

No. 764,855.

PATENTED JULY 12, 1904.

E. S. LYND.
STORM SHIELD FOR CARRIAGES.

APPLICATION FILED MAR. 31, 1904.

NO MODEL.

Fig. 1.

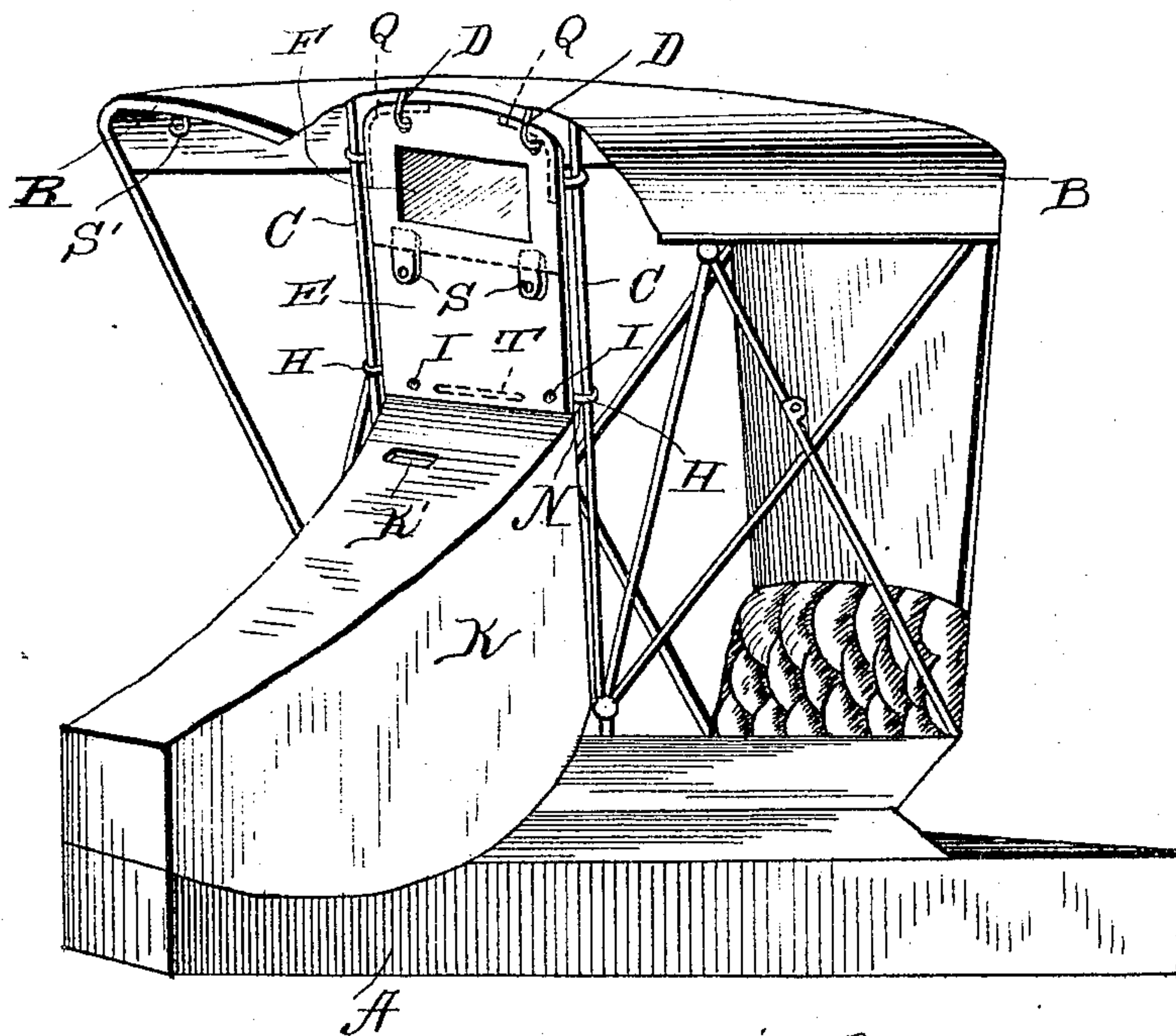


Fig. 2.

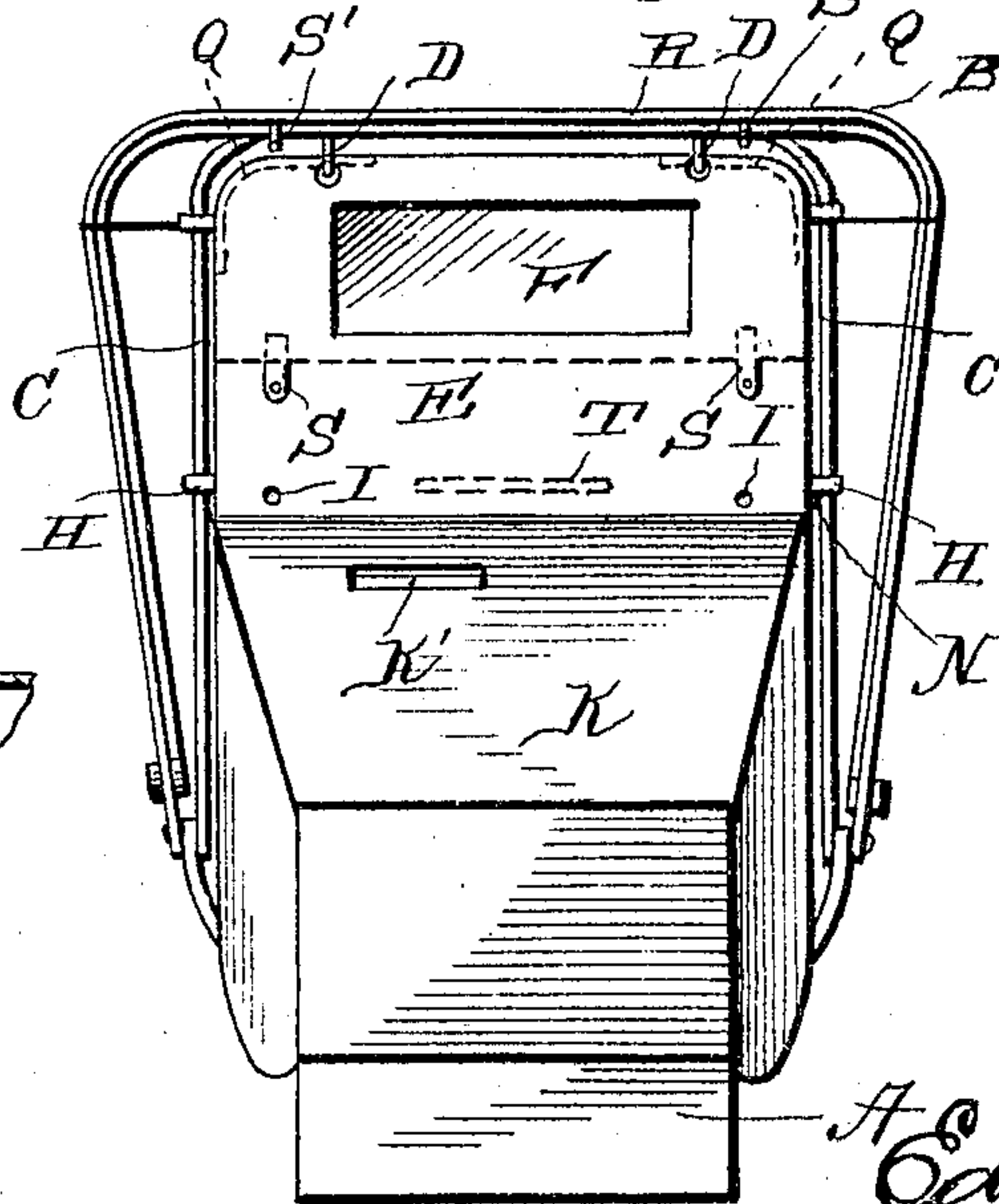


Fig. 4.

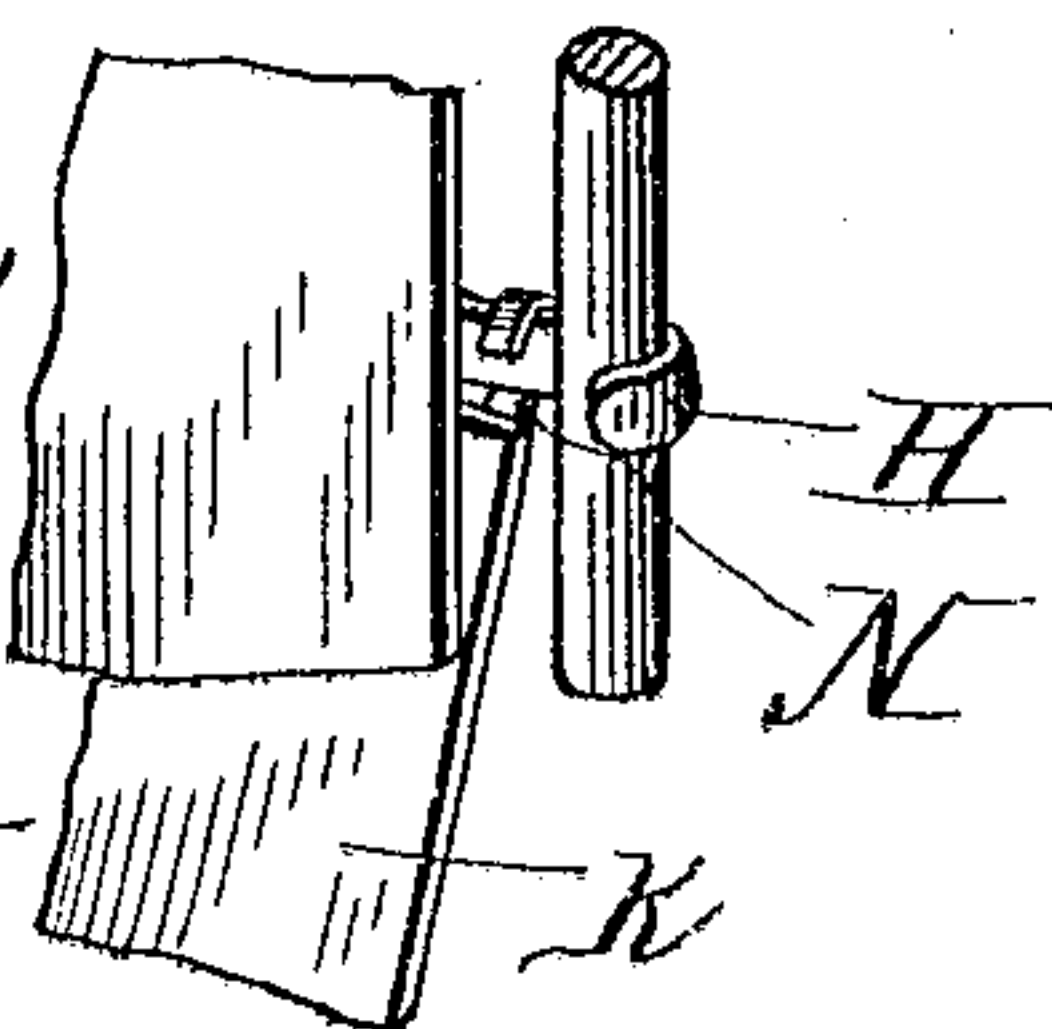
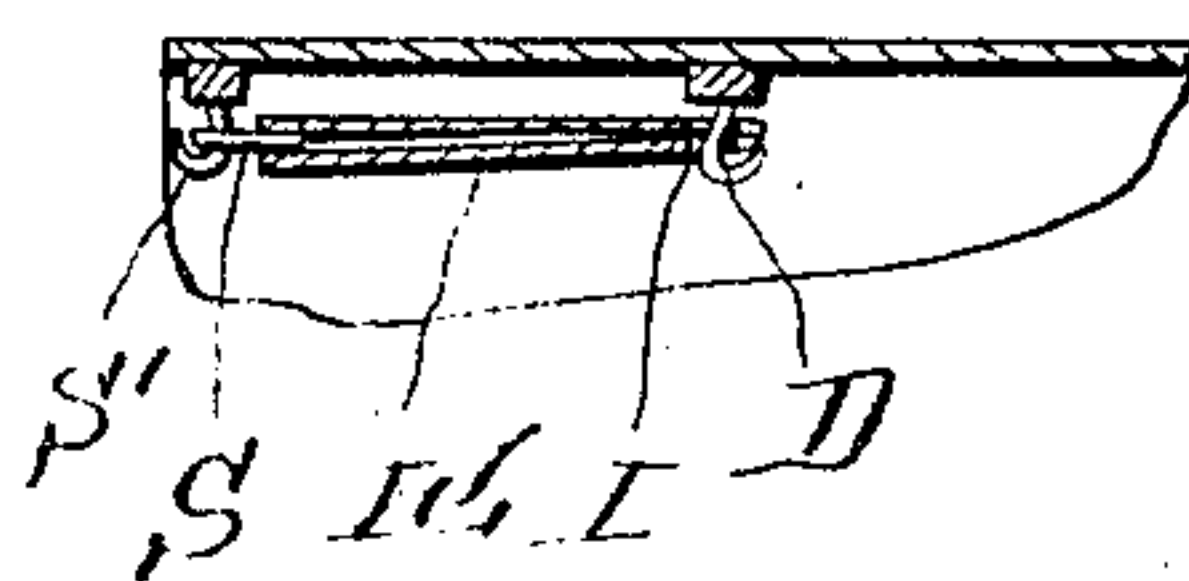


Fig. 3.



Witnesses

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STORM-SHIELD FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 764,855, dated July 12, 1904.

Application filed March 31, 1904. Serial No. 200,982. (No model.)

To all whom it may concern:

Be it known that I, EDWARD S. LYND, a citizen of the United States, residing at Orleans, in the county of Orange and State of Indiana, have invented certain new and useful Improvements in Storm-Shields for Carriages; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in storm-shields for carriages; and the object of the invention is to produce a device of this character which may be readily attached to or detached from a buggy-top and providing means for excluding wind or rain and at the same time affording means whereby the driver may have access to the reins conveniently outside the storm-shield.

The invention consists, further, in various details of construction and combinations and arrangements of parts which will be hereinafter fully described and then specifically defined in the appended claim.

My invention is illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this application, and in which—

Figure 1 is a perspective view of a carriage-top, showing my storm-shield as applied thereto. Fig. 2 is a front elevation showing the shield as applied to the top. Fig. 3 is a detail sectional view showing manner of folding the shield and hooking it up out of the way. Fig. 4 is a detail view showing manner of connecting the apron to the shield.

Reference now being had to the details of the drawings by letter, A designates the body of a carriage having a top B of the usual construction.

C C designate the upright portions of one of the bows of the top, which uprights when the top is raised are positioned substantially as shown in Fig. 1 of the drawings.

D designates hooks which are fastened to

said bow, having the upright portions C, and E designates a shield, which may be made of any suitable material and is provided with a window F therein, made of celluloid or any other suitable material. Hooks H project from the sides of said shield and are adapted to engage the uprights C of said bow, whereby the shield may be held in the position shown in the drawings. The lower end of the shield extends only substantially one-half of the height of the top, and an apron K, having a reinforcement K', is provided, which is adapted to fit over the dashboard, as shown, while its upper end is held by means of any suitable fasteners N to the lower end of said shield.

In order to hold the lower end of the shield taut, I employ a rubber drawing-string T, which will have a tendency to cause the two hooks at the lower ends of the shield to be held tightly against the upright braces of the bow. Positioned near the upper corners of the shield are two wires Q, which are curved or angled and adapted to conform to the curvature of the bows where the upright portions merge into the transverse portions, said wires being provided to hold the shield tight against the curved portions of the bow, so that wind or the elements do not pass by the shield.

Midway the length of the shield are fastened two straps S, which are adapted to engage hooks S', fastened upon the bow R, which is positioned along the front edge of the carriage-top. In utilizing said straps the shield is folded along the median line transversely, as shown by dotted lines, a short distance below the window, and after the apertures I in the lower free edge of the shield are caught in the hooks D the shield thus half folded is swung forward to the position shown in dotted lines in Fig. 1 of the drawings and the straps S caught over the hooks S', thus providing means whereby the shield may be held out of the way of persons getting into or out of the carriage.

The apron K, which is of the ordinary construction, is provided with hooks K', which are adapted to engage over the shank portions of the hooks H for supporting the rear end of said apron, or other suitable means may be

employed, if desired, the forward portion of the apron being adapted to fit over the dashboard in the usual manner.

By the provision of an apparatus embody-
5 ing the features of my invention it will be seen that means is provided for effectually protecting the occupants of a carriage and so arranged that the same may be unhooked to allow persons to get into or out of the carriage,
10 and when the device is not used the same may be folded into a small compact bundle.

While I have shown a particular construction of apparatus embodying the features of my invention, it will be understood that I may
15 make alterations in the detailed construction of the same, if desired, without in any way departing from the spirit of the invention.

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

A storm-shield for carriages comprising, in combination with a buggy-top, a shield, curved

rods fitted within the upper curved corners of said shield, eyes formed in the upper marginal edge of the shield underneath the inner
25 ends of said rods, hooks supported by the horizontal portion of one of the braces and adapted to engage said eyes, hooks secured to the portions of the shield adjacent to said rods and adapted for engagement with the braces
30 of the top, an elastic strip secured to the lower edge of the shield, and hooks secured to the opposite edges of the shield in alinement with said elastic strip and designed to engage a bow
35 of the top, and means for folding the shield and holding the same against said top, as set forth.

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

EDWARD S. LYND.

Witnesses:

CHARLES L. BOYD,

GEORGE W. LEGARDEN.