Dec. 27, 1932. W. BEEHLER 1,892,603

AUTOMOBILE UMBRELLA HOLDER

Filed Dec. 29, 1928

Fig. 1.

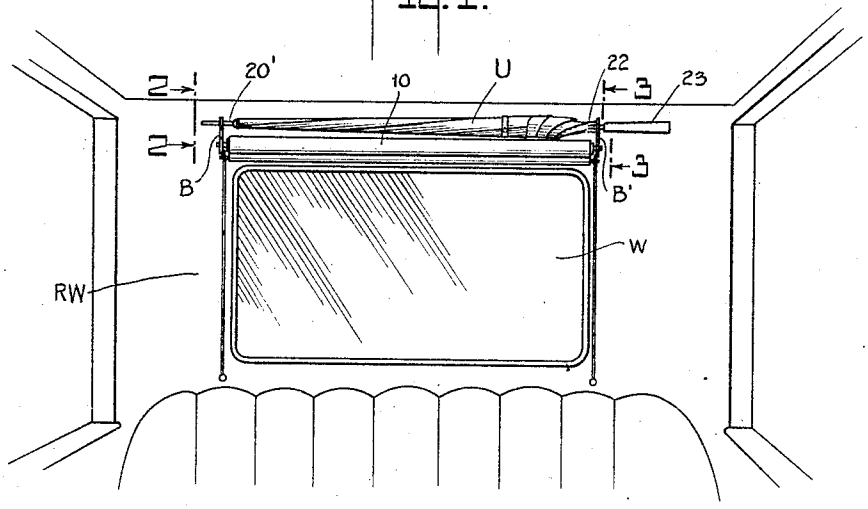


Fig. 2.

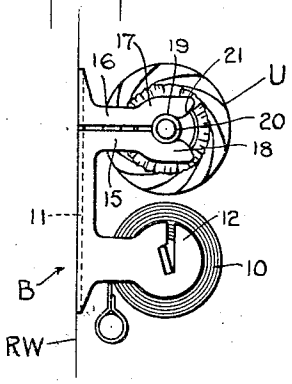


Fig. 3.a

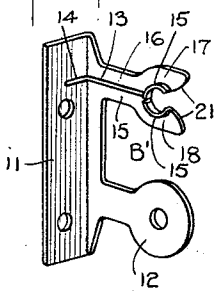


Fig. 3.

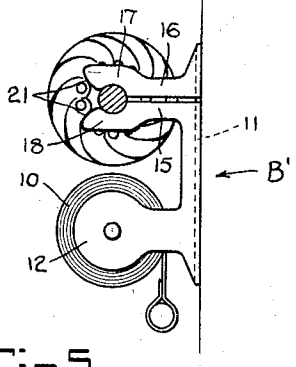


Fig. 4.

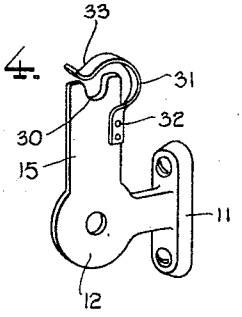
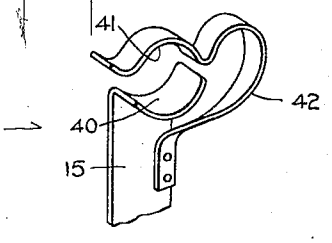


Fig. 5.



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UNITED STATES PATENT OFFICE

WILLIAM BEEHLER, OF BALTIMORE, MARYLAND

AUTOMOBILE UMBRELLA HOLDER

Application filed December 29, 1928. Serial No. 329,256.

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; and 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.

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 tire inner-tubes 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 in an upper part of the body, and so positioned that the umbrella is held horizontally; such a location may be on a vertical wall of the body, and preferably above a window, or more desirably, as herein disclosed, on the rear wall and directly above the rear window, 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 an interior view, looking rearward, of a typical closed car body, with the invention in one form incorporated therein.

Fig. 2 is an end elevation of one of the umbrella supports or clips, combined with a curtain bracket.

Fig. 3 is a similar view of the other clip and bracket.

Fig. 3*a* is a perspective view.

Figs. 4 and 5 are perspective views of modified forms of clips.

Figs. 2 and 3 show any known or suitable curtain brackets B and B′, as used for the support of a shade-roller 10, and especially the shade roll for the rear window W, located in the rear wall RW of a car body, Fig. 1. Each bracket includes a base 11 secured to the car wall, and a plate or body portion 12, socketed, slotted or perforated to receive the flattened spring-stud at one end of the roll and the pin at the other end, as usual.

I have found that in many cases the proper spacing of these rear-curtain brackets corresponds to the distance between suitable parts of an ordinary or standard umbrella, which are available for engagement by supporting devices, such as clips; also that the location of an umbrella in horizontal position above the rear window makes it readily accessible for use, and also keeps it entirely out of the way of passengers, and free from risk of injury by shoes, or contact with parts of the car body, etc., as when carried loose, or placed in a holder of unsuitable type, or one located in an undesirable part of the car body.

I take advantage of these conditions and discoveries by providing each of the curtain brackets with means for engaging and detachably supporting an umbrella in the stated location and position. Thus, specifically, as shown in Figs. 2 and 3, each base portion 11 has an upper portion from which a strip projects at a right angle, this strip being slotted as at 13, to form arms 15, 16 terminating in jaws 17, 18. The slot may be made in the sheet metal while it is in flat condition, and is so arranged that a part 14 of the slot extends into the base; or otherwise stated, the slot extends around the corner produced when the arm-portions are bent at a right-angle to the base, thus securing ample resiliency, or spring-action in the jaws. The jaws preferably have flanges 15, bent at a right-angle and formed into half-round sockets; and the jaw ends are rounded or beveled, as at 21, to facilitate insertion of a rod, or other portion of an umbrella, by automatic spreading of the jaws by applied pressure as the rod is inserted.

When the umbrella is placed in the clips, as shown in Fig. 1, the rod tip or ferrule 20′ fits in one of them, and the other clip engages the rod at a point between the rib-tips 22 and the lower end of the handle 23. It may be desirable in some cases to so dimension the umbrella rod, or to so locate the handle, that a small space is left between the handle and the rib-ends, to accommodate the narrow clip jaws; otherwise, without modification of the umbrella, in which the ends of the ribs are usually close to the handle end, the rib-tips may be crowded to one side, sufficiently to permit engagement of the clip-jaws with the rod.

The tip or ferrule 20′ of an umbrella of standard type and dimensions, is of substantial length, and may be engaged by one of the clips at any point of its length. This admits considerable variation in the spacing of brackets 11 (in accordance with width of the window). If the bracket spacing must be such that a standard umbrella will not fit in clips arranged as shown, the clips may be offset laterally, toward or away from each other, to suit the length of the umbrella.

When the umbrella is placed in the holder as shown, it is firmly held free from rattling, and its fabric is out of contact with the brackets, shade roller, and wall of the car, and with any other objects, so that injury to the umbrella is impossible; it is also conveniently accessible for immediate use, by merely pulling it out from the clips.

Fig. 4 shows a modification in which the bracket extension 15 has a part-round notch or socket 30 in its upper end, and a flat spring 31, secured by rivets 32, has a portion 33 overlying the socket, to hold a rod releasably therein.

In Fig. 5, the bracket extension has its upper portion pressed horizontally, and formed into a larger, rounded socket 40, cooperating with a rounded socket formation 41 of a flat spring 42, secured as in Fig. 4. These socket formations are dimensioned to approximately fit portions of the umbrella which are of larger diameter than the rod, such as the handle, the group of rib-tips, or even about the rolled fabric; such clips, or one of them in conjunction with one such as shown in the other figures, may be used when it is not desired, for any reason, to engage the rod in the clip.

A clip of the type of Figs. 2, 3 and 3*a* may have its clips or jaws dimensioned to receive other parts of an umbrella than the rod or tip; thus, as suggested in connection with Fig. 5, for example, the socket formations 15 of Fig. 3*a* may be large enough to receive the rib-tips of the rolled umbrella. The flanges constituting the sockets provide sufficient bearing-surface to avoid injury to the umbrella rod, rib-tips, or other part engaged in the clips.

The combined curtain brackets and clips may be supplied to car owners or repair shops and by them easily installed in cars in place of the ordinary brackets; or they may be placed in the car by the manufacturer.

I claim:

1. A supporting bracket of the class described comprising a base plate for attachment to a support or the like, an arm for supporting an end of a shade roll member, and means for resiliently embracing a part of an umbrella, both the arm and means supported by the base having the respective shade and umbrella engaging portions equidistantly spaced from the plane of the base.

2. A supporting bracket of the class described comprising a base plate for attachment to a support or the like, an arm on the plate for supporting an end of a shade roll member, a second arm extending from the plate and split to form a pair of resilient jaws for embracing a part of an umbrella, the arm and jaws having the respective shade and umbrella engaging portions equidistantly spaced from the plane of the base.

3. A supporting bracket of the class described comprising, a base plate for attachment to a support or the like, an arm on the base plate for holding the end of a shade roll member, said arm being provided with a notched extension, and the latter having a spring secured thereto overlying the notch.

In testimony whereof I have signed this specification this 5th day of November, 1928.

WILLIAM BEEHLER.