

G. W. SCOTT.
SIDE CURTAIN FOR AUTOMOBILES.
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1,047,310.

Patented Dec. 17, 1912.

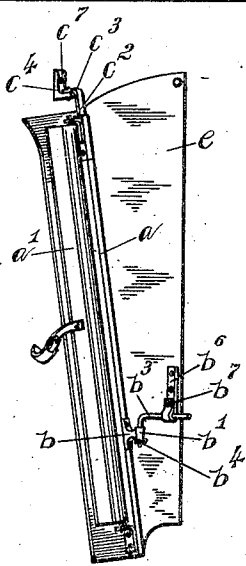
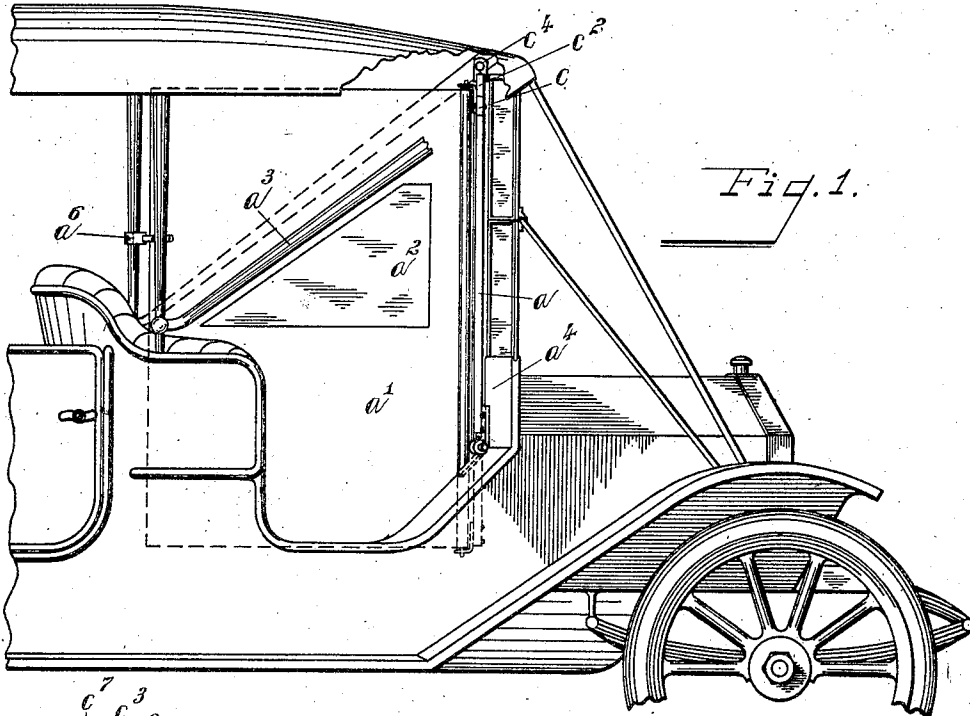


Fig. 2.

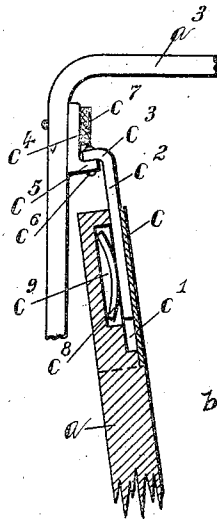


Fig. 3.

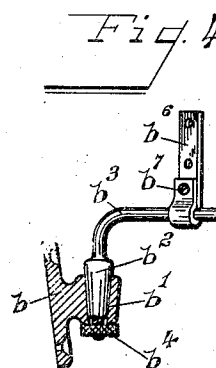


Fig. 4.



Fig. 5.

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UNITED STATES PATENT OFFICE.

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SIDE CURTAIN FOR AUTOMOBILES.

1,047,310.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, GEORGE W. SCOTT, a citizen of the United States, residing at Troy, in the county of Miami and State of Ohio, have invented certain new and useful Improvements in Side Curtains for Automobiles, of which the following is a specification.

This invention relates to improvements in side curtains for automobiles, and particularly to a curtain which is adapted to close the space between the wind shield and the front seat.

An object of my invention is to provide a side curtain which is adapted to be installed upon any of the makes of automobiles and their tops now in use.

A further object of the invention is to simplify and make more effective the operation of devices of this character.

The invention consists in the constructions and combinations of parts hereinafter described and set forth in the claims.

In the accompanying drawings:—Figure 1 is a side elevation of the forward portion of a motor vehicle showing one of my improved side curtains in place thereon. Fig. 2 is a detail in perspective of the curtain and some of its connected parts. Fig. 3 is a detail sectional view of the devices for securing the curtain to the top. Fig. 4 is a detail in section of the devices for securing the curtain to the body of the vehicle. Fig. 5 is also a detail in perspective of the curtain.

Like parts are represented by similar characters of reference in the several views.

In the said drawings, *a* represents the post to which the curtain *a'* is attached; this curtain *a'* being in the nature of a spring actuated roller curtain having a flexible transparent window, *a''*, in the usual way. Secured to the inner side of the said post near its lower end is a casting *b* having a tapered socket *b'* in which is located the tapered shank *b''* of a bent arm, *b'''*. The shank is provided with a screwthreaded portion adapted to receive a thumb nut *b''''* to secure the said arm in position. Located on the arm *b'''*, the main portion of which extends laterally away from the post, is a plate *b'''''*, one end of which is bent back upon itself and shaped so as to form a sleeve to receive the said arm *b'''*; the respective portions of the said plate being connected together by a screw *b''''''*. The plate is provided with a se-

ries of openings to receive screws or other fastening devices by which it may be secured to the vehicle body.

The upper portion of the post, *a*, is recessed out and has secured thereto a plate, *c*, so as to form a socket *c'*, to receive a flat rod *c''*, the upper end of which is bent at right angles to the main portion as indicated at *c'''*. Secured to the vehicle top, preferably to the inside of the front bow *a'''* thereof, is a plate *c''''*, the lower edge of which is provided with an angularly arranged flange *c'''''*; the angle of this flange corresponding to the angle at which the post *a*, leans by reason of the difference in width between the vehicle body and its top. This angularly arranged flange *c'''''*, and the right angled end *c'''* of the rod *c''* are pivotally connected together by a rivet or other device, *c''''''*. The plate *c''''* is preferably connected to the bow by a thumb nut, *c'''''''*, as shown. A flat spring *c''''''''* located in a counter-recess *c'''''''''*, in the upper end of said post, is adapted to exert a yielding pressure against the rod *c''* to prevent the same from vibrating in the socket.

In securing the curtain in position, the plate *b'''''* is first secured to the vehicle body, preferably to the vertical portion *a''''* thereof, as indicated in full lines in Fig. 1, although, in some cases it will be found more convenient to secure this plate to the foot board portion of the body as indicated in dotted lines in Fig. 1. After this plate *b'''''* is secured in proper position to the most convenient place of the body, the plate *c''* is slid into the socket *c'* and the plate *c''''* secured to the bow. By reason of the pivotal connection between the plate *c''''* and the rod *c''*, the parts are permitted to adjust themselves to any irregularity in the shape of the bow, and if necessary, the arm *b'''* may be sprung or bent slightly in order to permit the plate *c''''* to register properly with the most desirable point of securement with said bow.

By having the socket *b'* tapered as described, the tapered shank *b''* of the arm *b'''* may be drawn tightly within the same by the thumb-nut *b''''* so as to secure the arm *b'''* rigidly with the post *a*.

Owing to the fact that the width of the top is greater than the width of the vehicle body, it is necessary that the post, *a*, shall stand at an angle and for this reason the plate *b* which is attached to the said post is formed at an angle to its socket part, *b'*.

In the use of vehicles, more vibratory movement is imparted to the top than to the body of the vehicle, and by reason of the sliding connection described between the curtain post and the vehicle top this difference in movement is compensated for; the flat rod *c*² simply sliding in the post socket but maintaining the curtain in proper position.

10 In order to close the space between the post, *a*, and the wind shield or between the post and the ordinary drop curtain in common use, I have secured to the said post, *a*, an auxiliary curtain, *e* which extends forward and may be secured to the wind shield or curtain and to the top in any suitable manner.

20 The main curtain is provided with a hook *a*^o which may be attached to one of the upright supports of the top to hold the curtain in distended position.

Having thus described my invention, I claim:

25 1. A side curtain for vehicles comprising an upright two-part support, together with means for securing the parts of said support respectively to the vehicle body and top, and means for yieldably securing the respective parts of said support together to permit them to yield with respect to each other in a vertical direction to compensate for up-and-down vibratory movement of the vehicle top with respect to the body.

35 2. A side curtain for vehicles comprising an upright support, means for securing the support to the vehicle body and supporting the same therefrom, and devices secured to said top for holding said support in upright position with respect to said top, the con-

40 nection between said devices and support being in a nature of a yieldable sliding connection such as to compensate for the up-and-down vibratory movement of the vehicle top with respect to the vehicle, substantially as specified.

45 3. A side curtain for vehicles comprising an upright support, means for securing said support to the vehicle, a socket in the upper end of said support, a member secured to the vehicle top and extending into said socket, 50 and a spring in said socket bearing against said member, substantially as and for the purpose specified.

55 4. In a side curtain for vehicles comprising an upright support, adjustable devices for securing the lower end of said support to the vehicle, adjustable devices for securing the upper end of said support to the vehicle top, and a yieldable slidable connection comprised in said parts to compensate 60 for up-and-down vibratory movements of the vehicle top with respect to the vehicle body.

65 5. A side curtain for vehicles comprising an upright support, adjustable means for securing the lower end of said support to the vehicle body and adjustable devices for securing the upper end of said support to the vehicle top, and a yieldable slip connection comprised in said parts to permit up-and-down vibratory movements of said top with respect to said body.

In testimony whereof, I have hereunto set my hand this 7th day of April 1910.

GEORGE W. SCOTT.

Witnesses:

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