F. H. ILSE.

SIDE CURTAIN.

APPLICATION FILED JULY 16, 1915.

1,197,294.

Patented Sept. 5, 1916.

2 SHEETS—SHEET 1.

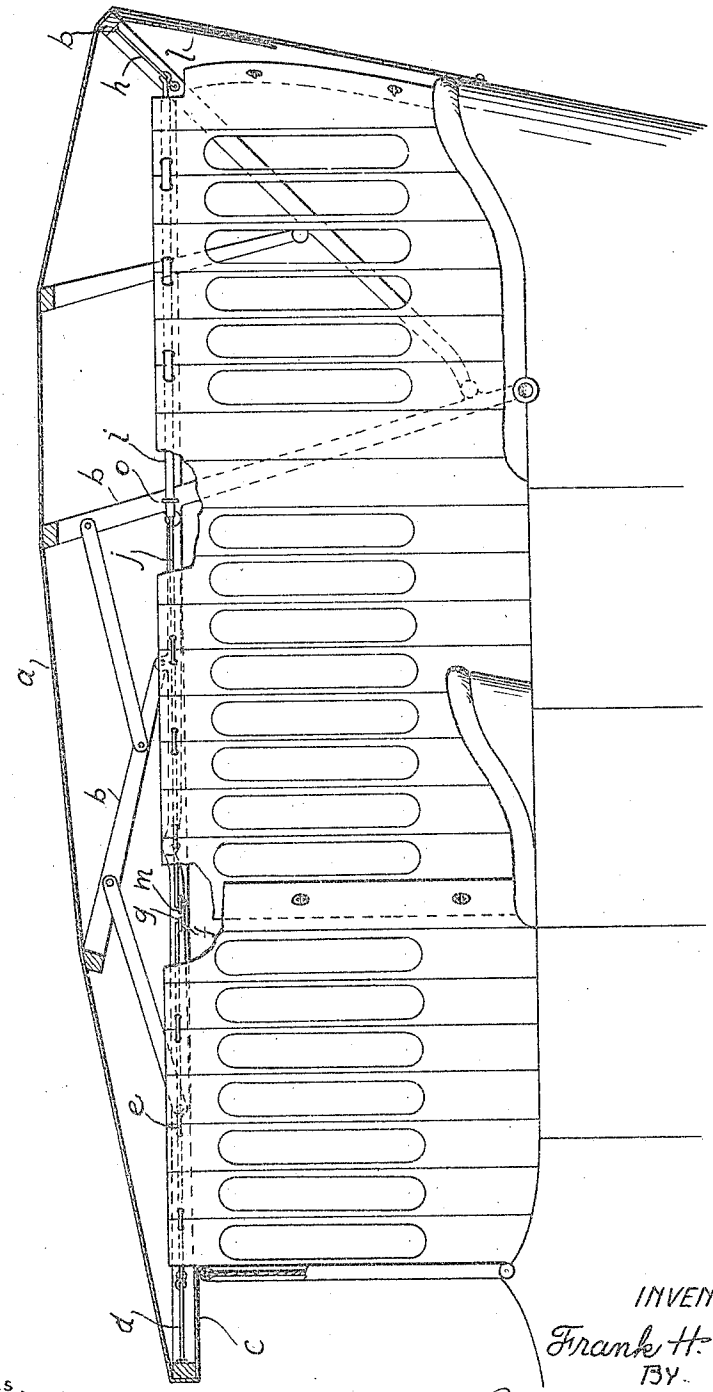


Fig. 1

Witness.

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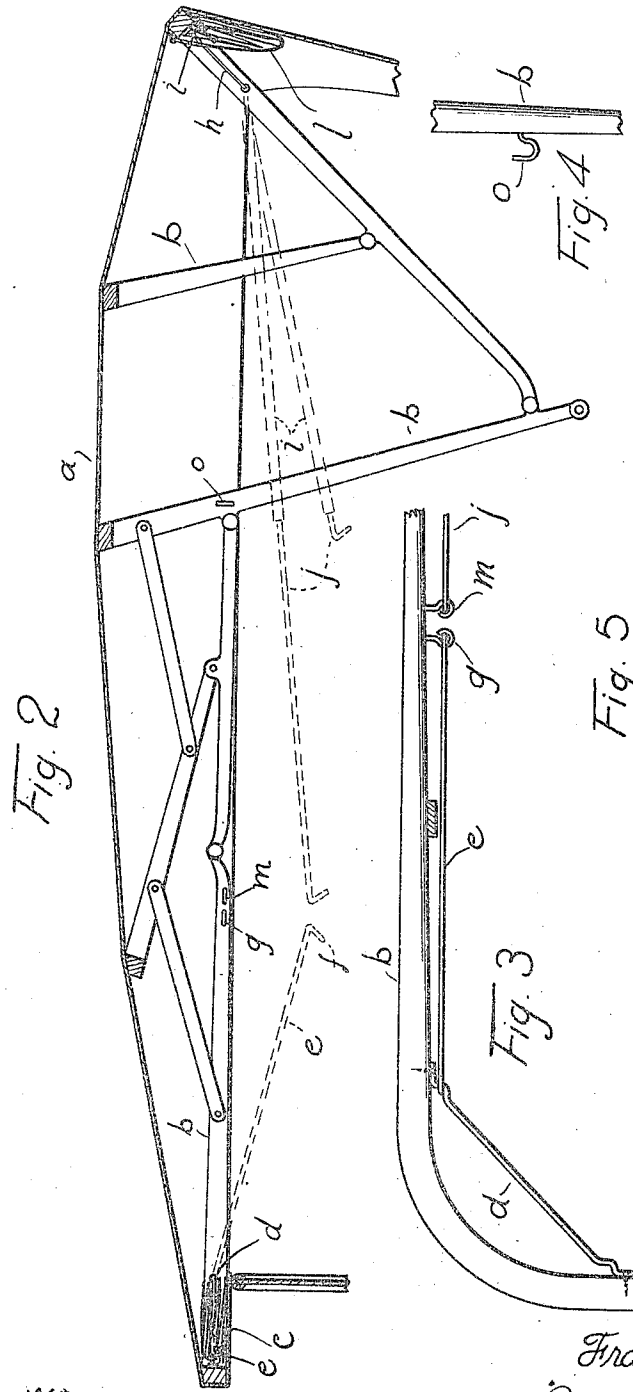


Fig. 2

Fig. 4

Fig. 3

Fig. 5

Fig. 6

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SIDE CURTAIN.

1,197,294. Specification of Letters Patent. Patented Sept. 5, 1916.

Application filed July 18, 1913. Serial No. 780,156.

To all whom it may concern:

Be it known that I, FRANK H. ILSE, who am a citizen of the United States, residing at Detroit, county of Wayne, State of Michigan, have invented a certain new and useful Improvement in Side Curtains, and declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to side curtains for vehicles, and especially to side curtains for automobiles. The type of curtain shown in the drawing of this application is what is known as the accordion-plaited curtain. The art, as heretofore developed, has shown these accordion-plaited curtains mounted to slide either on a cable or a rod.

It is the object of the present invention to utilize the rod construction, but to so arrange the rods that only two stowage places are required in the vehicle, viz., at the front and back. This is considered a great improvement as it wholly does away with the stowing of the curtains on the cross-bows at the center of the top where they lessen the head-clearance. Further, it makes a very much neater-looking top, and also does away with considerable amount of work in taking care of a third package, which would ordinarily be necessary on one of the center bows. This will more clearly appear in the specification following.

Figure 1 is an inside view of the vehicle top, showing the accordion-plaited curtains positioned for service. Fig. 2 is a longitudinal section of an automobile top showing the curtains stowed away. The dotted lines in this figure show the curtain rods without the curtain, to make clear how the curtain rods are operated. The rear curtain rod is shown in two different positions by the dotted lines. Fig. 3 is a fragment of the front bow showing the curtain and rod bracket iron. The curtain is omitted. Fig. 4 is a detail of the support which engages the extensible rear curtain rod at its center, when the rod is extended. Fig. 5 is a detail of the front curtain rod. Fig. 6 is an enlarged detail of the rear or extensible curtain rod.

The deck is designated *a*, the bows *b*. These bows are arranged to form the one-man top which is now common, although of course, so far as my invention is concerned, it could be used on the old-fashioned top as well as the new one-man top.

In the present two-seated automobile body it is customary to use three curtains on each side. Where curtain rods have been used heretofore, it would be necessary to make three packages for the three separate pairs of curtains. My arrangement is such that only two packages are necessary.

One package is located in a pocket *c*, just above the wind-shield. At the curvature of the front of the top, I employ a bracket-iron *d*. The front curtain rod *e* is provided with an eye in one end for engaging about this bracket-iron, so as to be slidable thereon. At the opposite end it is provided with a hook *f* which may be dropped through the eye *g* on one of the bow-sockets. Hence when dropped through this eye, as shown in Fig. 1, the curtain is in position for service at the side of the vehicle. Identically the same arrangement is provided on the other side of the vehicle and the two front curtains can be gathered together by sliding the folds along the curtain rod and then throwing the gathered curtains, together with the curtain-rods into the pocket *c*. Both the curtain and curtain rod are slid to the front of the bracket-iron *d* so as to bring them into the pocket.

Two bracket irons *h* are employed on the rear bow, one at each point of curvature. Slidably engaging each bracket iron *h* is a rear curtain rod *i*. Each rear curtain rod is made up of a tube provided with an eye on its end which slidably engages the bracket and a smaller rod *j* (Fig. 6) which telescopes into the tubular portion of the rod. This composite rod will be called an extensible rod. This telescoping extensible feature is very important as it allows the two double width side curtains to be all stowed away in an envelop on the rear bow. When the rod is extended as shown in Fig. 1, it is hooked into the eye *m* and dropped into the support *o* which holds it at its center and helps support it.

When it is desired to stow the curtain away, the double width curtain is slid along the extended rod. Both curtains are slid onto the tube part as the tube part is provided with a gradual taper *k* (Fig. 6) to allow the oval grommets of the center curtain to easily slide onto the tube part. When

the curtain is upon the tube part of the extensible rod, the rod portion *j* may be telescoped into the tube portion in which condition the two curtain rod parts are about the same length as the front rod. The rear rod may then be caused to travel along the bracket-iron *h* to lift the curtain over the quarter of the vehicle top and the curtain together with the extensible rod may be stowed away in the envelop *l*. Similarly the same operation may be performed with the curtain on the side that has been cut away to get the views shown in the drawing.

What I claim is:

1. The combination with a vehicle top provided with a deck and bows, of a two-part curtain rod universally connected with the deck at one end and comprising a tube and a rod portion which telescope, one or more folding curtains slidably mounted upon said telescoping rod, the curtain portions on the rod portion being slidable from such portion onto the tube portion and vice versa, and means for stowing the curtain or curtains and rod away on the under side of the top transversely thereof when the rod parts have been telescoped to allow them to come within the width of the top.

2. The combination with a vehicle top provided with bows and a deck, of a bracket iron attached to the curvature of the rear bow, a two-part telescoping rod slidably connected with said bracket iron, one or more plaited curtains slidably mounted upon the two-part rod, and means for stowing the curtain or curtains and rod away on the under side of the top transversely thereof when the rod parts have been telescoped to allow them to lie within the width of the top.

3. The combination with a vehicle top provided with bows and a deck, of a two-part telescoping curtain rod universally connected with the top, one or more curtains slidably mounted on the two-part telescoping rod, a support secured to one of the bows intermediate the telescoping rod when the same is extended for the purpose of aiding in the support of the rod, means for supporting the extreme end of the rod, and means for stowing the curtain or curtains and rod away on the under side of the top when the rod parts have been telescoped.

4. The combination with a vehicle top provided with bows and a deck, a bracket iron secured to the top, a two-part extensible curtain rod secured to the bracket iron so as to slide and pivot thereon, one or more foldable curtains slidably mounted on the two-part extensible curtain rod, the curtain portions on the portion of the rod farther removed from the bracket iron being slidable from such portion onto that part of the rod nearer the bracket iron and vice versa, and means on the under side of the vehicle top for holding the curtains stowed away transversely of the top when the extensible rod has been contracted and the curtains folded together.

5. The combination with a vehicle top provided with bows and a deck, the latter provided with a curtain pocket at the front, of a pair of front side curtains which can be stowed away in said front curtain pocket, two sets of double width side curtains, a pair of telescoping rods universally supported by the rear bow, each rod carrying a double width curtain set which can be folded and slid upon the rod, means for supporting the said curtains and telescoping rods transversely of the vehicle adjacent to the rear bow and in stowed position when the rods have been telescoped and the curtains folded together, and means for holding the curtain rods in extended position at the sides of the vehicle.

6. The combination with a vehicle top provided with bows and a deck, of a pair of extensible curtain rods universally carried by the rear bow and each carrying a double width curtain set, means for holding the extended rods at the side of the vehicle, and means for stowing the curtains away along the rear bow and transversely of the top, the said curtains being slidable and foldable on the curtain rods, those portions of the curtain sets at the front being slidable from one rod portion onto the other when the rod is contracted or extended, and the said curtain rods when contracted adapted to lie across the vehicle top and in stowed position with the curtains.

7. The combination with a vehicle top provided with bows and a deck, of a two-part curtain rod swingingly secured to the top, one or more side curtains slidably mounted on said two-part curtain rod to fold together, the two parts of said curtain rod being slidable together to contract the length of the curtain rod and allow the whole curtain or curtains to be accommodated on the contracted rod by sliding them thereonto, and means for stowing the curtain or curtains and two-part curtain rod together on the under side of the top.

8. The combination with a vehicle top provided with a deck and bows, of a two-part curtain rod swingingly secured to the deck at one end and comprising a tube and rod portion which telescope, the said curtain rod when extended being of a greater length than can be accommodated on the under side of the top when the curtain rod is swung transversely thereof to stow the same away, one or more folding curtains slidably mounted on the said telescoping rod and which may be gathered onto the tube portion of the rod when it is desired to stow them away, means for stowing the curtain

or curtains and rod away on the under side of the vehicle top transversely thereof, and means for holding the curtain rod at the side of the vehicle when the curtains are in use.

9. The combination with a vehicle top provided with a deck and bows, of a two-part curtain rod secured at one end to the quarter of the deck so as to be able to be swung from a position of parallelism to the side of the top to a position transversely thereof for stowage, the said curtain rod comprising a pair of rod portions which may be slid together to contract the length of the curtain rod and bring it within the accommodations of the width of the top when it is desired to stow the curtains away, one or more folding curtains slidably mounted on the two-part curtain rod and which may be gathered together to allow the contracting of the rod, means for stowing the curtain or curtains and rod away on the under side of the top transversely thereof, and means for holding the rod in its extended position at the side of the vehicle for use of the curtain.

In testimony whereof, I sign this specification.

FRANK H. ILSE.