

No. 774,113.

PATENTED NOV. 1, 1904.

J. J. RUSSELL, JR.
STORM SHIELD FOR VEHICLES.

APPLICATION FILED JUNE 6, 1904.

NO MODEL.

Fig. 1.

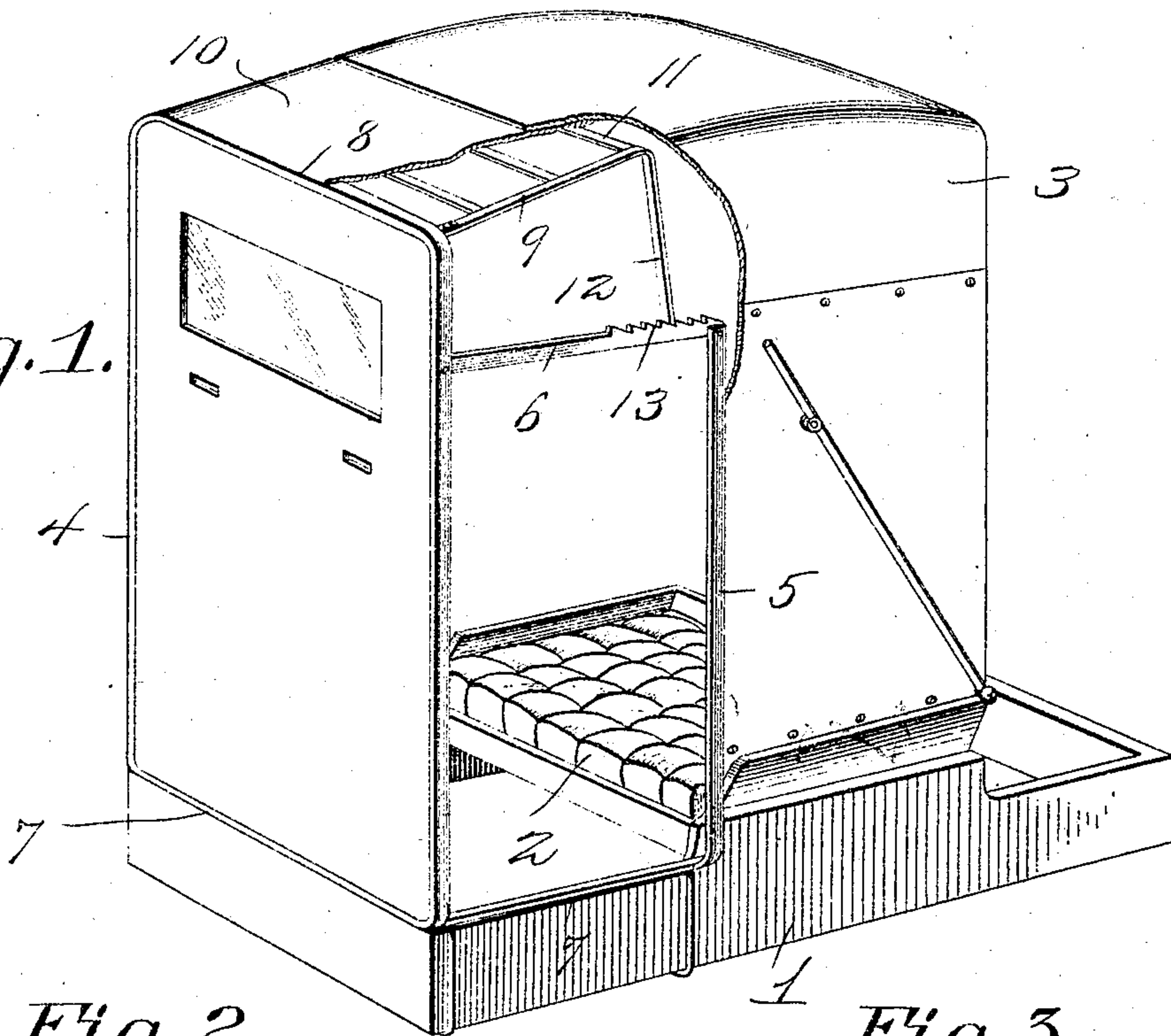


Fig. 2.

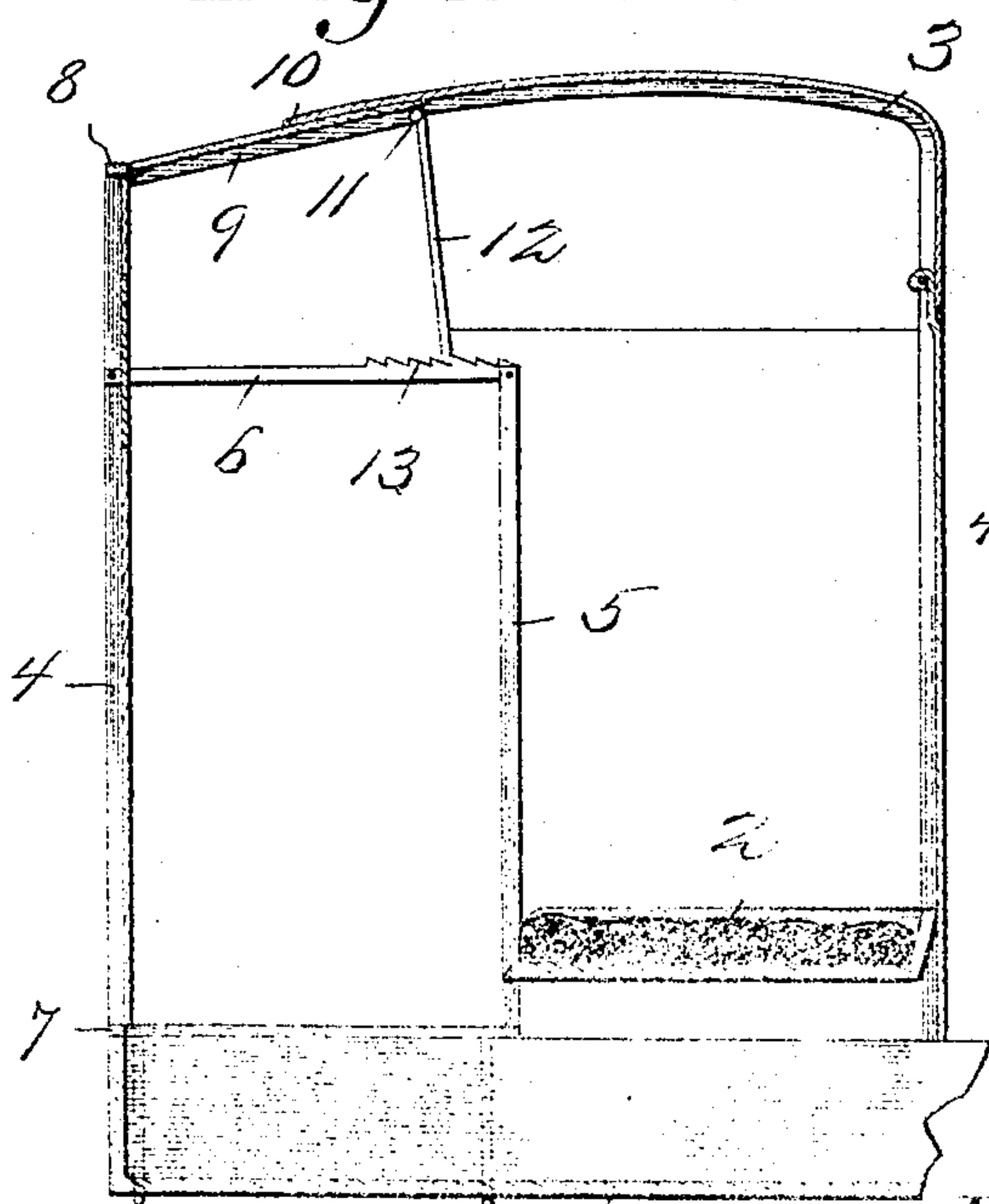


Fig. 3.

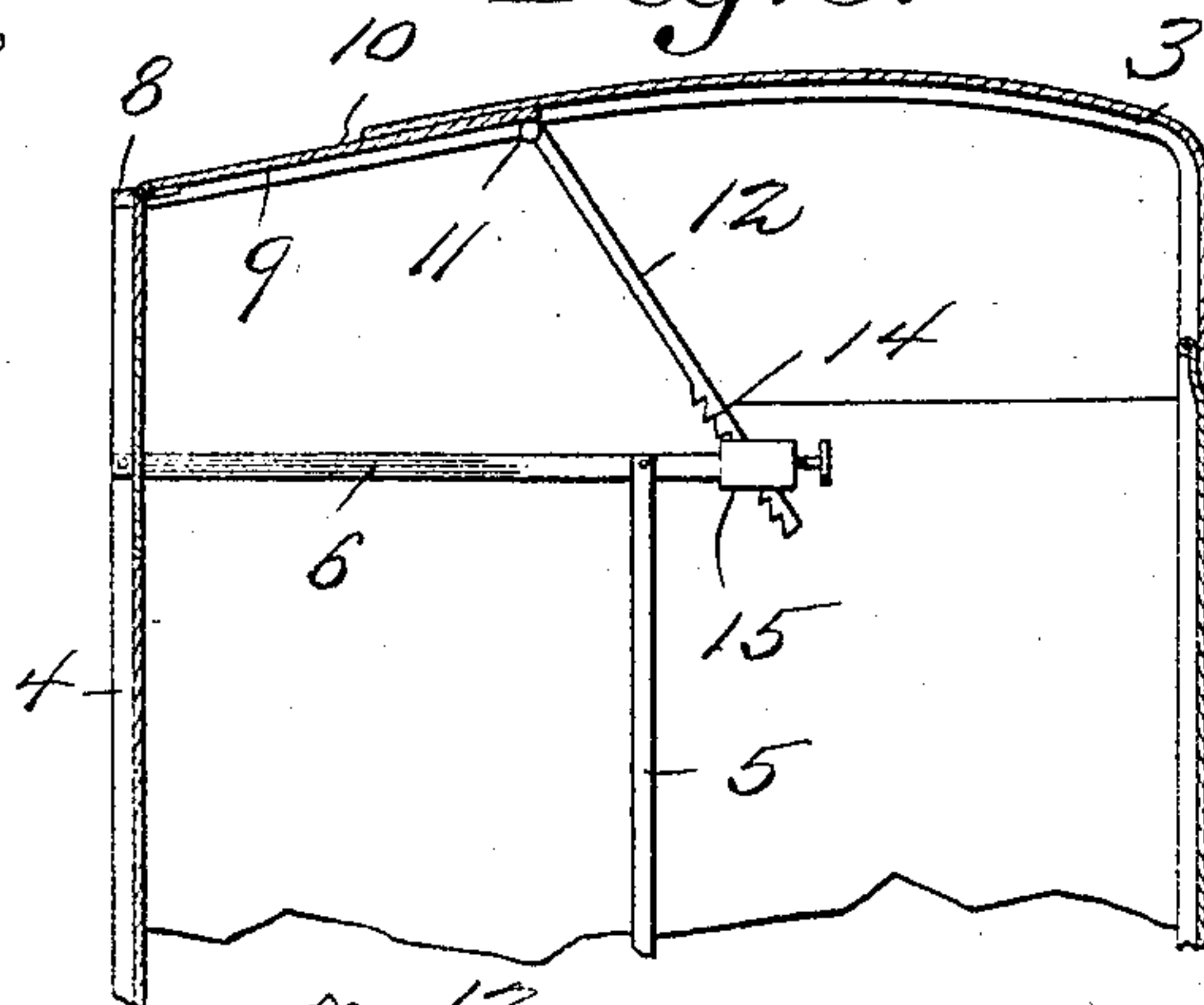
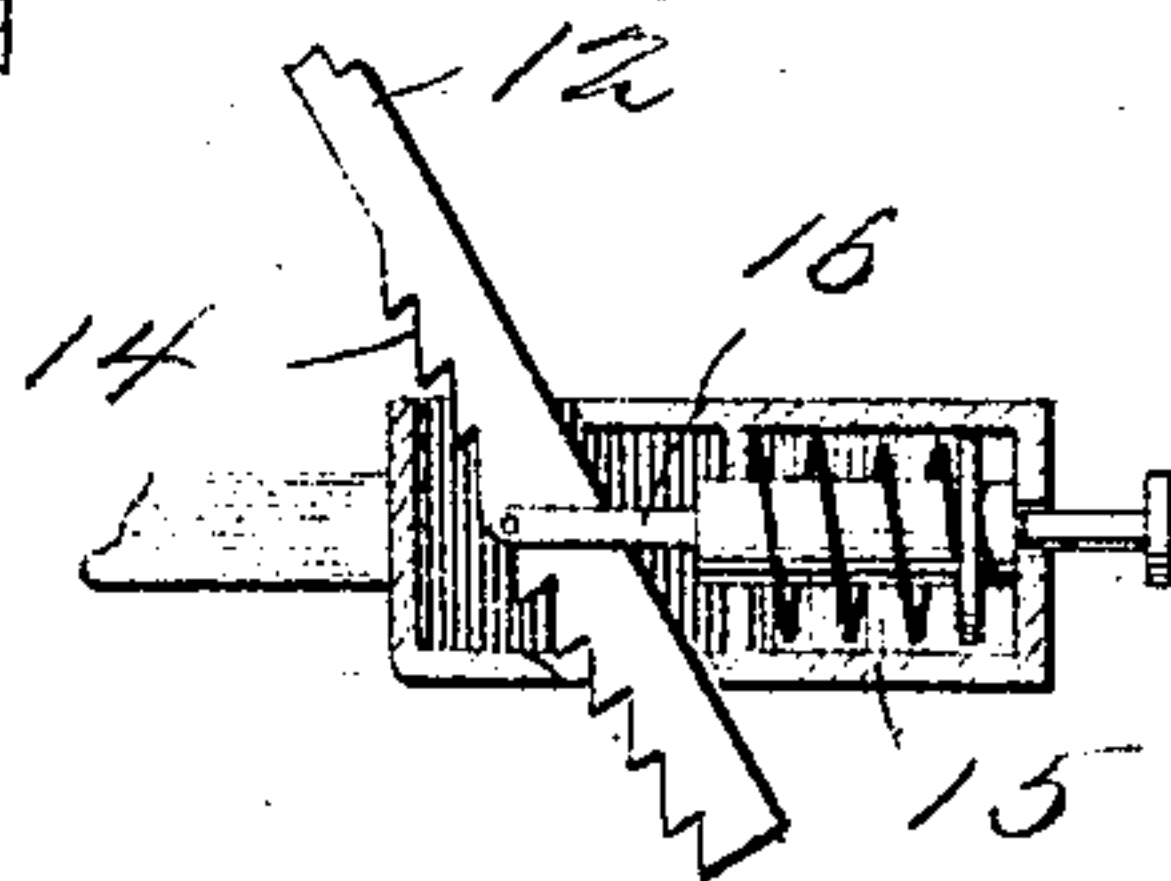


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

JOHN J. RUSSELL, JR., OF DEEPWATER, MISSOURI.

STORM-SHIELD FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 774,113, dated November 1, 1904.

Application filed June 6, 1904. Serial No. 211,358. (No model.)

To all whom it may concern:

Be it known that I, JOHN J. RUSSELL, Jr., a citizen of the United States, residing at Deepwater, in the county of Henry and State of Missouri, have invented a new and useful Storm-Shield for Vehicles, of which the following is a specification.

This invention relates to storm-shields for vehicles; and its object is to effect a simple, convenient, and efficient closure between the top of the vehicle to which the invention is applied and the upper portion or head of the device.

Another object of the invention is to permit the top of the vehicle to extend over the hood of the shield instead of reversely, as has heretofore usually been the case, thereby permitting the desired connection to be effected more readily and conveniently by a person seated in the vehicle.

Other objects of the invention reside in the structural details whereby the invention is preferably carried into effect.

With these and other ends in view, which will readily appear as the nature of the invention is better understood, the same consists in the improved construction and novel arrangement and combination of parts, which will be hereinafter fully described, and particularly pointed out in the claims.

In the accompanying drawings has been illustrated a simple and preferred form of embodiment of the invention. It is to be understood, however, that no limitation is necessarily made to the precise structural details therein exhibited, but that the right is reserved to any changes, alterations, and modifications which come fairly within the scope of the invention and which may be resorted to without departing from the spirit or sacrificing the advantages of the same.

In said drawings, Figure 1 is a perspective view of a buggy-top, showing the invention applied to the same, parts of the covering having been broken away for the purpose of illustrating the construction more clearly. Fig. 2 is a vertical sectional view. Fig. 3 is a vertical sectional view illustrating a modification. Fig. 4 is a sectional detail view through

one of the spring-catch casings illustrated in Fig. 3.

Corresponding parts in the several figures are indicated by similar characters of reference.

In the accompanying drawings has been shown a buggy-box 1, having a seat 2 and an ordinary folding top 3.

The shield attachment in its preferred form includes a front bow 4, side frames, including uprights 5 and top bars 6, and a base-frame 7, adapted to be supported on the buggy-box between the seat and the dashboard. It is to be understood, however, that I do not limit myself to the precise construction of the shield-frame herein exhibited, inasmuch as the construction of said frame may be greatly varied within the scope of the invention.

Hingedly connected with the top bar 8 of the front bow 4 is a rearward-extending frame 9, which is covered with suitable material to constitute a hood which is of suitable width to extend under the front bow of the vehicle-top when the latter is raised. The construction of this hood may be considerably varied within the scope of my invention. It may be padded with hair or other flexible material, so as to constitute a cushion which may be pressed up tightly against the under side of the front bow of the buggy-top. It may be provided with a flexible strip extending across the same and coinciding with the front bow of the buggy-top. It may constitute a pneumatic cushion, or it may be constructed in any other suitable manner which shall permit it to be pressed up tightly against the under side of the front bow of the vehicle-top, so as to effect a tight joint. It is obvious that in any case the covering should be of waterproof material.

Hingedly connected with the rear end of the hood-frame 9 is a rod 11, having depending legs 12 adapted to engage ratchet-bars 13, terminating upon the top bars 6 of the side or door frames of the shield.

The operation of this form of the invention will be readily understood from the foregoing description, taken in connection with the drawings hereto annexed. To apply the invention,

the vehicle-top is first thrown back. The shield is then mounted in position, the vehicle-top is then raised, and the hood-frame 9 is then pressed upward against the under side of the buggy-top, the legs of said frame being meanwhile brought forward so as to engage the ratchet-bars 13 and to sustain the hood-frame in an intimate relation with the buggy-top, so as to produce a perfectly-tight and closely-fitting joint. In this manner the buggy-top will be greatly sustained and strengthened and there will be no possibility of water leaking between the buggy-top and the hood of the storm-shield.

Under the modified construction shown in Figs. 3 and 4 the ratchet-bars 13 are omitted and the legs 12 are provided with ratchet-teeth 14 and are extended through casings 15, containing spring-actuated catches 16, engaging the said ratchet-teeth. The operation is obviously similar to that already described.

I desire it to be particularly understood that I do not limit myself to any particular construction of the hood nor to any particular means for retaining the same in position with relation to the vehicle-top.

Having thus described the invention, what is claimed is—

1. A storm-shield including an upright front frame, a hood-frame hingedly connected with the upper edge of said front frame, and means for forcing the free end of said hood-frame in an upward direction.

2. In a storm-shield, an upright front frame, a rearwardly-extending hood-frame connected hingedly with the upper edge of said front

frame, and means for elevating and for retaining at any desired elevation the free end of said hood-frame.

3. The combination with a top vehicle, of a storm-shield including an upright front frame, a hood-frame hingedly connected with said front frame and extending rearwardly under the vehicle-top, and means for forcing the upper side of said hood-frame upwardly into intimate engagement with the vehicle-top.

4. In a storm-shield, an upright front frame, a covered hood-frame hingedly connected with said front frame, said hood-frame being adapted to extend rearwardly, to lie in contact with and to be overlapped by a vehicle-top, means for pushing the free end of said hood-frame in an upward direction, and means for sustaining it in adjusted position.

5. A storm-shield, a hood-frame connected hingedly therewith, legs connected hingedly with said hood-frame, and ratchet-bars arranged for engagement with said legs.

6. A storm-shield including side frames constituting door-openings, a hood-frame hingedly connected with the front frame of the shield, legs hingedly connected with said hood-frame, and ratchet-bars mounted upon the top bars of the door-frames and adapted for engagement with said legs.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOHN J. RUSSELL, JR.

Witnesses:

E. M. GOODWIN,
W. E. GOODWIN.