

No. 779,561.

PATENTED JAN. 10, 1905.

H. D. PURSELL,  
STORM FRONT FOR VEHICLES.  
APPLICATION FILED OCT. 3, 1904.

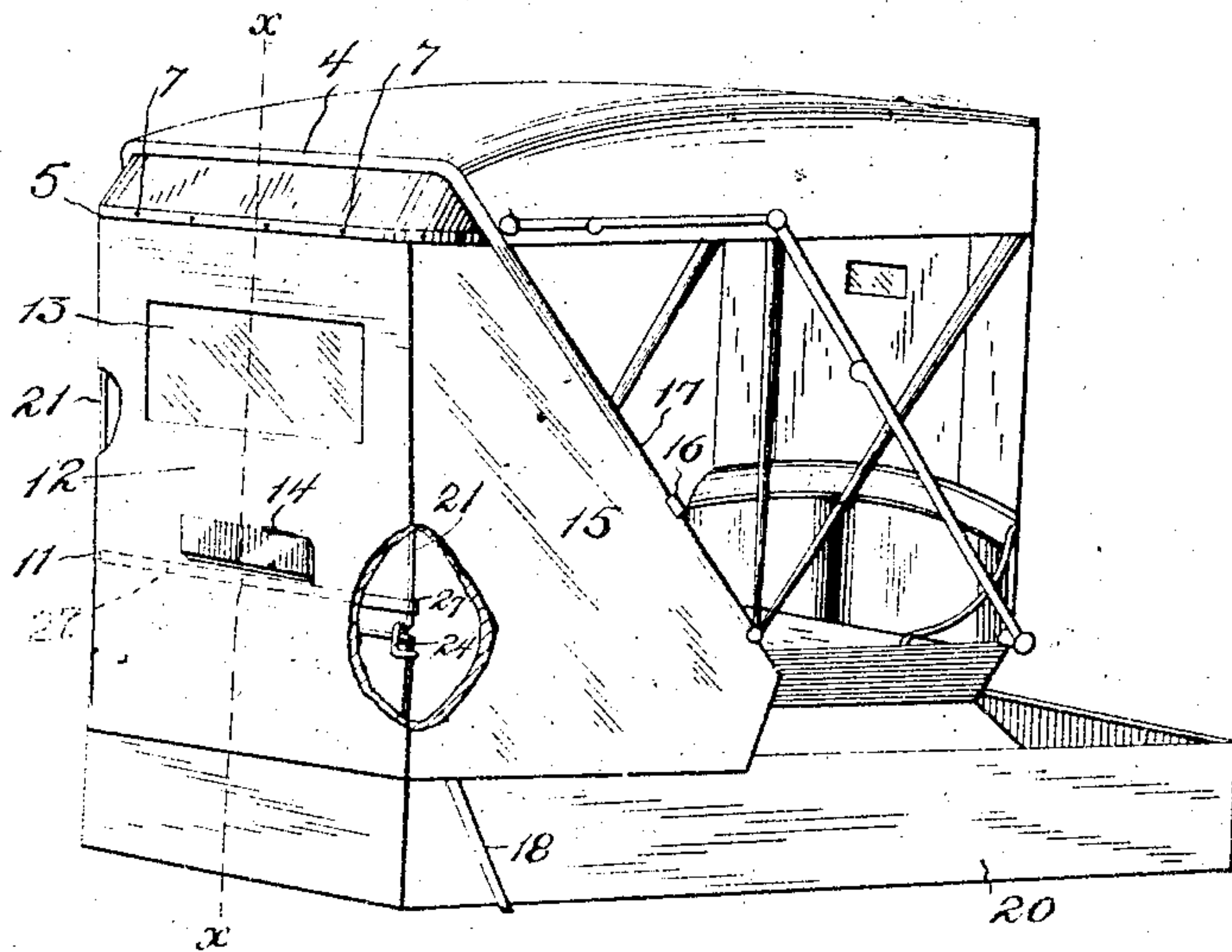


Fig. 1.

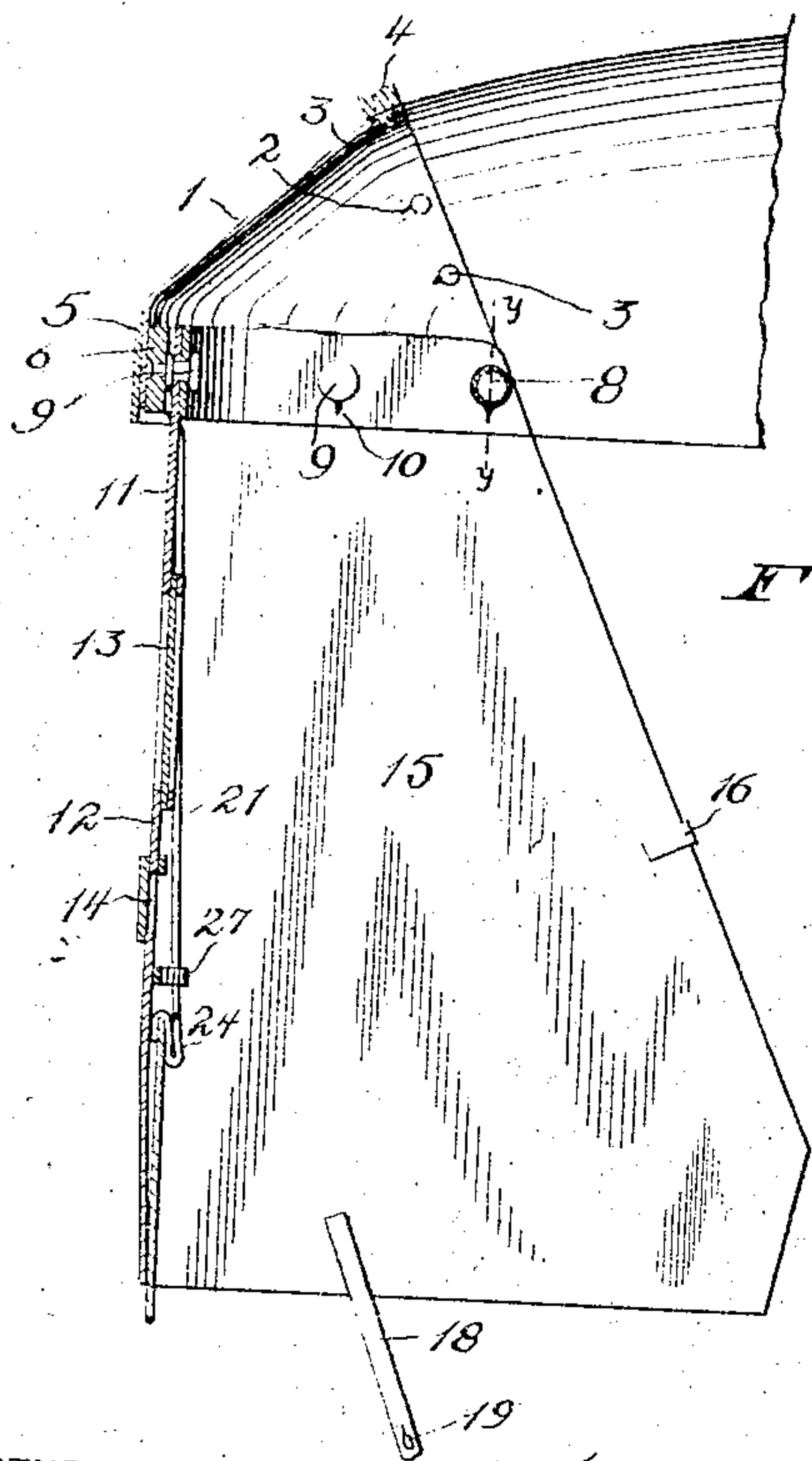


Fig. 2.

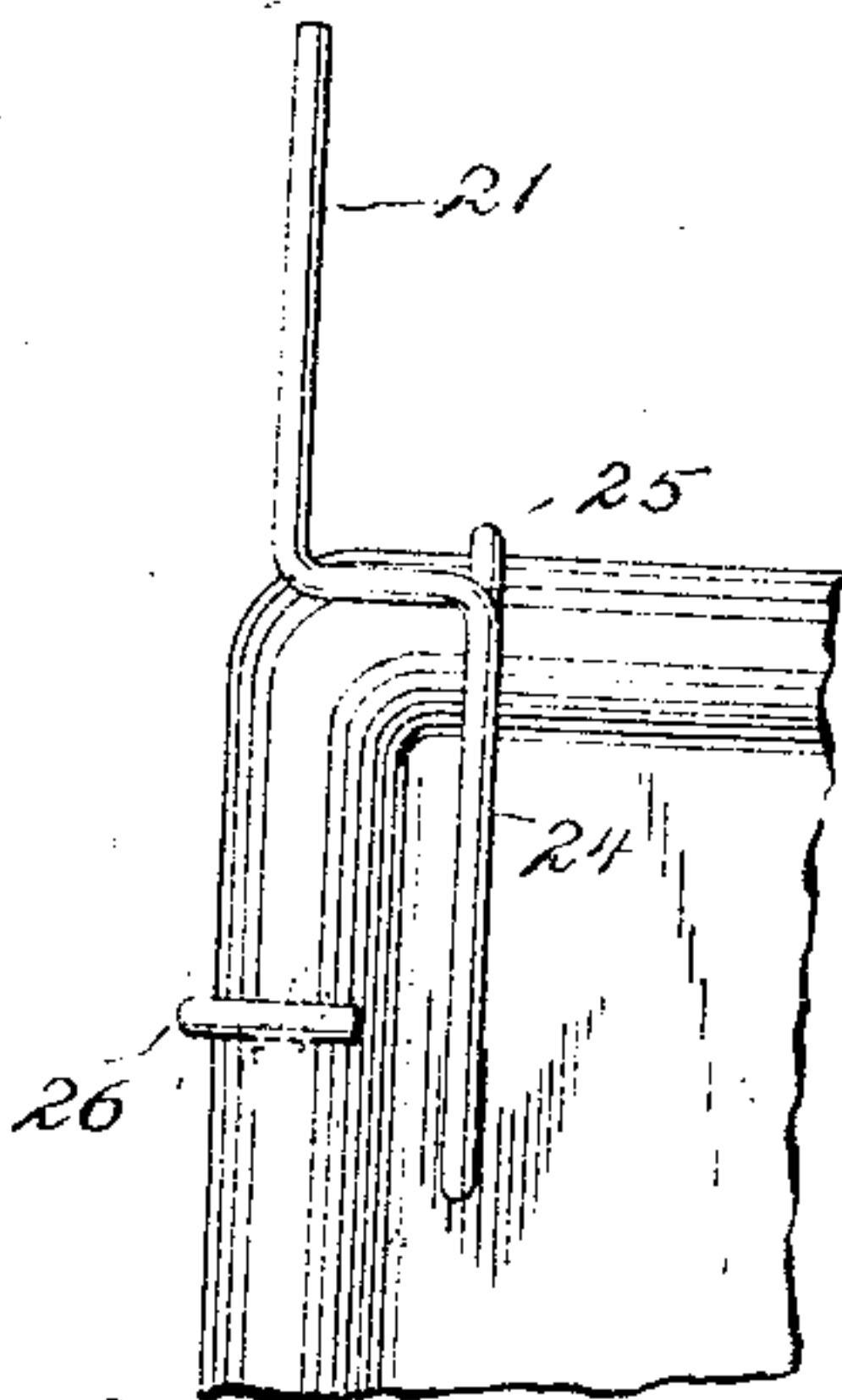


Fig. 3.

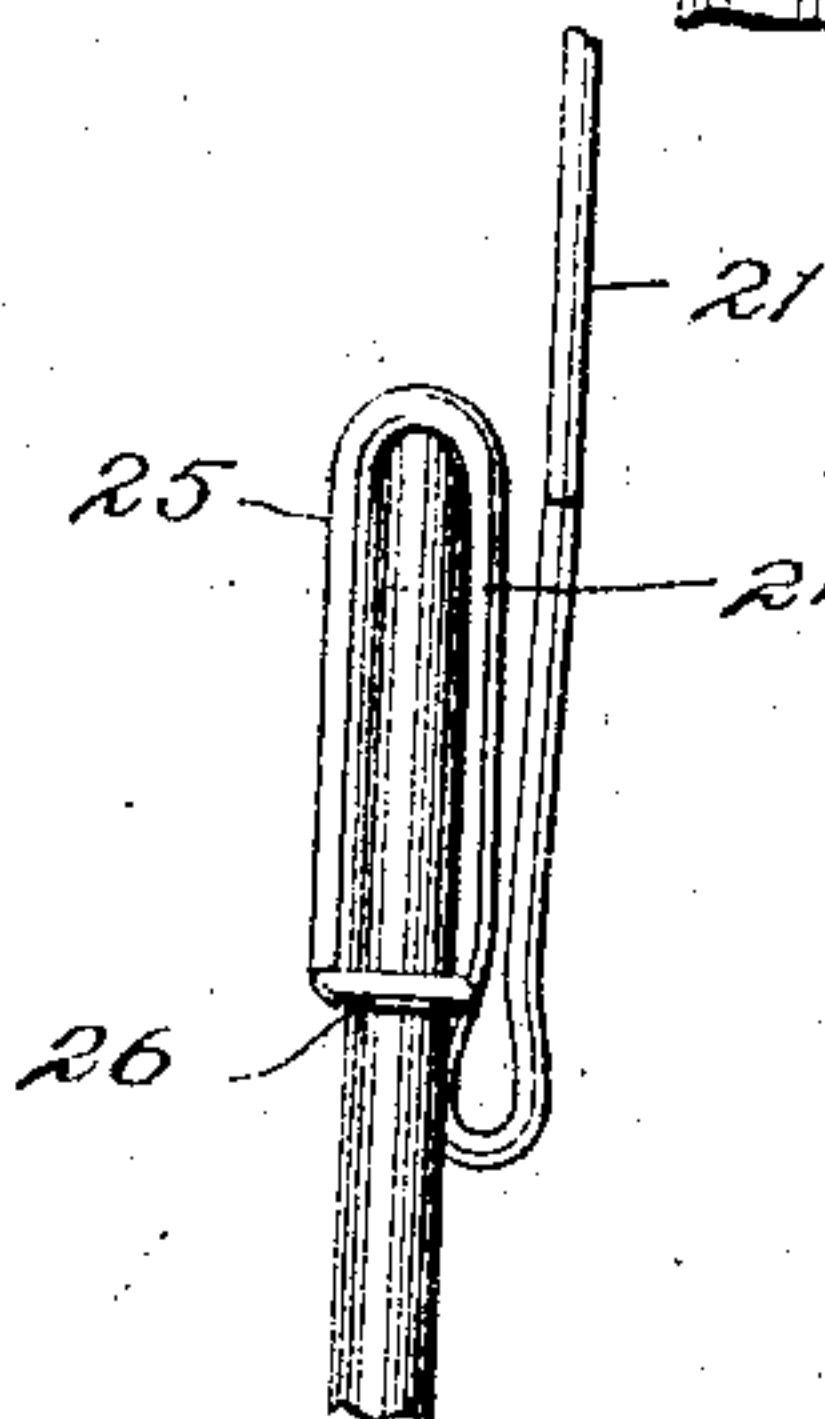


Fig. 4.

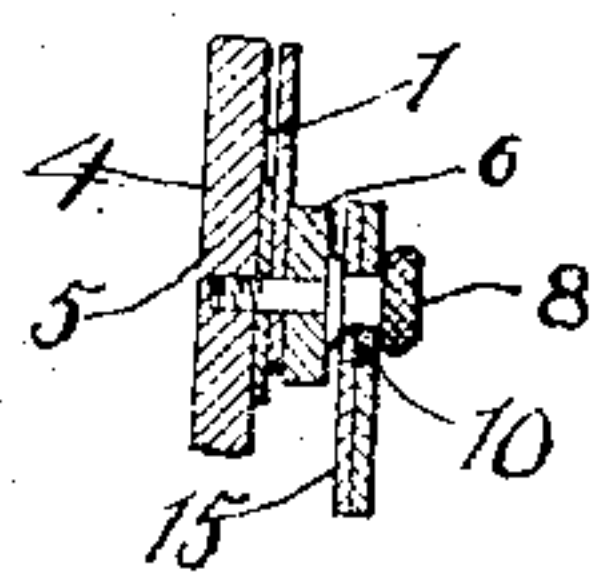


Fig. 5.

WITNESSES:

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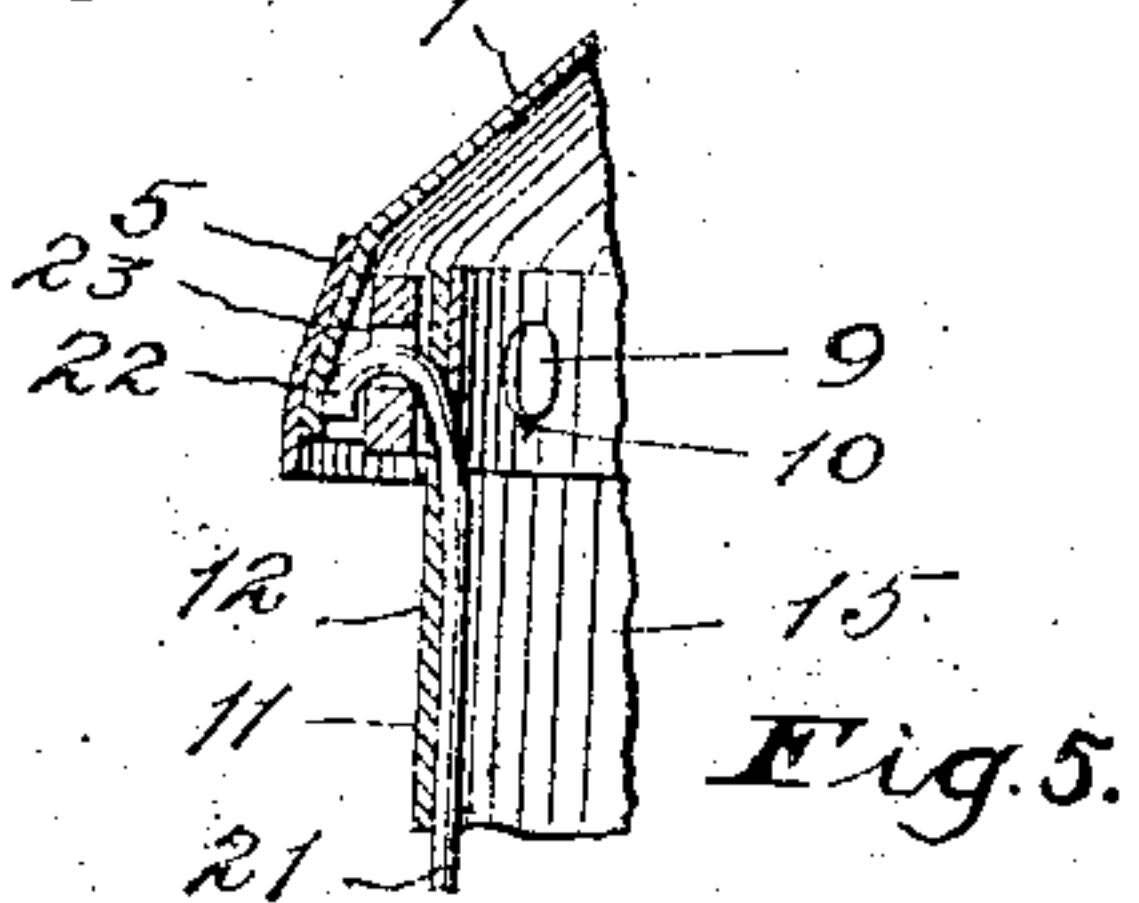


Fig. 6.

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# UNITED STATES PATENT OFFICE.

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## STORM-FRONT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 779,561, dated January 10, 1905.

Application filed October 3, 1904. Serial No. 227,056.

*To all whom it may concern:*

Be it known that I, HARRY D. PURSELL, a citizen of the United States, residing at Washington Court-House, in the county of Fayette and State of Ohio, have invented a certain new and useful Improvement in Storm-Fronts for Vehicles, of which the following is a specification.

My invention relates to a new and useful improvement in storm-fronts for vehicles.

The object of the invention is to provide simple and efficient means which may be readily attached to or detached from the bow of a buggy or other vehicle for shutting out the weather.

Another feature resides in stiffening means for holding the front in shape.

Finally, the object of the invention is to provide a device of the character described that will be strong, durable, and efficient and simple and comparatively inexpensive to make.

With the above and other objects in view the invention consists of the novel details of construction and operation, a preferable embodiment of which is described in the specification and illustrated in the accompanying drawings, wherein—

Figure 1 is a perspective view of a buggy body or top, illustrating my storm-front in position thereon, said storm-front being broken away to show the corner-rods. Fig. 2 is a vertical sectional view of the storm-front, taken on the line *xx* of Fig. 1 and showing a portion of the bow of the buggy. Fig. 3 is a detailed partial elevation of the dashboard and a portion of one of the corner-rods and its spring-clip attached thereto. Fig. 4 is an end elevation of the parts shown in Fig. 3. Fig. 5 is a partial vertical sectional view of the hood and front, showing the manner of supporting the corner-rods; and Fig. 6 is a vertical sectional view taken on the line *yy* of Fig. 2, showing one of the thumb-screws for securing the hood in place.

In the drawings the numeral 1 designates the hood, which is formed along its upper end with a plurality of buttonholes 2, which are adapted to engage buttons 3, disposed along the under edge of the bow 4, as clearly shown in Fig. 2. The lower end of the

hood, together with a facing-strip 5 extending thereabout, is secured to a U-shaped hood-frame 6 by suitable fastenings, such as rivets 7. The U-shaped hood-frame 6 has its ends slightly flared and is provided at each end with a set-screw 8, adapted to pass through the hood 1 and the binding-strip 5 into the bow 4. It will thus be seen that by disengaging the thumb-screws 8 from the bow and disengaging the buttonholes 2 from the buttons 3 the hood may be readily removed, and it is easily placed in position by engaging the buttonholes 2 with the buttons 3 and the thumb-screws 8 with the hood 4. The frame 6 is provided around its inner face with a plurality of buttons 9, over which the buttonholes 10 of the storm-front 11 are adapted to engage.

The storm-front comprises the front or shield portion 12, which is provided with the usual window 13 and rein-opening and cover 14. Wings or flaps 15 extend rearwardly along the sides of the vehicle from the front portion 12, and each are provided with a hook 16, engaging about the side members 17 of the bow-frame, and a strip 18, having a buttonhole 19 in its lower end adapted to engage about a suitable button properly located on the under side of the body 20 of the vehicle.

For the purpose of stiffening the storm-front and holding the same in shape I provide the corner rods or posts 21, which I preferably form of stout wire having sufficient resiliency to hold it in shape. The rods are each formed at their upper ends with a hook 22, engaging in an aperture 23 in the frame 6 from the inside of the storm-front. The rods each pass through the storm-front at its upper end, so as to extend downward on the inside thereof, and are, as shown in Fig. 1, arranged in the corners thereof. Each rod is formed at its lower end with a spring-clip member 24, formed by doubling the wire back upon itself, so that it will have a vertical loop 25 extending on both sides of the dash and a horizontal hook member 26 extending at right angles to the loop 25 along the front of the dash and engaging around the end thereof, as clearly shown in Figs. 3 and 4. A strap



27, secured to the inner face of the front portion 12, is buckled about the corner-rods 21 for the purpose of holding said front portion in position, and thereby preserving the shape of the storm-front.

The front portion 12 and the wings or flaps 15 extend below the upper edge of the vehicle-body 20, so as to fully protect the interior of the vehicle from the weather. The straps 18, as before described, are secured, by means of the buttonholes 19, to suitable fastenings on the under side of the body 20, thus holding the storm-front down and preventing it being lifted by the wind.

It is obvious that the storm-front may be readily removed by disengaging the hooks 16, the straps 18, and the buckled strap 27 and the buttonholes 19 from the buttons 9 and the thumb-screws 8. The rods 21 are also easily removed by swinging the same outward to disengage the spring-clips 24 from the dash and then removing the hooks 22 from the apertures 23.

Having now fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a device of the character described, the combination with a vehicle, of a hood detachably connected thereto, a storm-front detachably connected to the hood, and detach-

able stiffening means extending from the hood to the vehicle in contact with the storm-front.

2. In a device of the character described, the combination with a hood and a storm-front, of stiffening-rods each comprising a supporting member engaged with the hood, and a spring-clip member adapted to detachably engage the dashboard of a vehicle.

3. In a device of the character described, the combination with a vehicle, of a hood adapted to be detachably connected with the vehicle-top and comprising a frame provided with buttons, a storm-front adapted to detachably engage the buttons, fastening means for securing the hood in place and supporting the inner ends of the storm-front, and corner-rods connected to the storm-front.

4. In a storm-front, the combination with a vehicle-top having a plurality of fastenings thereon, of a detachable hood having fastening means adapted to engage the fastenings of the top and comprising a frame provided with an apron-supporting means, and fastening means passing through the ends of the frame and engaging in the top of the vehicle for fastening the hood in place.

HARRY D. PURSELL.

In presence of—

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