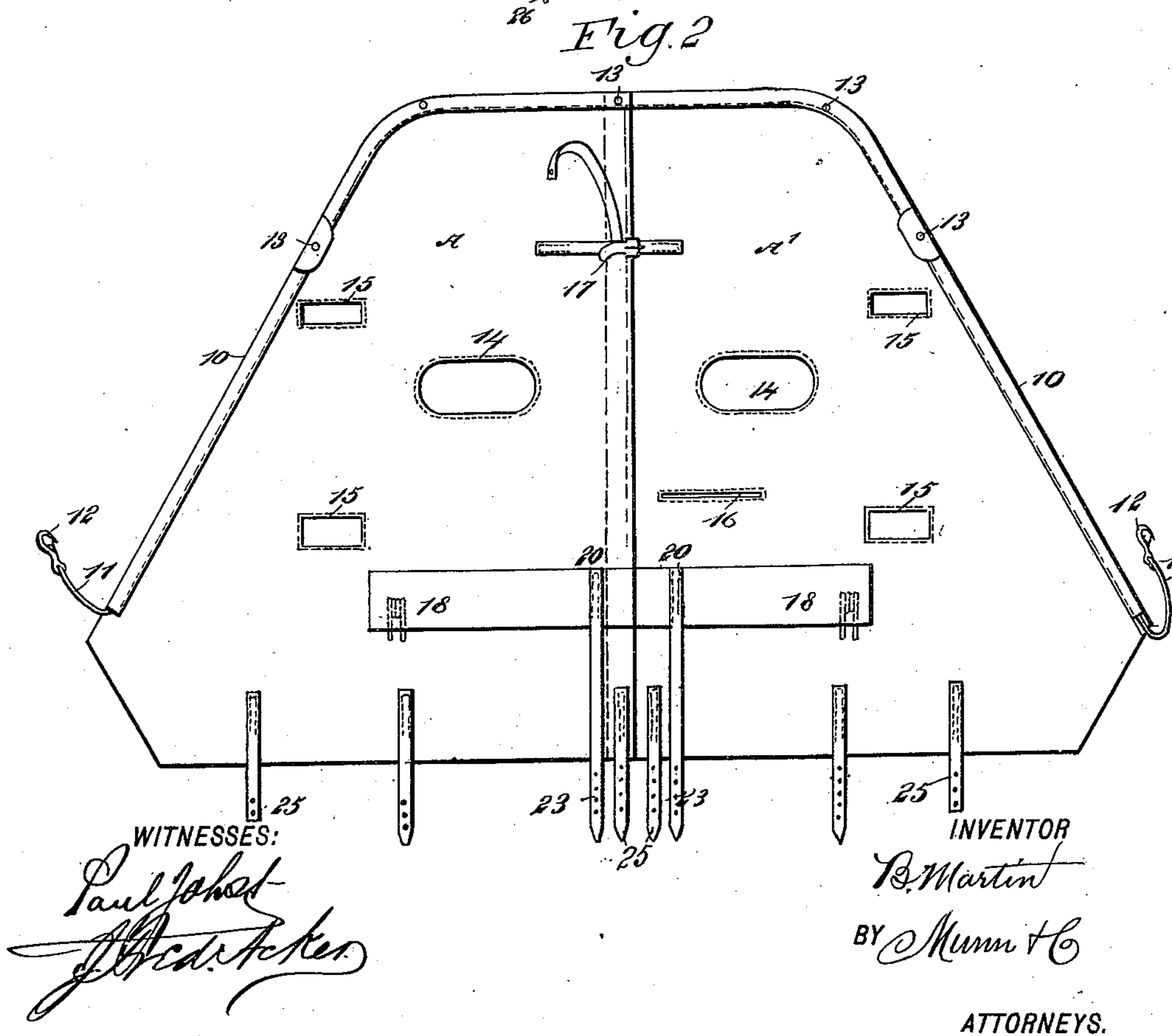
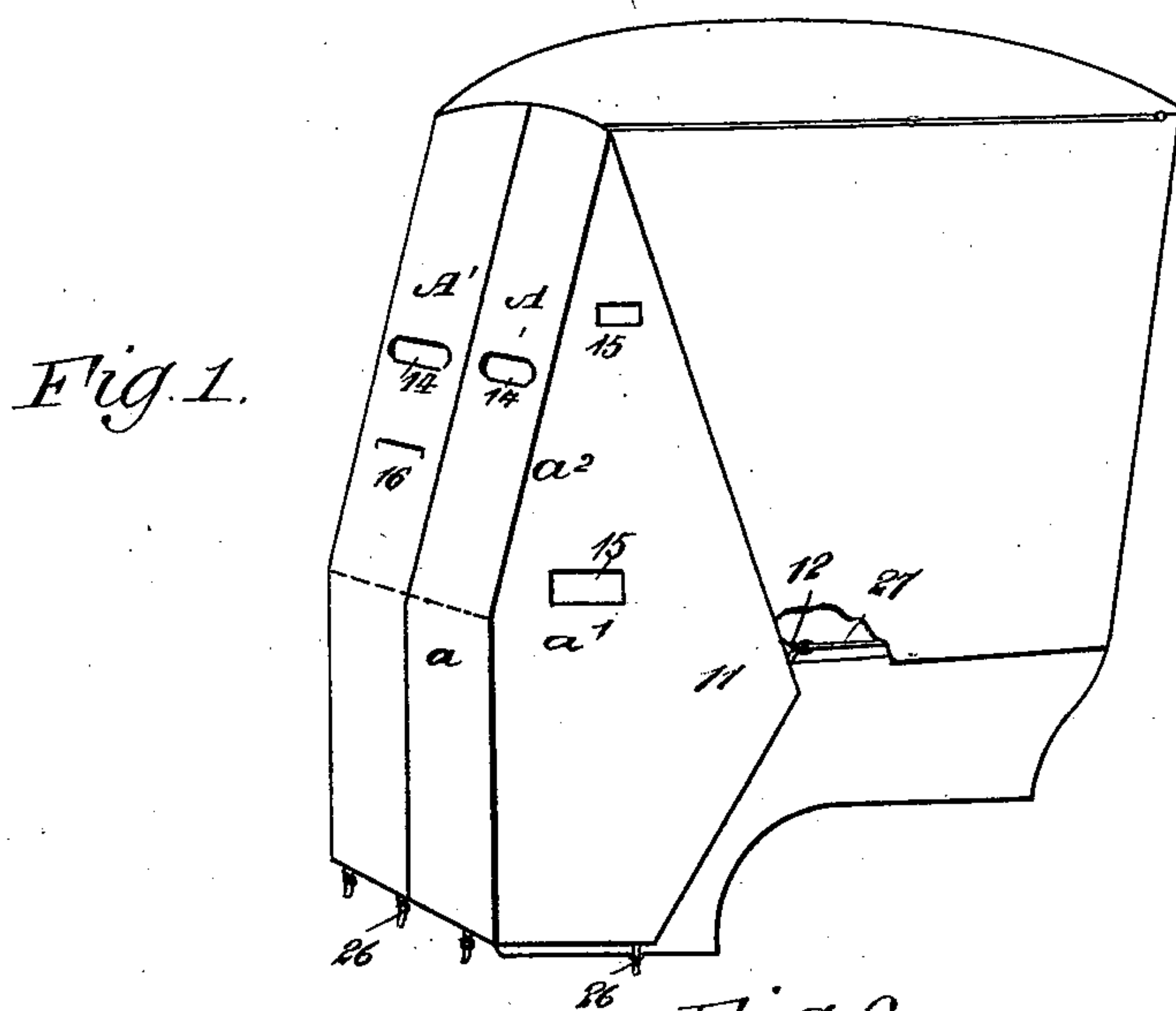


2 Sheets—Sheet 1.

No. 545,707.

Patented Sept. 3, 1895.



(No Model.)

2 Sheets—Sheet 2.

B. MARTIN.
STORM CURTAIN FOR BUGGIES.

No. 545,707.

Patented Sept. 3, 1895.

Fig. 3.

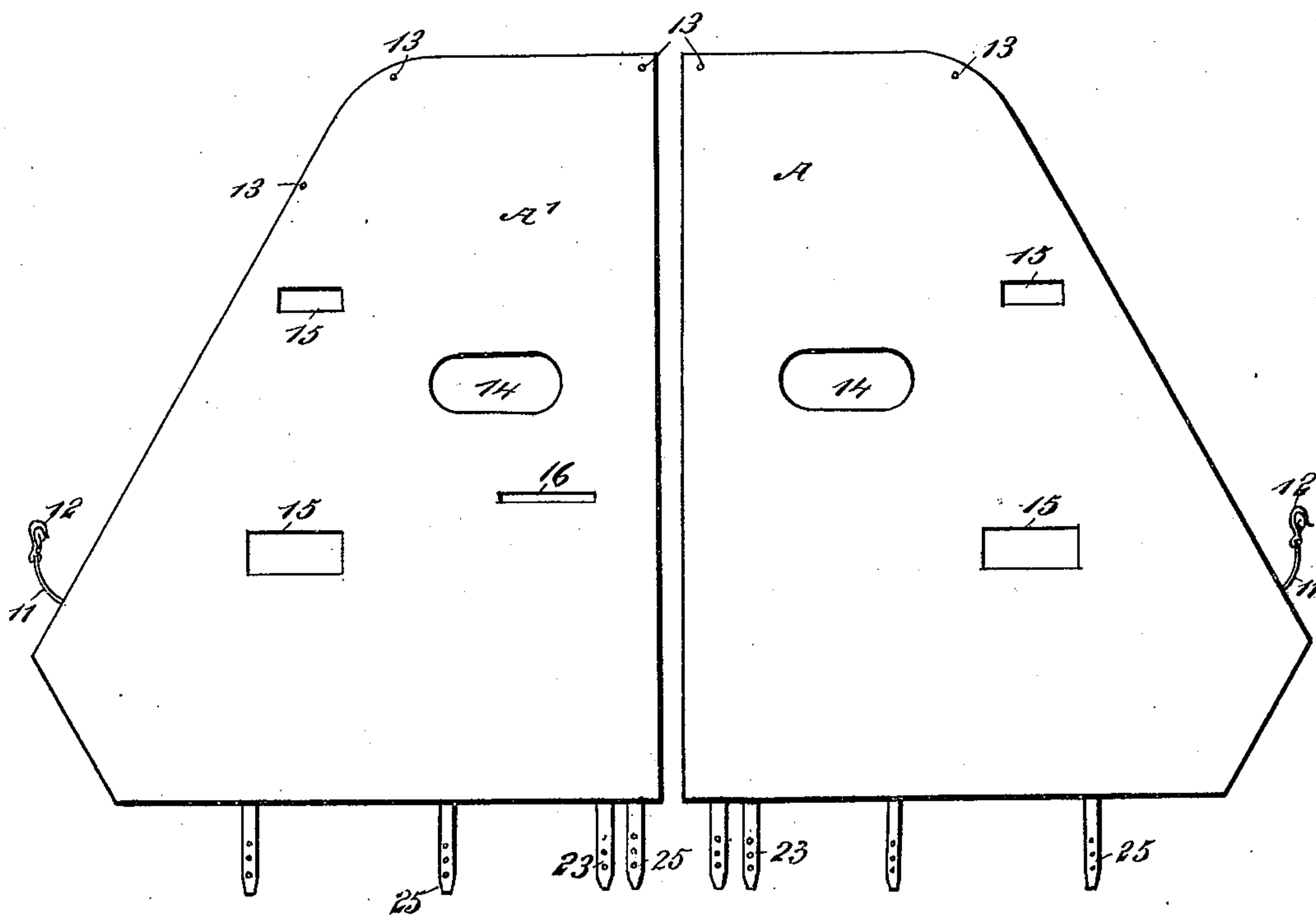


Fig. 4.

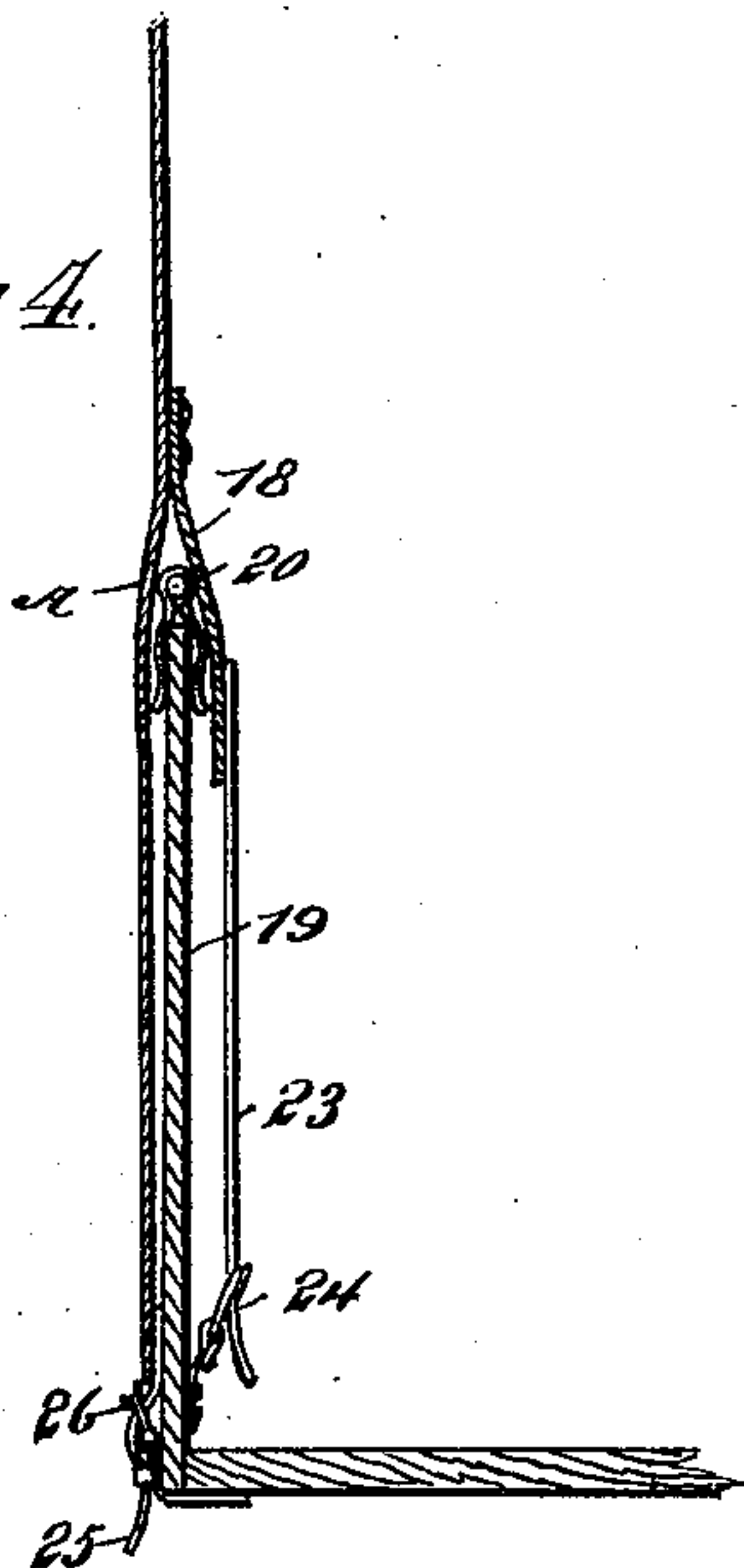
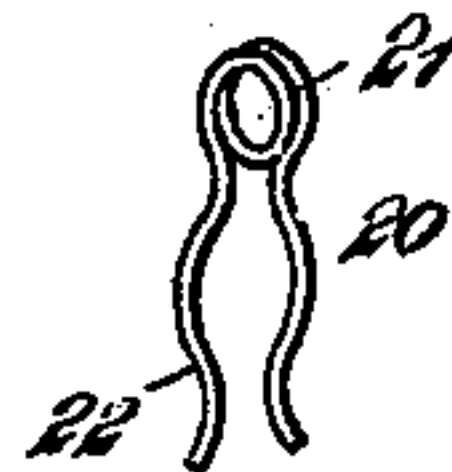


Fig. 5.



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BERNARD MARTIN, OF McPHERSON, KANSAS.

STORM-CURTAIN FOR BUGGIES.

SPECIFICATION forming part of Letters Patent No. 545,707, dated September 3, 1895.

Application filed January 21, 1895. Serial No. 535,667. (No model.)

To all whom it may concern:

Be it known that I, BERNARD MARTIN, of McPherson, in the county of McPherson and State of Kansas, have invented a new and Improved Storm-Curtain for Buggies, of which the following is a full, clear, and exact description.

My invention relates to an improvement in storm-curtains for buggies and like articles; and it has for its object to provide a curtain by means of which the entire front as well as the sides of the buggy may be expeditiously and conveniently closed, and whereby, also, the curtain may be readily opened for the entrance or exit of a person when necessary.

Another object of the invention is to provide a means for fastening a curtain to the hood and body of the vehicle in a convenient and expeditious manner and to provide for side openings both at the front and sides of the curtain, the curtain being capable of use as an ordinary apron in pleasant weather.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures and letters of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view of the body and hood of a buggy, illustrating the application of the improved curtain or storm protector thereto. Fig. 2 is a side elevation of the curtain detached from the vehicle and viewed from the inside, the two sections being connected. Fig. 3 is an outside view of the curtain detached, the two sections being separated. Fig. 4 is a section through the dashboard, illustrating the manner in which the curtain is connected therewith and likewise with the interior of the vehicle; and Fig. 5 is a perspective view of one form of spring-clamp which may be employed to connect the curtain with the dashboard of the vehicle.

In carrying out the invention the curtain is made in two sections A and A', and is constructed from any waterproof material. Each section is of sufficient size and of suitable contour to cover one half of the front of the vehicle extending from the bottom of the

body to the top of the hood, and likewise completely covering one side, whereby each section may be said to be divided into two sub-sections a and a' by a seam a^2 , a crease, or the equivalent thereof, the front sub-section being more or less rectangular and the side sub-section more or less triangular in general contour. The side and upper edge of each section is provided with a seam 10, in which seam at its upper end the upper portion of a cord 11 is secured, said cord being made to extend outward from the lower end of the seam, and this seam is of a sufficient length to extend from the front central portion of the hood downward along the front supporting-rail practically to the body. The cord 11 is preferably made to terminate at its lower end in a snap 12 or an equivalent locking device, although the snap may be omitted if in practice it is found desirable; and any desired number of eyelets or buttonholes 13 may be and are produced in the said seam 10 of each section, to be buttoned over suitable studs placed along the front and front side margins of the hood.

The front sub-section a of each section of the apron is provided with a sight-opening 14, and one or more, preferably two, smaller sight-openings 15 are made in each side sub-section of each main section of the curtain, and in front of one of the main sections a driving-flap 16 is produced.

The front portions of the two sections are adapted to overlap, being adapted to be secured to the hood at the top by means of the same button, and the two sections are held close together by means of a strap and buckle 17, located at the front at any desired distance in the height of the front section, as shown in Figs. 1 and 2; but any equivalent fastening device may be used instead. A flap 18 is secured upon the inner face of the front sub-section of each main section of the curtain at such a distance from its lower edge as to receive between the flap and the body of the curtain the dashboard 19 of the vehicle, as shown in Fig. 4, and this flap is held in engagement with the dashboard through the medium of spring-clamps 20, which may be constructed, as shown in Fig. 5, consisting of spring wire bent upon itself to form a coiled head 21 and legs 22 bowed inward or in direc-

tion of each other at their lower ends. Each flap 18 is likewise provided with a strap 23, of sufficient length to extend downward practically to the floor of the vehicle and be attached to a buckle 24, secured ordinarily at the lower inner portion of the dashboard.

At the bottom of each section a series of straps 25 is located, which straps may be engaged by buckles 26, secured to the body at the side and front, preferably at or near the bottom, as shown in Fig. 1, but these outer straps need be used only in exceedingly stormy weather. After the upper edges of the sections have been buttoned to the hood the cords 11 are passed around the rails 27 of the seat, as shown in Fig. 1, or other support within the hood and secured by means of the snaps, or these cords may be simply tied to their supports. In this manner it will be observed that the entire front and side portions of the body of the buggy or like vehicle may be conveniently and expeditiously closed, and that a person may quickly make his exit from either side of the vehicle by simply detaching the cord 11 and drawing downward thereon, or even pulling the cord downward without detaching it, which will disengage the side edges from their supports.

The flaps 18 serve to enable the curtain to be secured to the inside of the vehicle, and that portion of the body of the curtain which is outside of the dash need not be secured at its bottom unless the weather is exceedingly stormy.

It is evident that a curtain of this description is not only serviceable in stormy weather, but it is also valuable for protection when invalids are riding, to secure them against dampness and against the effects of direct exposure to the wind or air. It is furthermore evident that when not needed as a storm-curtain the curtain may be used as an ordinary apron and in the usual way.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A storm curtain or apron constructed in two sections, each section being shaped to cover one-half of the vehicle front from top of hood to bottom of body and likewise a side

portion of the body, each section being also provided with sight openings and one of them with a driving flap, each section being further provided with a cord extending along its side edge for attachment to a support within the vehicle body, as and for the purpose specified.

2. A storm apron or curtain, the same comprising two overlapping sections detachably secured together, each section comprising a front and a side sub-section, the side and front sub-sections being provided with means for attachment to the front and side of the hood, and each side sub-section having means of attachment to an interior fixed support upon the body, as and for the purpose specified.

3. A storm curtain or apron comprising two sections, each section consisting of a front and a side sub-section, the side and front sub-sections having means of attachment to the front and front side portions of the hood of the vehicle, and means for attachment to the body of the vehicle, each front sub-section being also provided with a flap adapted to extend downward over the inner face of the dash-board, each flap having means for attachment to and support within the vehicle, as and for the purpose set forth.

4. A storm curtain or apron comprising two sections, each section consisting of a front and a side sub-section, the side and front sub-sections having means of attachment to the front and front side portions of the hood of the vehicle, each front sub-section being also provided with a flap adapted to extend downward over the inner face of the dash-board, each flap having means for attachment to and support within the vehicle, and clamps secured to the outer faces of the flaps, the said clamps being located between the flaps and main body of the front sub-sections, being adapted for engagement with the upper portion of the dash-board of the vehicle, as and for the purpose set forth.

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Witnesses:

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