

No. 706,461.

Patented Aug. 5, 1902.

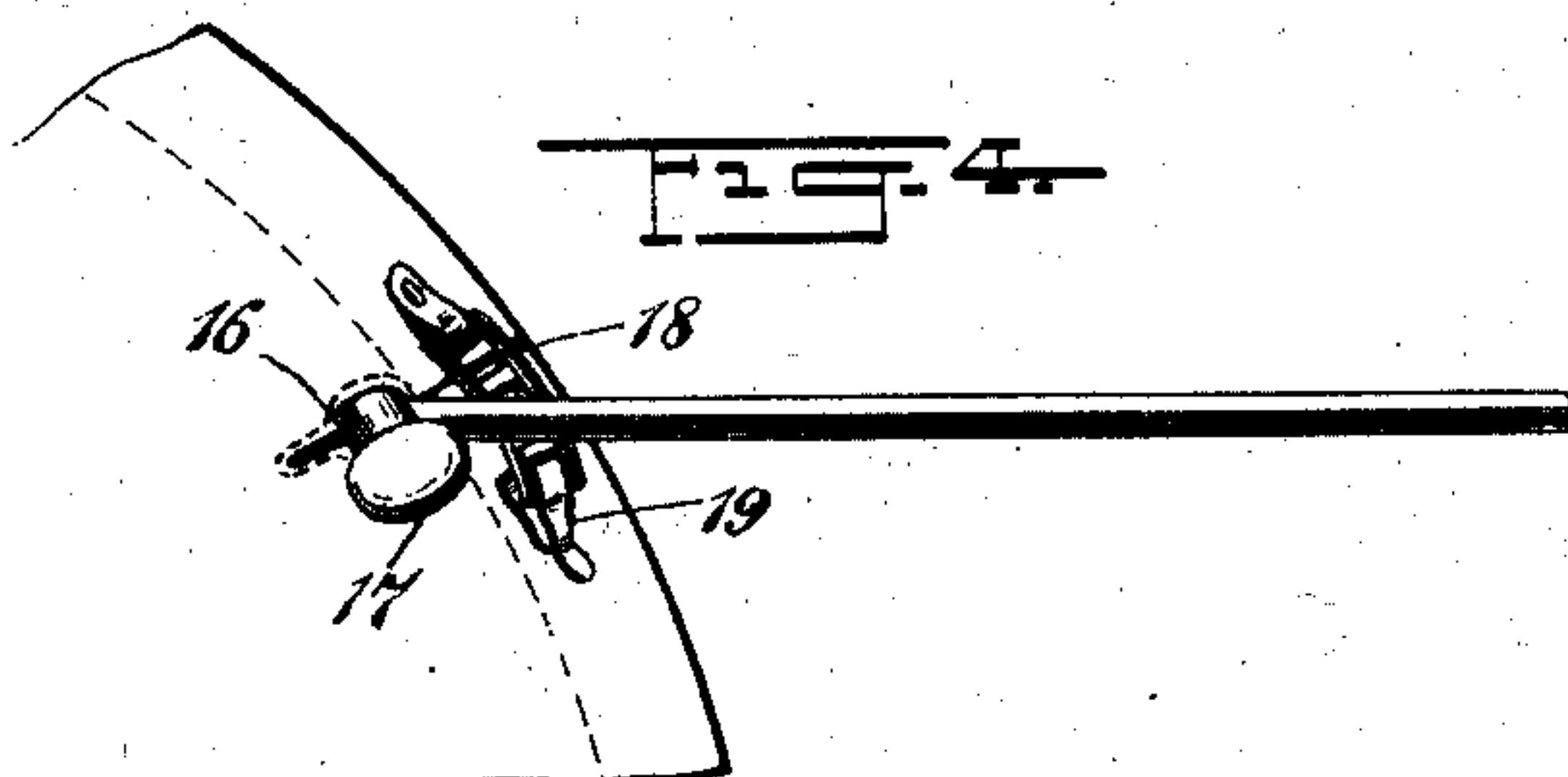
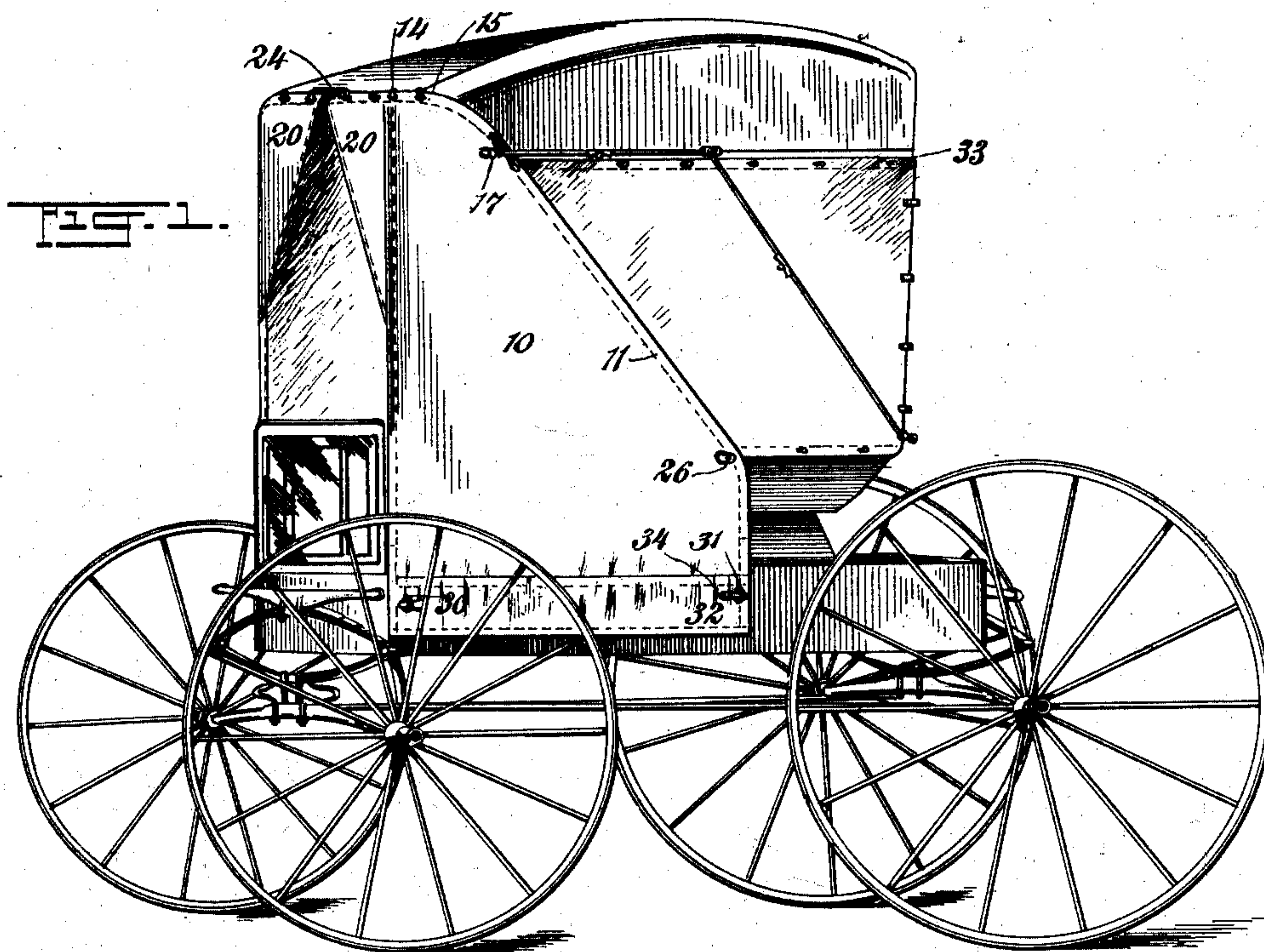
J. W. SIMMONS.

STORM CURTAIN.

(Application filed Mar. 5, 1902.)

(No Model.)

3 Sheets—Sheet 1.



WITNESSES:

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C. R. Ferguson

INVENTOR

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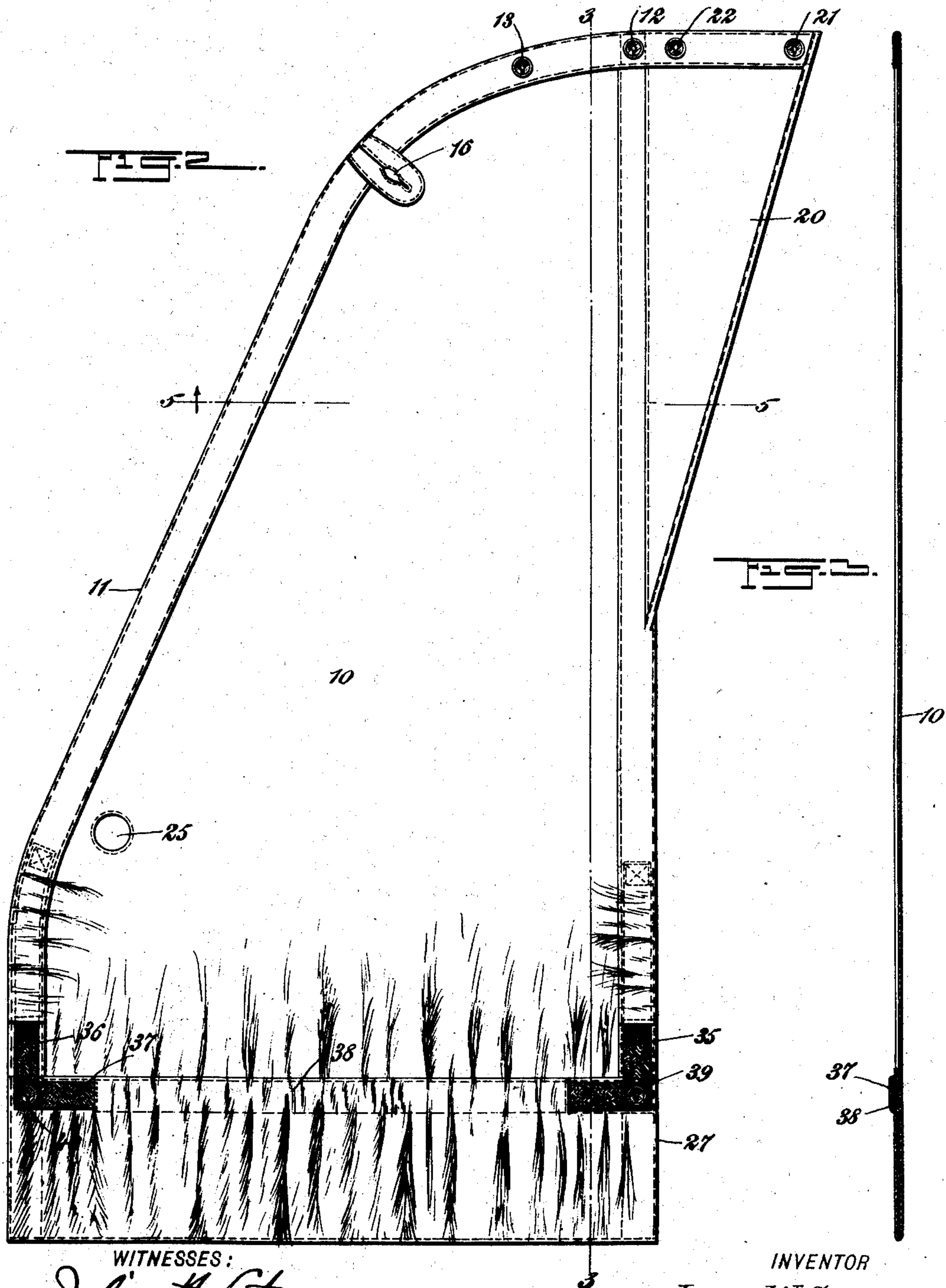
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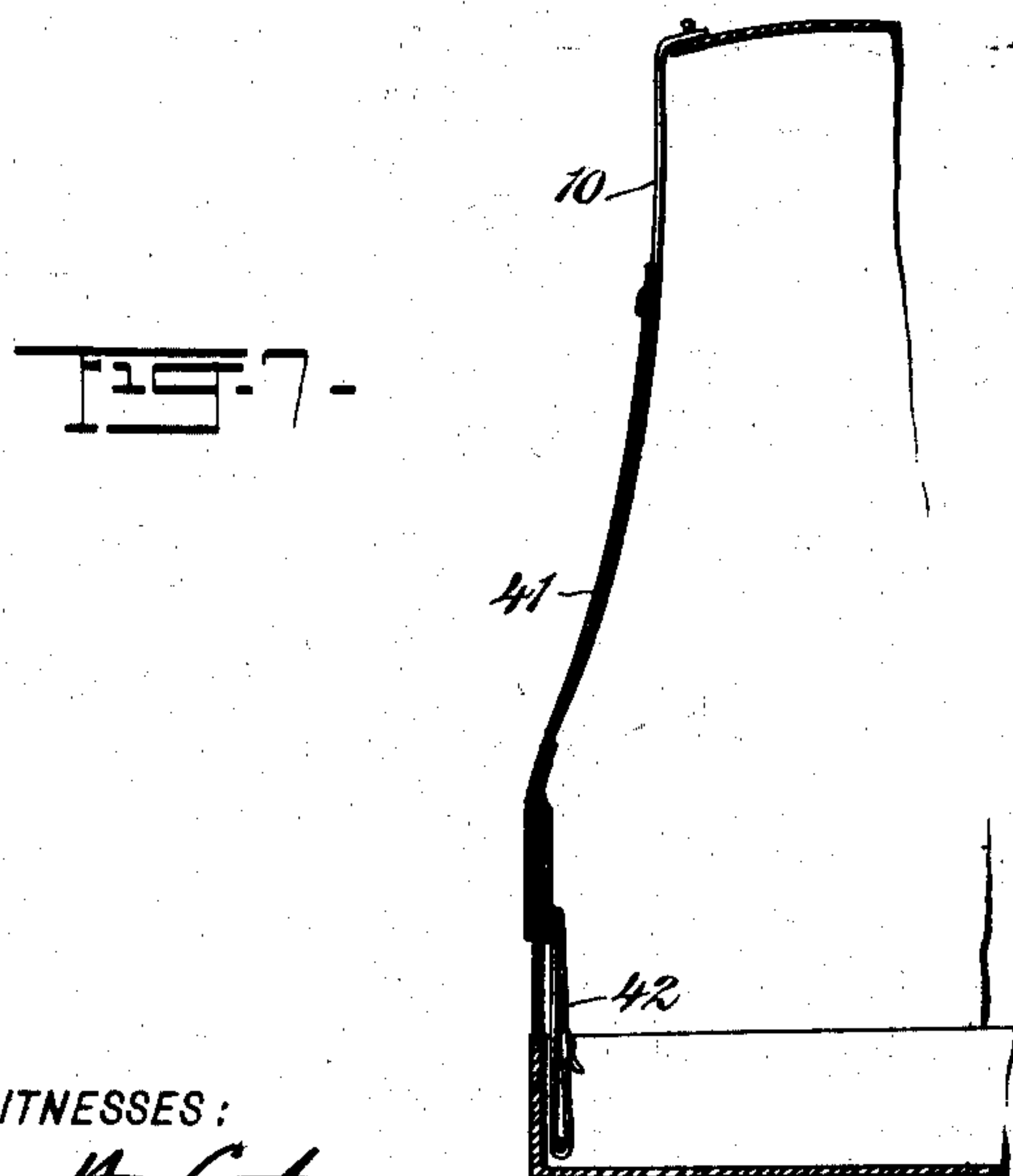
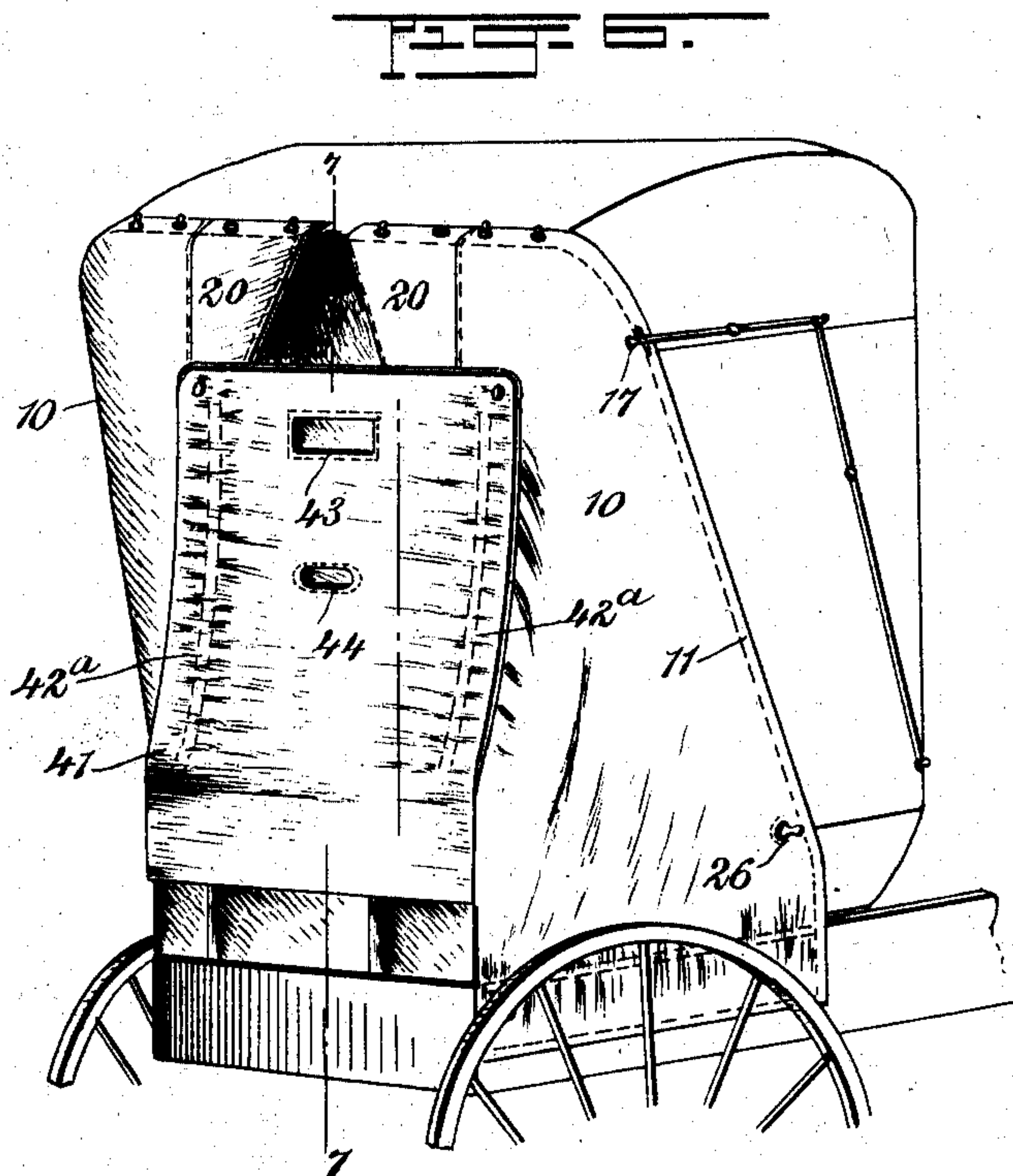
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UNITED STATES PATENT OFFICE.

JAMES WESTERMAN SIMMONS, OF BLOOMINGTON, INDIANA.

STORM-CURTAIN.

SPECIFICATION forming part of Letters Patent No. 706,461, dated August 5, 1902.

Application filed March 5, 1902. Serial No. 96,774. (No model.)

To all whom it may concern:

Be it known that I, JAMES WESTERMAN SIMMONS, a citizen of the United States, and a resident of Bloomington, in the county of Monroe and State of Indiana, have invented a new and Improved Storm-Curtain, of which the following is a full, clear, and exact description.

This invention relates to improvements in storm-curtains for top-buggies; and the object is to provide a curtain that may be readily adjusted to protect the occupant of a vehicle from stormy weather or wind and so arranged that it may be fastened back when not required for use in such a manner as not to interfere with the lowering of the top when desired, and, further, to so construct the curtain that it will yield with the movements of the top when the vehicle is in motion.

I will describe a storm-curtain embodying my invention and then point out the novel features in the appended claims.

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

Figure 1 is a perspective view of a vehicle, showing curtains embodying my invention as applied thereto. Fig. 2 is an inside view of a curtain embraced in the invention. Fig. 3 is a section on the line 3-3 of Fig. 2. Fig. 4 is a detail showing a means for fastening the curtain around the front top-prop. Fig. 5 is a section on the line 5-5 of Fig. 2. Fig. 6 is a perspective view showing the curtains and an extra front curtain that may be employed, and Fig. 7 is a section on the line 7-7 of Fig. 6.

As shown in the drawings, two curtains are provided, one on each side of the buggy; but as they are both alike a detail description of one will answer for both.

Referring to the drawings, 10 designates the body portion of the curtain, made of any suitable material—such, for instance, as rubber drill. The rear edge 11 of the curtain is curved for a greater portion of its length, so as to fit along the front bow of the buggy-top. At its upper end it has eyelets or buttonholes 12 and 13 for engaging with pins 14 and 15 on the top portions of the front bow, as clearly indicated in Fig. 1. Near the eyelet 13 it is

provided with an outwardly-opening eyelet 16 for engaging around the top of the prop 17, and when engaged with the prop the opposite edges of the outward opening may be held together by any suitable means. In Fig. 4 I have shown a metal loop 18 attached to one side of the opening and engaged at the opposite side by a swinging hook 19.

At the inner edge at the upper portion the curtain may be provided with an angular inwardly-extending wing 20, provided at its upper edge with eyelets 21, 22, the eyelets 22 being designed for engaging with a button 24 on the front bow, as shown in Fig. 1, while the eyelet 21 is to engage the pin 14 when the wing is turned back. This portion of the curtain need not be used excepting in very stormy weather and when blowing directly in the front of the vehicle. When not desired for use, the curtain may be turned back and the eyelet 21 engaged with the pin 15 and eyelet 22 engaged with pin 14.

Near the bottom at the rear edge the curtain is provided with an opening 25 to receive the nut 26 at the base of the top bow, and it is provided along the lower portion with eyelets or buttonholes 39 and 40 for engaging, respectively, with pins 30 and 31 on the sides of the buggy-body. When the curtain is not desired for use or when a person desires to enter the buggy, the curtain may be released from the pin 30 and turned back, and to prevent accidental disengagement from the pin 31 the said pin 31 will be made in the form of a screw-eye and a leather thong 34, attached at one end to the curtain, may be passed through said screw-eye.

It will be seen that when the two curtains are adjusted there is a narrow opening between them through which the driver may see and through which the reins may pass. It is obvious that both curtains may be used together or that in some cases only one need be used—that is, used on the side in the direction from which the storm comes.

To permit of the rocking motion of the buggy-top during the movements of the vehicle, the lower portion of each curtain is made somewhat full, and extended a short distance along the front edge near the bottom is an elastic strap 35, and extended along

the rear portion for a short distance is an elastic strap 36, while these two straps are connected at their lower ends by an elastic strap 37. These several straps—that is, the
 5 straps 35 and 36—are arranged in the turned-over edges of the curtain, while the strap 37 has a covering 38. The eyelet or buttonhole 39 is located at the connecting-point of the straps 35 and 37, and the eyelet or button-
 10 hole 40 is located at the connection between the straps 36 and 37, these eyelets or buttonholes being designed to engage with pins or fastening devices on the buggy-body. The elastic features also render the curtain ad-
 15 justable to different sizes of buggies.

In addition to the storm-curtains above described I may employ a front curtain. (Shown in Figs. 6 and 7.) This curtain 41 has a
 20 pocket at its lower portion to receive the dashboard, as shown, and it is held down by straps 42, engaging with the foot-rail. Elastics 42^a are arranged in the side edges of the curtain, so as to permit its adjustment lengthwise. The curtain is also provided
 25 with a glass-covered sight-opening 43 and an opening 44 for the reins. The front curtain 41 may be secured to the curtains 10 by means of buttons.

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

1. A curtain for a vehicle, having a curved rear and top edge for engaging along the front bow of the vehicle-top, and a triangu-
 35 lar wing extending along the inner edge of the curtain, and means for securing the cur-

tain to the vehicle-body, substantially as specified.

2. Storm-curtains for a buggy, elastic straps extending along the front and rear
 40 edges of the curtains, transverse elastic straps connecting with the first-named straps, and a front curtain adapted for engagement with a dashboard and with the first-named
 45 curtains.

3. A storm-curtain for a buggy, adapted to be removably secured to the top of the buggy and to the body of the buggy, elastic straps extended along the front and rear
 50 edges of the curtain near the bottom, and a transverse elastic strap connecting with the first-named elastic straps.

4. A storm-curtain for a buggy, having its rear edge conformed to the front bow of the buggy-top and having at its inner edge ex-
 55 tended from the top downward, an angular wing, fastening devices on the buggy-top for engaging with the curtain, the said curtain being made somewhat full at its lower portion, elastic material extended along the front
 60 and rear edges of the curtain at the lower portion, and an elastic material extending transversely of the curtain and connecting with the first-named elastic materials, sub-
 65 stantially as specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JAMES WESTERMAN SIMMONS.

Witnesses:

ANDREW S. HALL,

THOMAS H. SIMMONS.