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J. T. BLAKENEY

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CHILD'S SAFEGUARD ATTACHMENT FOR AUTOMOBILES

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Fig. 1

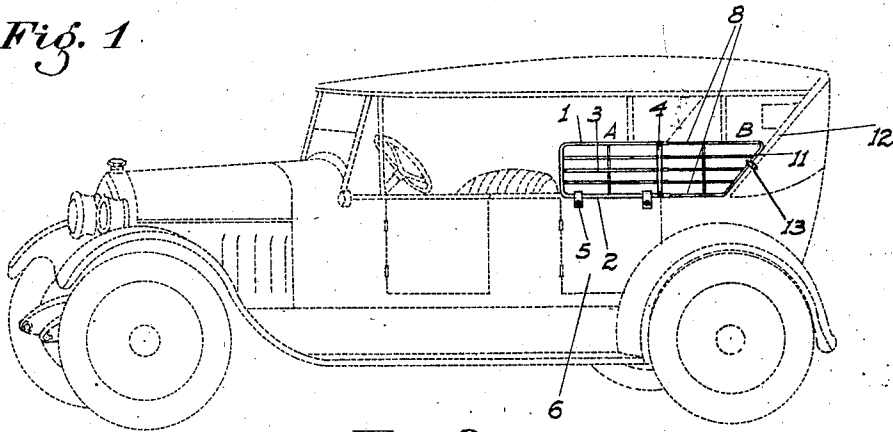


Fig. 2

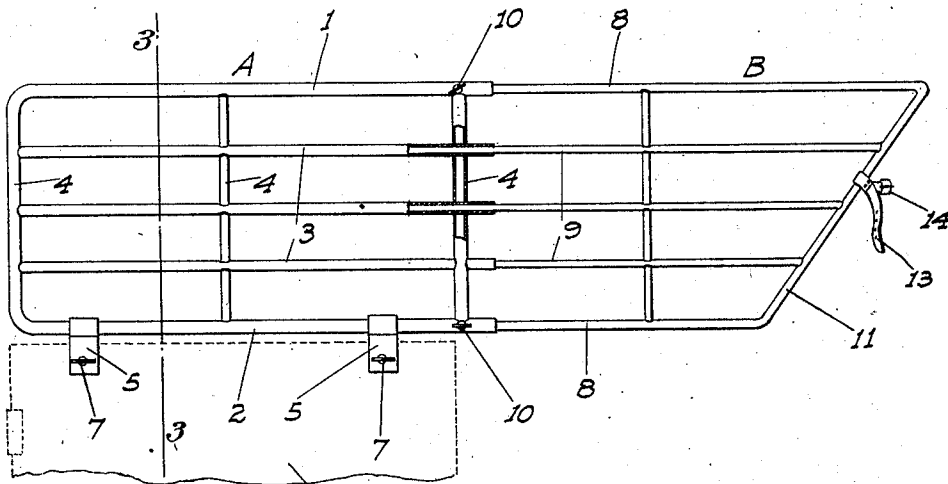
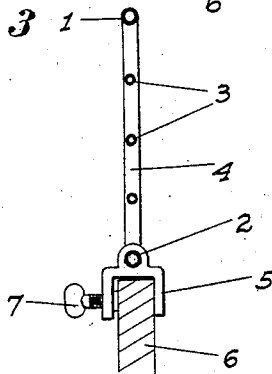


Fig. 3



INVENTOR

Jas. T. Blakeney

BY

Wm. B. Webster
ATTORNEY

UNITED STATES PATENT OFFICE.

JAMES T. BLAKENEY, OF FRESNO, CALIFORNIA.

CHILD'S SAFEGUARD ATTACHMENT FOR AUTOMOBILES.

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This invention relates to improvements in automobile accessories or attachments, my principal object being to provide a device for safeguarding young children travelling in automobiles of the open or touring type and preventing them from falling out of the car.

Very frequently families go for outings or on long tours. In such cases the parents usually occupy the front seat, while the children are placed in the tonneau. The sides and doors of the average car are quite low and with the natural tendency of children to clamber around, there is the ever present danger of their falling out unless there is somebody watching them all the time, unless the side curtains are up. In the summer time, however, such curtains are usually left off, since it makes the interior of the car uncomfortably warm and interferes with the children's vision.

I have therefore provided frame structures, one for each side of the car, arranged to extend from the front to the back of the tonneau, and to be detachably mounted on the rear doors so as to open therewith. The frames are of such a nature that while providing a safe-guard against children falling out it does not interfere with their view of things of interest along the road.

I have also made the frame of an extensible character so that they may extend the proper distance in cars of different sizes.

While my attachments are especially designed for the above purpose they also serve to retain inanimate articles in the tonneau, as when the same is piled high with packages, baggage, and supplies, such as is carried by persons on camping trips.

A further object of the invention is to produce a simple and inexpensive device and yet one which will be exceedingly effective for the purpose for which it is designed.

These objects I accomplish by means of such structure and relative arrangement of parts as will fully appear by a perusal of the following specification and claims.

In the drawings similar characters of reference indicate corresponding parts in the several views:

Fig. 1 is a side outline of an automobile showing one of my frames in place.

Fig. 2 is a side elevation of one of the frame members.

Fig. 3 is a cross section on the line 3—3 of Fig. 2.

Referring now more particularly to the characters of reference on the drawings, each attachment preferably comprises two sections A and B.

Section A comprises tubular top and bottom rails 1 and 2 and intermediate and preferably smaller rails 3 parallel thereto. Vertical posts 4 connect the various rails to form a unitary structure.

Mounted on the bottom rail 2 in longitudinally spaced relation are yokes 5 adapted to straddle the rear door 6 of the car and to be removably secured to the door by clamping screws 7 mounted in the yokes. The yokes and the heads of the screws are preferably faced with felt or the like so as to protect the finish of the door against scratching or marring.

The post at the forward end of the frame is preferably located so as to be adjacent the forward end of the door. Therefore when the door is opened together with the frame no interference with the forward seat or with the passengers therein will be had.

The various rails of the section A are all open at their rear ends to slidably receive the top and bottom rails 8 and the intermediate rails 9 of the rear section B. The rails 8 are secured in any desired position in the rails 1 and 2 by clamping screws 10 secured in said rails 1 and 2 adjacent their rear ends. The rails 8 are connected at their rear ends by a member 11 which is disposed at a slant corresponding to that of the rear top-bow arm 12 which is always provided with the ordinary collapsible fabric tops.

To prevent the frames from swaying outwardly in the rear end, when lateral pressure is applied thereto, I secure a strap 13 or the like to the rear member 11 with a co-operating buckle 14, so that the strap may be placed about the arm 12 and then engaged with the buckle 14 to hold the members 11 and 12 in firm engagement. Of course when the door is to be opened this strap must be released, but such operation is but the work of a moment.

The frames are preferably formed of substantial yet light tubing and rods, suitably connected by welding or other means so that the weight of the structure will not be excessive, it will present a neat appearance, and visibility from inside the car will not be materially impaired.

When it is desired to remove the attach-

ments it is only necessary to loosen the screws 7, and lift the yokes 5 from the door.

From the foregoing description it will be readily seen that I have produced such a device as substantially fulfills the objects of the invention as set forth herein.

While this specification sets forth in detail the present and preferred construction of the device, still in practice such deviations from such detail may be resorted to as do not form a departure from the spirit of the invention, as defined by the appended claims.

Having thus described my invention what I claim as new and useful and desire to secure by Letters Patent is:

1. An attachment for automobiles com-

prising a frame which includes a main structure and a horizontally telescoping extension mounted therewith, and clamping elements for attachment to a door of the automobile mounted only on the main structure. 20

2. An attachment for automobiles comprising a frame structure adapted to be located above the body of the car and to extend from the front end of the rear door to a distance beyond the rear end of said door, and clamping elements on the structure positioned to only engage the door, whereby to permit of opening the door without detaching the attachment. 25 30

In testimony whereof I affix my signature.

JAMES T. BLAKENEY.