E. R. JAEGER.

AUTOMOBILE CURTAIN.

APPLICATION FILED JUNE 18, 1921.

1,409,451. Patented Mar. 14, 1922.

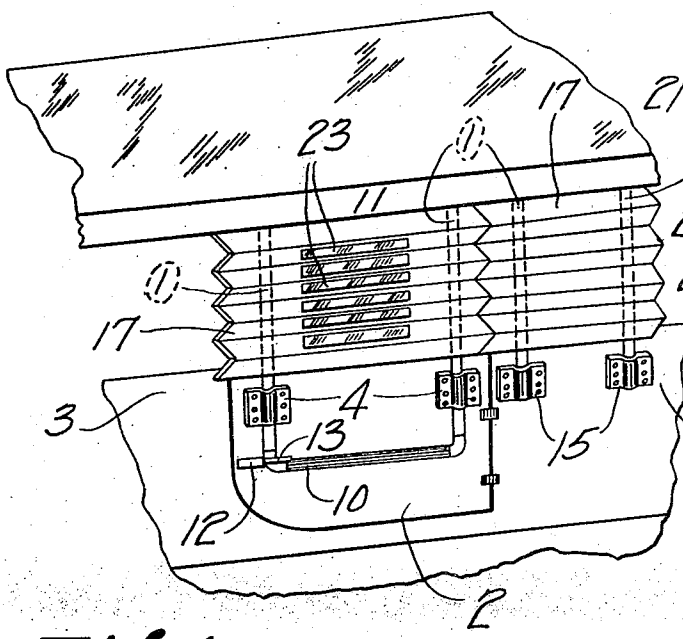


Fig. 1.

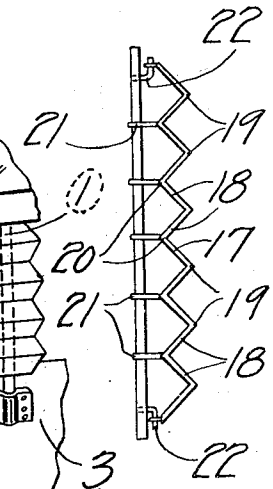


Fig. 2.

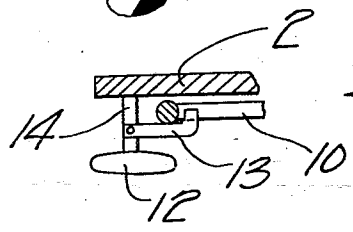


Fig. 4.

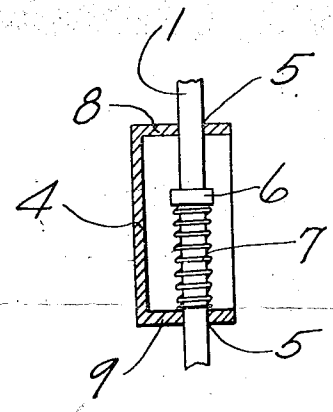


Fig. 3.

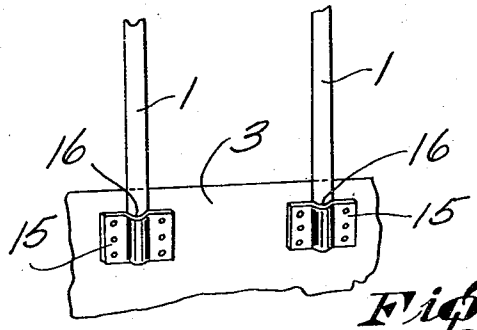


Fig. 5.

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AUTOMOBILE CURTAIN.

1,409,451. Specification of Letters Patent. Patented Mar. 14, 1922.

Application filed June 18, 1921. Serial No. 478,477.

To all whom it may concern:

Be it known that I, EUGENE R. JAEGER, a citizen of the United States, residing in the city of Santa Clara and State of California, have invented new and useful Improvements in Automobile Curtains, of which the following is a specification, reference being had to the accompanying drawings.

This invention contemplates the construction of a set of side curtains for an automobile, and the object is to provide such side curtains in a simple and practicable form, readily attachable to any car, and including means for raising or lowering the curtains, and also means for automatically lowering the door curtains to clear the top covering at the door is opened.

In the drawings:

Figure 1 is a perspective view of a body section of an automobile equipped with this improvement.

Figure 2 is an end elevation of a curtain and one of the curtain rods.

Figure 3 is a detail showing the recessed bracket and spring seat and mounting of one of the curtain rods, permitting these rods to be lowered for opening the door.

Figure 4 is a detail showing a lug extended from the door knob to the handle bar of the curtain rods, for automatically lowering the curtain as the knob is turned.

Figure 5 is a detail of an ordinary bracket and socket for mounting on the stationary body portions, intermediate of the doors, for holding the slide rods on those portions.

In carrying out the invention, I provide curtain rods 1 and mount them vertically in pairs on the doors 2 and intermediate body portions 3. For the doors 2 box brackets 4 are provided and mounted at each edge. These brackets are pierced through at their top and bottom ends 8 and 9, with holes 5 adapted to slidingly engage the lower ends of the curtain rods 1 which pass clear through the brackets. On these lower ends of the rods 1, within the recesses of the brackets 4, are secured lugs or stops 6, and coil springs 7 are set over the rods and braced between these stops 6 and the bottoms 9, thus normally holding the rods 1 in raised position with the stops 6 against the tops 8 of the brackets 4. A handle bar 10 rigidly connects the lower ends of the curtain rods 1 on the doors. The upper ends of the curtain rods 1 are normally projected, to a degree, up inside the top strip 11, in order to shed rain. This makes it necessary to slightly lower the curtain rods of the doors whenever the doors are opened, in order that the upper ends of the rods clear the top strip 11. This necessity is taken care of by the vertical movement in the rods allowed by the springs 7, as described. In order that these rods may be so lowered automatically, on turning a door knob 12, a finger 13 is extended from the shank 14 of the knob 12 over the handle bar 10, and adapted to depress the bar 10 as the knob 12 is turned to open the door.

For the intermediate body portions 3, plain brackets 15 are mounted and properly aligned with the door brackets 4, and these brackets 15 have sockets 16 to releasably hold the lower ends of the curtain rods 1 at these portions of the tonneau.

Foldable curtains 17 are provided, each made up of a plurality of ribs or leaves 18 hingedly connected together by flexible webbing at the joints 19 and 20 so as to fold alternately outwardly and inwardly at said joints, and these curtains are slidingly connected with the rods 1 by rings 21 extended from the inwardly disposed joints 20 to the rods 1 which they encircle. Hooks 22 are reversedly mounted at the upper and lower ends of the rods 1 and adapted to engage the uppermost and lowermost of the rings 21 to hold the curtains in position. Transparent slight slips 23 may be inserted in the leaves 18.

In use, these curtains may be readily set in place on the car or taken off as desired, and may be raised or lowered by merely unhooking the lower or upper ends. Also means are provided for lowering the door curtains for opening the doors.

While I have herein described a certain specific method of constructing and assembling the elements of my invention, it is understood same may be varied in minor details, not departing from the spirit of my invention as defined in the appended claims.

I claim:

1. A door curtain for an automobile, same comprising box brackets for mounting on the door, said brackets having holes pierced through the tops and bottoms thereof; rods with their lower ends slidingly engaging the said brackets through the said holes; a handle bar connecting the lower extended ends of the rods; stops on the lower ends of the rods within the brackets; coil springs on the

lower ends of the rods and braced between the stops thereof and the lower ends of the brackets; and a foldable curtain slidingly mounted on the said rods, said curtain embodying leaves hingedly joined and folding alternately out and in; and rings encircling said rods and connected to the inwardly disposed joints of the leaves to afford the stated sliding connection with the rods.

2. A door curtain for an automobile, same comprising recessed brackets on the door, said brackets having holes at top and bottom; rods with their lower ends slidingly mounted through the holes of the brackets, said rods having stops at their lower ends within the recesses of the brackets; a handle bar connecting the lower extended ends of the rods; coil springs on the lower ends of the rods and braced between the stops thereof and the lower ends of the brackets as means for forcing the rods upwardly inside the top strip of the automobile; a foldable curtain slidingly mounted on the said rods, said curtain embodying leaves hingedly joined and folding alternately out and in; hooks on the rods for holding the curtain in place; and a lug extended from the door knob over the handle bar and adapted to depress said bar as the knob is turned.

EUGENE R. JAEGER.

Witnesses:
CHAS. D. SOUTH,
T. F. WALL.