and study and experiments directed to overcoming the difficulties or disadvantages above briefly referred to, and to making the carrying of umbrellas in "cars" convenient and practical, I have produced holding devices, and have so located them in or combined them with the car-body structure (as herein disclosed), that the umbrella is in an out-of-the-way position where it does not hamper the movements of occupants and is not subject to injury by any of their movements, but is at the same time easily and immediately accessible for use; the umbrella is readily detachable from the holder, but when placed therein is securely or firmly held, in such manner that it is free from chafing or other injury by contact with parts of the holder itself or other objects; and in some forms or adaptations of the invention, the umbrella is additionally protected by an easily operated cover, which also protects the body upholstery and the occupants

from moisture when the umbrella is put away "wet."

The importance of so supporting the umbrella that abrasion of the fabric by rattling or "pounding" movements is prevented, will be realized when it is understood that the usual metal frame including the ribs weighs about 1 lb.; that when the vehicle is moving the body is always in more or less violent motion, and if not properly positioned or supported, the umbrella frame acts as a hammer to press, pound or rub the fabric against any adjacent object, which is practically an anvil for the frame-hammer action; if any such abrasive action is permitted, the fabric is quickly chafed or worn through, and in a short time will be completely ruined. This I have proved by tests, and it is also shown to be true by the old practice of carrying unprotected inner tubes of tires in the tool box; in such cases the tube was always abraded and perforated by contact with other objects, and after such experience the necessity was apparent for protecting the tube with a heavy cover if carried loosely in the tool box or elsewhere.

I have also found that a very advantageous location in an automobile for an umbrella holder, is upon the top of a seat back, and particularly of the rear seat, as herein disclosed, for reasons, and with advantages, stated below.

The term "umbrella" as here used is to be understood as including "parasol", although the greatest utility of the invention is in providing for the proper carrying in vehicles of true umbrellas.

The characteristics and advantages of the invention are further sufficiently explained in connection with the following detail description of the accompanying drawing, which shows certain representative embodiments; after considering these examples, skilled persons will understand that many variations may be made without departing from the principles disclosed, and I contemplate the employment of any structures or arrangements that are properly within the scope of the appended claims.

Fig. 1 is a perspective, interior view of a

"closed" car body, looking toward the rear, and showing an umbrella holder embodying the invention in one form, combined with the rear seat structure.

Fig. 2 is an enlarged elevation of the seat-back-top, and of the holder in partly open position.

Fig. 3 is a transverse section.

Fig. 4 is a top plan of the holder, closed, and with a part of the sheath broken away.

Fig. 5 is a perspective view of a modified holder.

The holder proper, H, Figs. 2, 3 and 4, consists principally of a case or sheath of any suitable sheet material, including practically water-proof material such as imitation leather, or treated canvas, etc.; but preferably in many instances is of a fabric which may not be water-proof, and which is desirably harmonious, or identical, with the car upholstery fabric. When such fabric is used, the case can usually be made very cheaply, from "scrap" pieces produced in cutting and fitting the upholstery-fabric.

The case is of tubular form, in one or more pieces or gores, and is dimensioned to closely fit a rolled umbrella U of average or standard dimensions, and thus avoid chafing the umbrella fabric. It has at one (the front) side a longitudinal opening, defined by the edges 10, and after the umbrella is inserted this opening is closed by any suitable, quickly operated fastening, such as the "rip-lock" fastener 11, which is preferred for many purposes.

In the form shown in Figs. 1 to 4, the case is provided with means to facilitate securing it to a suitable part of the car-body, such as the top of a seat-back, and preferably the top of the rear seat back S. B. Figs. 1, 2 and 3. Such means consists, in this example of a flap 12 projecting at one side of the case, throughout its length, opposite the opening, and produced by bringing the material together and sewing, to form the flap of double thickness.

The case is located on the top of the rear seat back, (and may be closer to the rear wall RW than is shown in Fig. 3) and is secured to the upholstery cover material 13 by sewing directly to it, or in some cases by quick-acting connecting devices such as snap-fasteners (not shown). Preferably, in some instances, the connection is made by a finishing strip 14 of the upholstery material, which is sewed to the seat back material, overlies the flap 12, and is sewed thereto.

The case or sheath may be secured in other ways, as by stitching through the case material and the seat-back cover material while the sheath is open; and in such instances the flap 12 may be omitted.

In some cases, the umbrella is sufficiently retained by closing the cover; but desirably in many instances, means are provided within

the cover for definitely holding the umbrella therein. Such means may be clips or other easily operated devices, such as straps; or specifically, as shown, loops 20 of elastic, stitched within the cover as at 21. Such holding devices grip the umbrella practically positively, and largely prevent chafing of the umbrella fabric against the cover.

When the umbrella holder is located as shown in Figs. 1 to 3, it is entirely out of the way of the passengers; the umbrella is protected and securely held, and its fabric is immune to damage by chafing or pounding against any parts of the body, or by contact with shoes of passengers, as when carried loosely in the car. The umbrella is also easily accessible for removal and use.

When the holder case is of fabric, such as velour or other upholstery material, which is substantially thick, but porous, the cover material will absorb all "drip" when the umbrella is put away wet, and will at the same time permit drying of the umbrella by evaporation in relatively short time, without risk of injury by mildewing or rotting. In some cases, to protect the seat-back upholstery, a strip 25 of water-proof material, such as rubberized fabric, leatheroid, etc., may be secured within the cover at the bottom, as shown in Fig. 3.

Fig. 5 shows a modification, in which the case H' has at the ends metal pieces 30, clenched upon or secured to the case material by sewing. These pieces are provided with holes 31, so that the holder may be secured in any convenient position in the car body by screws or bolts passing through the holes. This figure also shows snap-fasteners 40, substituted for the rip-lock device of the other figures.

I claim:

1. In combination with an automobile body including a seat having a back, an umbrella holder secured on the seat-back-top and adapted to removably retain an umbrella in horizontal position, the holder being in the form of a case of substantially porous and absorbent fabric, and a strip of substantially waterproof material along the lower side of the case.

2. In combination with an automobile body including a seat having a back, an umbrella holder secured on the seat-back-top and adapted to removably retain an umbrella in horizontal position, the holder being in the form of a case of fabric substantially similar to the body upholstery material, and a strip of substantially waterproof material along the lower interior side of the case.

3. An umbrella holder comprising a tubular case of flexible sheet material adapted to snugly receive and enclose an umbrella, having a side opening with quickly operable detachable fastening means, means within the case for positively engaging and detachably

retaining the umbrella therein against displacement or chafing, the case having along one side a flange portion for securing to an upholstered surface of an automobile such as an upper portion of a seat back.

In testimony whereof I have signed this specification this fifth day of November 1928.

WILLIAM BEEHLER.

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