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ARM REST PROTECTOR FOR AUTOMOBILES

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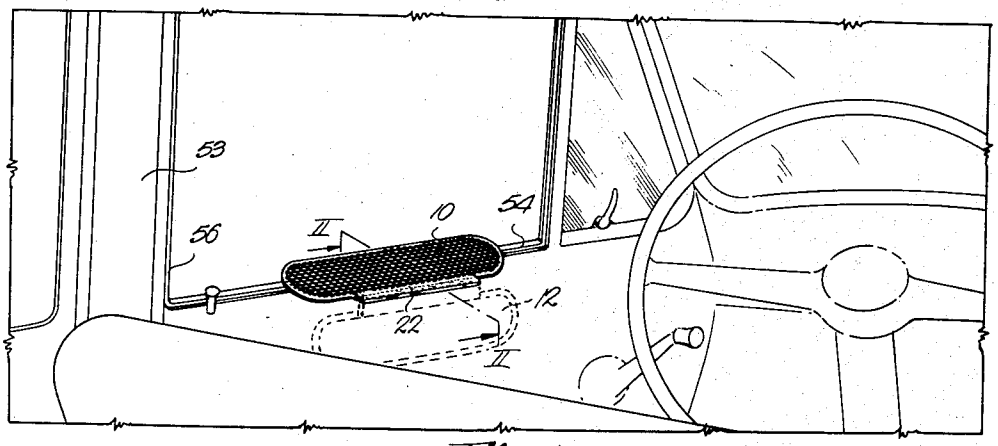

Fig. 1.

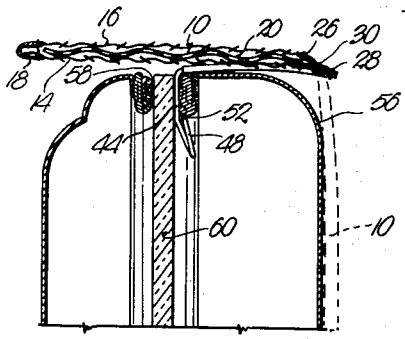

Fig. 2.

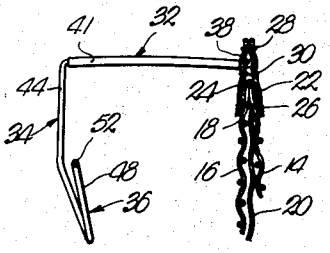

Fig. 4.

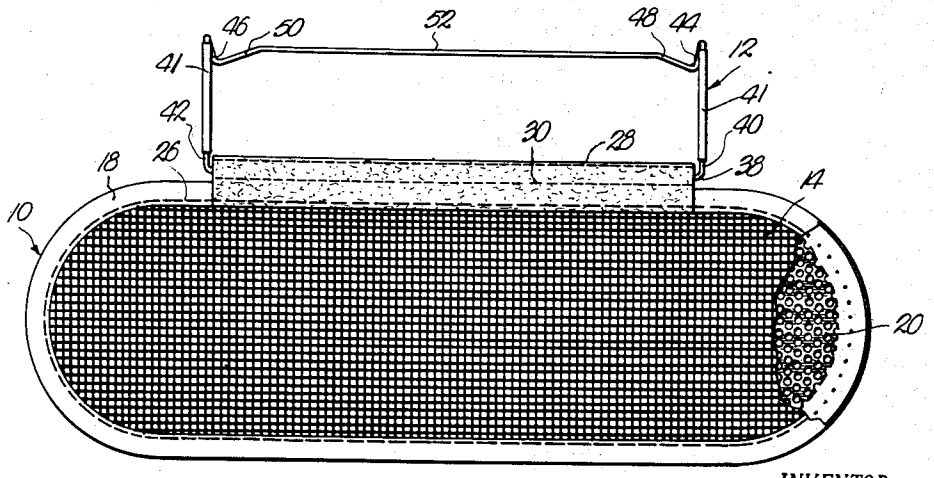

Fig. 3.

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ARM REST PROTECTOR FOR AUTOMOBILES

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4 Claims. (Cl. 296—49.2)

This invention relates to an automobile accessory in the nature of an arm rest, and particularly to a resilient clip for attaching an arm rest to an automobile.

The most important object of the present invention is the provision of an improved clip for mounting an arm rest on the lower rail of an automobile window frame.

A further important object of the present invention is to provide a rail clip having a resilient tab portion thereon which engages the rail therebeneath for locking the clip on the rail.

Another object of the present invention is the provision of an improved pivotal attachment for mounting the arm rest itself on the clip.

With these and other objects in view, the arm rest of the present invention comprises generally a rail clip having a flat, rail-engaging portion, a depending flange portion adapted for insertion in the slot of a window frame, and a resilient tab portion which engages the rail within the window frame when the flat portion is on the rail; a protector pad normally disposed in overlying relationship to the rail and said clip; and means pivotally attaching the pad to the clip for swinging movement away from the rail.

Other objectives include the provision of a protective sheathing on the rail-engaging portion of the clip which prevents scratching and defacing of the rail by the clip; the use of a resilient, wire rod in the fabrication of the rail clip; the provision of an offset, tab portion on the clip which springs into engagement with the rail when the clip is placed in the slot provided for the window; the formation of an elongated, rectilinear bight portion on the clip and on which the arm rest or pad itself is pivotally mounted; and other, more minor objects which will become apparent in the specification which follows.

In the drawing:

Figure 1 is a perspective view of an arm rest for automobile bodies made in accordance with the teachings of the present invention showing the same operably mounted on the lowermost rail of a window frame.

Fig. 2 is an enlarged, fragmentary, cross-sectional view taken on line II—II of Fig. 1.

Fig. 3 is an enlarged top or plan view of the arm rest per se; and

Fig. 4 is an enlarged, elevational view of the arm rest per se, parts being broken away and in section for clearness.

As mentioned in my co-pending application Serial No. 364,700, filed June 29, 1953 and entitled "Arm Rest for Automobile Bodies," it is an accepted fact that automobile passengers frequently rest their arms upon the lowermost rail of a window frame, particularly when the window is rolled down. Due to the heat of the rail and the interrupted, uneven surface presented by the slot in the rail and by the window itself, occupants frequently extend their arms through the window with the elbow extending beyond the outermost face of the automobile body. Therefore, the most important object of this and my co-pending application is the provision of an arm

rest on the lowermost rail of a window frame which presents a cool and uninterrupted support for the elbow and thus avoids the tendency of occupants to extend their elbows beyond a safe and reasonable distance from the rail.

Referring now to the drawing, wherein like numerals indicate similar parts, the arm rest of the present invention comprises generally an elongated pad **10** and a rail-engaging clip **12**.

The pad **10** chosen for illustration is made of a pair of outermost foraminous walls **14** and **16** (Fig. 4) that are preferably of interwoven cord-like netting and interconnected by a peripheral binding **18** of leather, imitation leather or the like. There is presented, therefore, a void between walls **14** and **16** which receives a rigid, corrugated, foraminous reinforcement or stiffener **20**. In lieu of the metallic reinforcement **20**, additional layers of material similar to that from which the walls **14** and **16** are made may be inserted within the void within which reinforcement **20** is disposed.

Pad **10** is secured, along one longitudinal edge thereof, between a pair of superimposed strips **22** and **24** by a line of stitching **26** which also interconnects binding **18** and the walls **14** and **16** (Figs. 3 and 4). Strips **22—24** project outwardly from pad **10**, and are themselves interconnected by lines of stitching **28** and **30**. Thus, there is presented a pocket between lines of stitching **28—30** for a purpose to be discussed hereinafter.

Manifestly, the pad **10** chosen for illustration may be modified in a number of ways, the only requirement being that there be a pocket similar to that between lines of stitching **28—30**. For example, pad **10** may be fabricated of superimposed and interconnected layers of felt or other similar material having an absorbent pad or the like in the void between the walls **14** and **16**.

The clip **12** illustrated in the drawing is preferably formed from an initially elongated, wire rod which is rebent upon itself to present, viewing Fig. 4, an upper, relatively flat portion **32**, a depending, flange portion **34**, and an offset, tab portion **36**. Flat portion **32** is generally U-shaped in configuration and has an elongated, rectilinear bight **38** and legs **40** and **42**. Legs **40—42** are covered by a protective sheathing **41** of rubber or other suitable pliable material. Flange portion **34** consists of a pair of depending members **44** and **46** which are inclined inwardly at the lowermost ends thereof. Tab portion **36**, formed in an intermediate length of the wire rod from which clip **12** is fabricated, is also generally U-shaped in configuration, having a pair of legs **48** and **50** extending upwardly from members **44** and **46** respectively and converging as the uppermost ends thereof are approached. The legs **48—50** are interconnected by a bight **52**.

The free ends of the wire rod from which clip **12** is fabricated meet centrally of bight **38** of flat portion **32** in abutting engagement. The legs **40—42** of portion **32** may thus be separated so that the free ends (not shown) of clip **12** may be threaded into the pocket between lines of stitching **28—30**. Due to the resilient nature of the clip **12**, the legs **40—42** will spring, when released, to their normal position illustrated in the drawing. In this manner, pad **10** is pivotally attached to the clip **12** for swinging movement relative thereto.

The arm rest is mounted on an automobile **53** in the manner illustrated in Figs. 1 and 2 of the drawing. Flat portion **32** of clip **12** rests upon the lowermost rail **54** of a window frame **56**. Flange portion **34** extends inwardly in a slot **58** within the rail **54** that provides clearance for a windowpane **60** (Fig. 2). The lowermost, inclined ends of members **44** and **46** underlie the rail **54** within frame **56**. As flange portion **34** is inserted into slot **54**, tab portion **36** will spring away from members **44—46**

and bight **52** of tab portion **36** will engage rail **54** within frame **56** (Fig. 2) and thus lock clip **12** in place on rail **54**.

When window **60** has been lowered, the normal position for pad **10** is that illustrated by the full lines in Fig. 1. When the pad **10** is swung on bight **38** of flat portion **32** to an inoperative position, it hangs from the clip **12** in the manner shown in Fig. 4 of the drawing and is disposed along the innermost face of the automobile, as shown by dotted lines in Fig. 1. It is recognized that raising of the window **60** will automatically swing the pad **10** upwardly and inwardly to the dotted line position of Figs. 1 and 2.

As previously stated, the present invention relates to an improved clip for arm rests in the nature of that disclosed by my co-pending application. When a pad of this character is placed in use, the occupant of the automobile **53** may conveniently rest his arm upon the pad **10** without marring the surface of the rail **54** and without danger of being burned when the rail **54** is in a heated condition. Furthermore, since the pad **10** is foraminous throughout, it is air-cooled and the occupant's arm will not perspire as readily, when resting on the pad **10**, as when the rail **54** itself is used as a rest.

It is obvious that the embodiment herein disclosed is a preferred form only and that many changes or modifications may be made therein without departing from the broad principles of the present invention. Such changes or modifications are contemplated hereby and it is, therefore, desired to be limited only by the scope of the appended claims.

Having thus described the invention, what is claimed as new and desired to be secured by Letters Patent is:

1. In an arm rest adapted for use with window frames provided with a lower rail having a windowpane slot therein, an elongated, resilient wire rod rebent upon itself to present a rail clip having a flat, U-shaped portion including a bight and a pair of legs, a flange portion including a member depending from each of said legs, and an offset tab portion interconnecting the members beneath said legs and engaging the rail therebeneath when the flat portion is on the rail and the flange portion within the slot.

2. In an arm rest as set forth in claim 1 wherein is provided an elongated pad having means thereon pivotally attaching the pad to the bight of said flat portion, said pad being swingable toward and away from a position resting on said rail.

3. In an arm rest as set forth in claim 2 wherein said means comprises a pair of spaced lines of stitching adjacent one longitudinal edge of the pad, presenting a pocket therebetween for receiving the bight of said flat portion of the clip.

4. In an arm rest adapted for use with window frames provided with a lower rail having a windowpane slot therein, an initially elongated, resilient wire rod rebent upon itself to present a rail clip having an upper portion including a pair of spaced legs, a depending flange portion including a member depending from each of said legs and an offset tab portion interconnecting the members beneath said legs and engaging the rail therebeneath when the flat portion is on the rail and the flange portion within the slot.

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