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AUTOMOBILE DRIVER'S ARMREST.

APPLICATION FILED AUG. 22, 1919.

1,374,907. Patented Apr. 19, 1921.

Fig. 1.

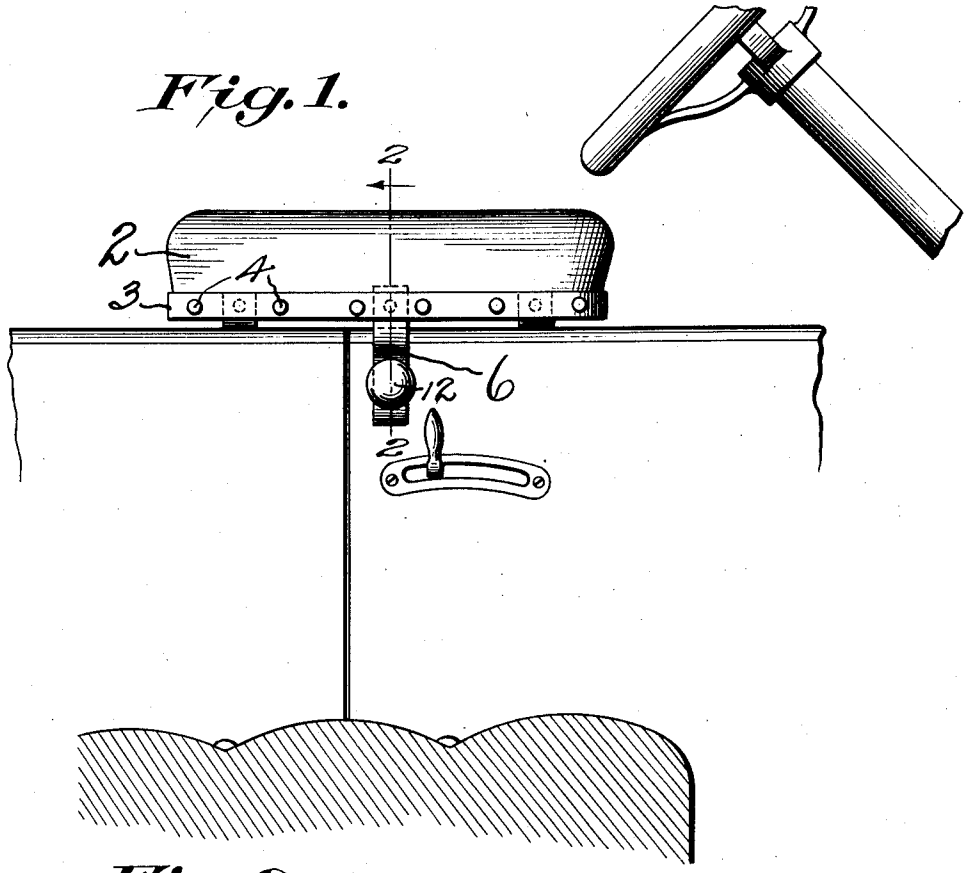


Fig. 2.

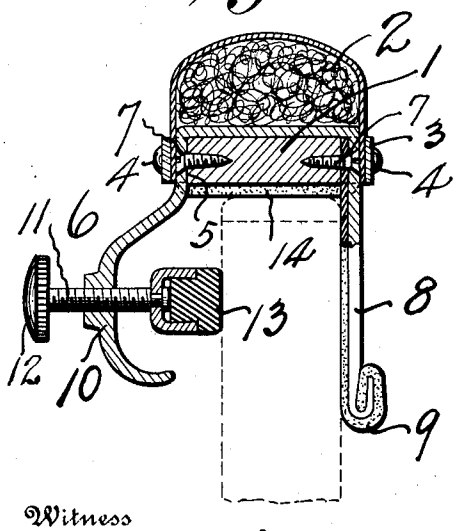
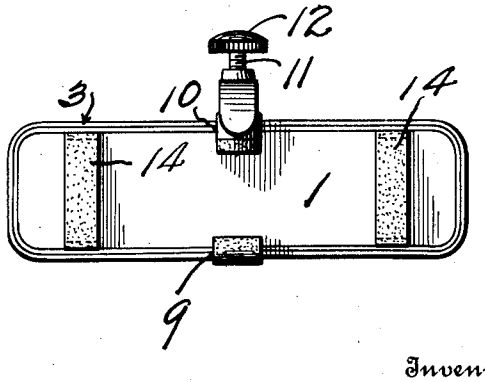


Fig. 3.



Witness

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UNITED STATES PATENT OFFICE.

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AUTOMOBILE-DRIVER'S ARMREST.

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To all whom it may concern:

Be it known that I, PARKER COFRODE, citizen of the United States, residing at Johnstown, in the county of Cambrai and State of Pennsylvania, have invented certain new and useful Improvements in Automobile-Drivers' Armrests, of which the following is a specification.

This invention relates to an improvement in arm rests, and has particular reference to a device of this character intended for use in connection with automobiles to provide a cushion rest for the operator's arm.

In order to provide ample entrance clearance in many modern automobiles the front doorway extends considerably into the zone of the seat or cushion which makes it impossible to carry the seat upholstery forward far enough to afford a comfortable support for the arm of the operator, and the latter therefore must rest his arm or elbow on the upper edge of the door or body. Accordingly, the present invention has in view a portable arm rest which may be attached either to the door, or door frame, in such a manner that it may remain in its attached position without interfering with the use of the door. That is to say, it may be fixed in such a position that it may even span the door joint and provide a cushioned arm rest above the same, or be otherwise conveniently located with reference to the steering wheel to suit requirements of individual operators and different body styles.

A special object including the foregoing general object is to provide a novel arm rest construction including a special form of bracket which facilitates the positioning of the device in the desired location.

With the above and other objects in view which will more readily appear as the nature of the invention is better understood, the same consists in the novel construction, combination and arrangement of parts hereinafter more fully described, illustrated and claimed.

A preferred and practical embodiment of the invention is shown in the accompanying drawing, in which:—

Figure 1 is a view showing the application of the invention.

Fig. 2 is a vertical sectional view thereof taken on the line 2—2 of Fig. 1.

Fig. 3 is a bottom plan view.

Similar reference characters designate corresponding parts throughout the several figures of the drawings.

In carrying the present invention into effect it is proposed to employ a saddle block or base 1 of wood or like material which may be provided with a cushion 2 secured in position by a tape or binding 3 in the well known manner by fastenings 4. The intermediate portion of the block preferably has its side edges recessed as indicated at 5 to accommodate the opposite arm portions of a substantially inverted U-shaped clamping bracket designated generally as 6 and fitted to the body 1 before the cushioning material 2 is put in place.

The said clamping bracket 6 may be secured to the block 1 by the screws 7 or equivalent fastenings and is provided with a relatively straight depending clamping arm portion 8 which may be covered with a suitable facing 9 to prevent the same from scratching or marring the highly polished finish of the vehicle body. The opposite arm 10 of the clamping bracket is preferably of the generally curved formation shown so as to enable the bracket to be used on bodies with a rolled edge, and carries therewith an adjustable clamping screw 11 having a manipulating head 12 and a cushion clamping foot 13 adapted to work in opposition to the clamping arm 8 to thus securely hold the entire arm rest in position when the bracket straddles the door or other portion of the vehicle body. To further prevent the arm rest from rubbing or scratching the polished upper edge portions of the door the under side of the body 1 may be provided with the cushion strips 14 which extend transversely of the body and serve also to prevent rattling of the arm rest when in use.

By reference to Fig. 1 of the drawings it will be apparent that by reason of the particular location of the clamping bracket 6, the superposed cushion portion may be conveniently placed in position to span the joint between the door and the door frame, and by reason of the relatively mobile character of the arm rest it may be conveniently placed with reference to the steering wheel so as to furnish a soft and cushioned support for the operator's elbow or forearm. When secured in the position shown in the drawings the arm rest in no way interferes with the free opening and closing of the door, or in other words it may be conven-

iently carried therewith and remain in position at all times, thereby eliminating any special attention after once put in position. However, by reason of the particular location and type of the clamping bracket provided, the arm rest may be fitted to various makes of cars and easily and quickly positioned to suit the individual operator.

Without further description it is thought that the many features and advantages of the present invention will be readily apparent and it will of course be understood that changes in the form, proportion and minor details of construction may be resorted to, without departing from the spirit of the invention or scope of the appended claims.

I claim:

1. In a device of the class described the combination with the door and door frame, of an arm rest including a cushion body, and means rigidly carried by the said body for clamping the same at one side of the door joint whereby said cushion body may span said joint.

2. In a device of the class described the combination with the automobile door located adjacent the steering wheel position and the swinging edge of said door registering with its frame adjacent the driver's seat, of a cushion body adapted to be secured to the swinging edge of the door to span the edge of the door and door frame above the seat position and adjacent and below the steering wheel position.

3. An arm rest attachment for automobiles including a penetrable base having a cushion applied thereto, a substantially inverted U-shaped bracket rigidly secured to the intermediate portion of the penetrable body and depending therefrom, said bracket including a relatively straight depending arm having a cushion facing applied thereto and a relatively curved arm provided with a threaded opening, and a screw clamping member having a cushion foot portion adapted to operate in said threaded opening of the curved arm to work in opposition to the straight arm, and cushion means carried by the under side of the said penetrable body.

In testimony whereof I hereunto affix my signature in the presence of two witnesses.

PARKER COFRODE.

Witnesses:
GEORGE H. ROSENBERRY,
D. O. BITNER.