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MEANS FOR PROTECTING WINDOW GLASS IN WINDOWS AND DOORS OF MOTOR VEHICLES WHEN PAINT IS APPLIED

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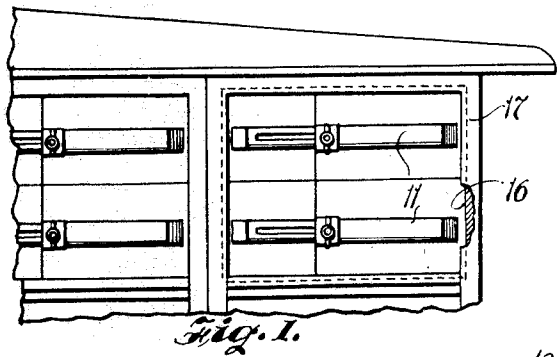



Fig. 1.

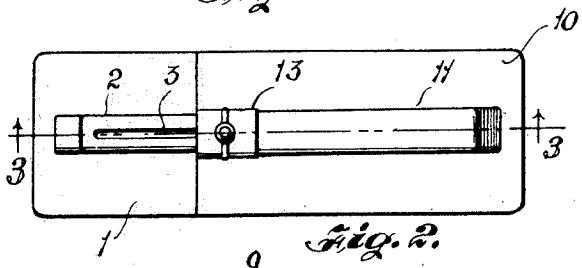



Fig. 2.

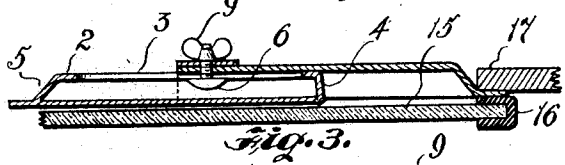



Fig. 3.

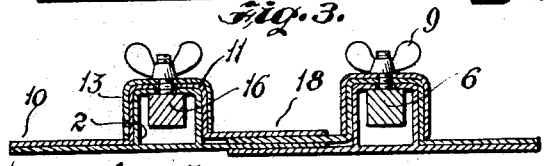



Fig. 4.

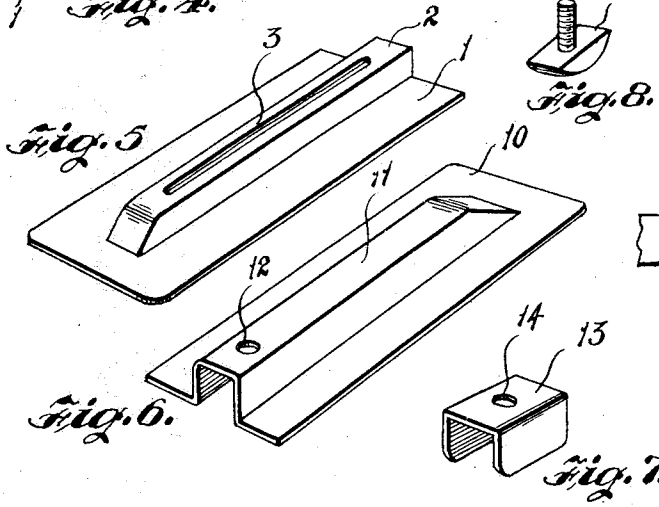



Fig. 5.

Fig. 6.




Fig. 8.




Fig. 7.

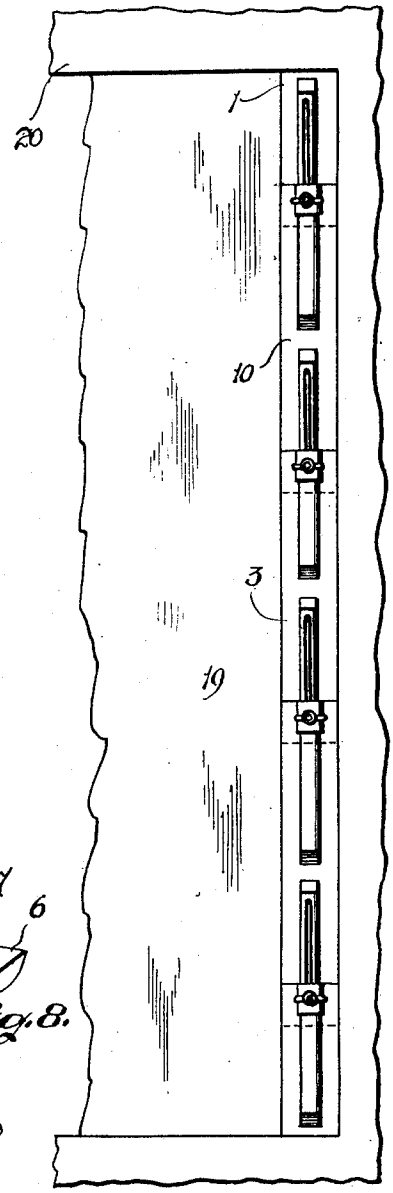



Fig. 9.

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# UNITED STATES PATENT OFFICE.

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## MEANS FOR PROTECTING WINDOW GLASS IN WINDOWS AND DOORS OF MOTOR VEHICLES WHEN PAINT IS APPLIED.

Application filed October 24, 1927. Serial No. 228,190.

This invention relates to improvements in means for protecting window glass in windows and doors of motor vehicles when paint is applied or lacquer placed on the vehicle, either by brush or compressed air, and in such connection it relates more particularly to the arrangement and construction of the device.

In applying lacquer or paint by brush or compressed air to motor vehicle window and door frames and parts where glass is used as a closure for the window, door or other opening, it is difficult if not impossible to avoid getting paint or lacquer on the glass covering the opening, rendering it necessary afterwards to scrape off the paint or lacquer with a sharp instrument, This is true also in painting glass coverings such as windows and doors in dwelling and other buildings.

The present invention provides a means for covering up the sides of the glass in the window, door or other opening while the paint or lacquer is being applied, and after the painting is finished the device herein illustrated can be removed quickly, leaving the window glass or upon whatever used in a perfectly clean and satisfactory condition.

The invention will be clearly understood from a perusal of the following detailed description, taken in connection with the accompanying drawings forming part hereof and in which:

Figure 1 is a partial side elevational view of a motor vehicle, illustrating the device in operative position thereon.

Figure 2 is a top plan view of the device.

Figure 3 represents a longitudinal sectional view, taken along the line 3—3 of Figure 2.

Figure 4 is a cross-sectional view of two of the devices joined together, illustrating the manner of connecting them in operation.

Figures 5, 6, 7 and 8 are perspective views of the component parts of the device.

Figure 9 is a partial view of a window in a dwelling and illustrating several of the devices in assembled operative formation thereon.

Referring more particularly to the drawings and wherein different numerals are employed to designate the various parts, the device consists of a plate 1, preferably of rectangular shape and having a central, upstanding, hollow, longitudinal projection 2. The projection 2 includes a slot 3 and both ends 4 and 5 are closed. In the construction of the plate 1 carrying the longitudinal projection 2, there is inserted in the hollowed portion a lug, see Figure 8, having a threaded shank 7 and on which is placed a butterfly nut 9 to hold the two parts together, as will be referred to more particularly hereinafter.

A plate 10, similar in construction to plate 1, is provided and includes an upstanding longitudinal projection 11, open on its undersurface so that it may be slipped over and made to enclose and snugly fit the projection 2, see Figure 2. The projection 11 is pierced at 12 and provides a hole for the insertion of the head of the shank 7, and there is also provided an element 13 having a similar hole 14. In assembling the two plates the projection 11 is placed over the projection 2, the element 13 placed over the projection 11, the holes 12 and 14 registered and the shank of the lug drawn through and the nut placed thereon, but not tightly, but just enough to permit the parts to slide one upon the other.

In the operation of the device on a motor vehicle to protect the glass doors or windows, two of the devices (formed by the plates 1 and 10) are placed against the glass 15, and which glass usually is seated so as to slide in the rubber pockets 16 which hold it in place. The ends of the plates are then slipped between the window frame and the rubber pocket 16. The sides of the plates of each device are locked as shown at 18, then the nuts 9 are tightened and the operator can then commence applying the paint or lacquer to the vehicle.

In applying the device to a motor vehicle windshield or to windows, doors, transoms, or other glass covering, the device is placed in the position shown in Figure 9, that is several of the devices are placed in a line next to the window frame, one overlapping the other, directly on the glass 19. The ends and sides of the plates will firmly abut the window frame 20 and by tightening the nuts 9 are firmly held in place. In this manner both sides and the upper parts of the glass can be protected. Since the hollow projection 2 is closed at both ends there is no possible chance for the paint or lacquer to pass through the plate to the glass, and when the plates are interlocked as at 18 in the application shown in Figure 1, no leakage of paint or lacquer will pass through to the glass.

Obviously modification may be made in the construction of the device in keeping with the appended claim.

What is claimed is:

In a device of the class described the combination with a plate having a central upstanding longitudinal projection, said projection being hollow and having its upper surface provided with a slot, a second plate having a hollow central upstanding longitudinal projection, said last named projection adjacent one end thereof being provided with an opening in its upper side and having its under side open to straddle and ride upon said first named projection, and means for locking said plates together in adjusted position, comprising a lug having a head positioned within said first named projection and a shank extending through said opening and said slot, and a wing nut for engaging said shank to lock said plates together.

In testimony whereof I affix my signature.

RICHARD M. HARRIS.