

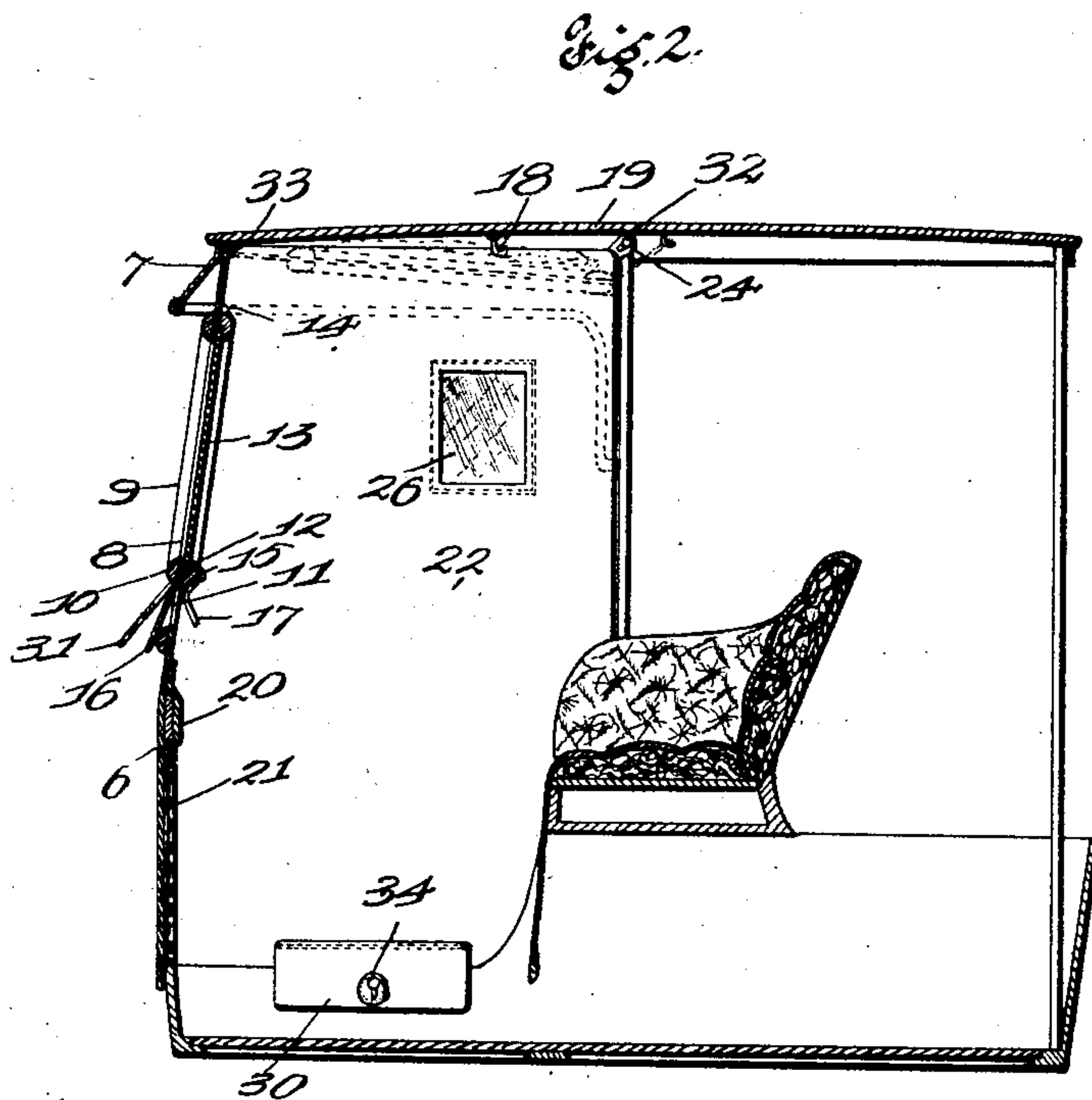
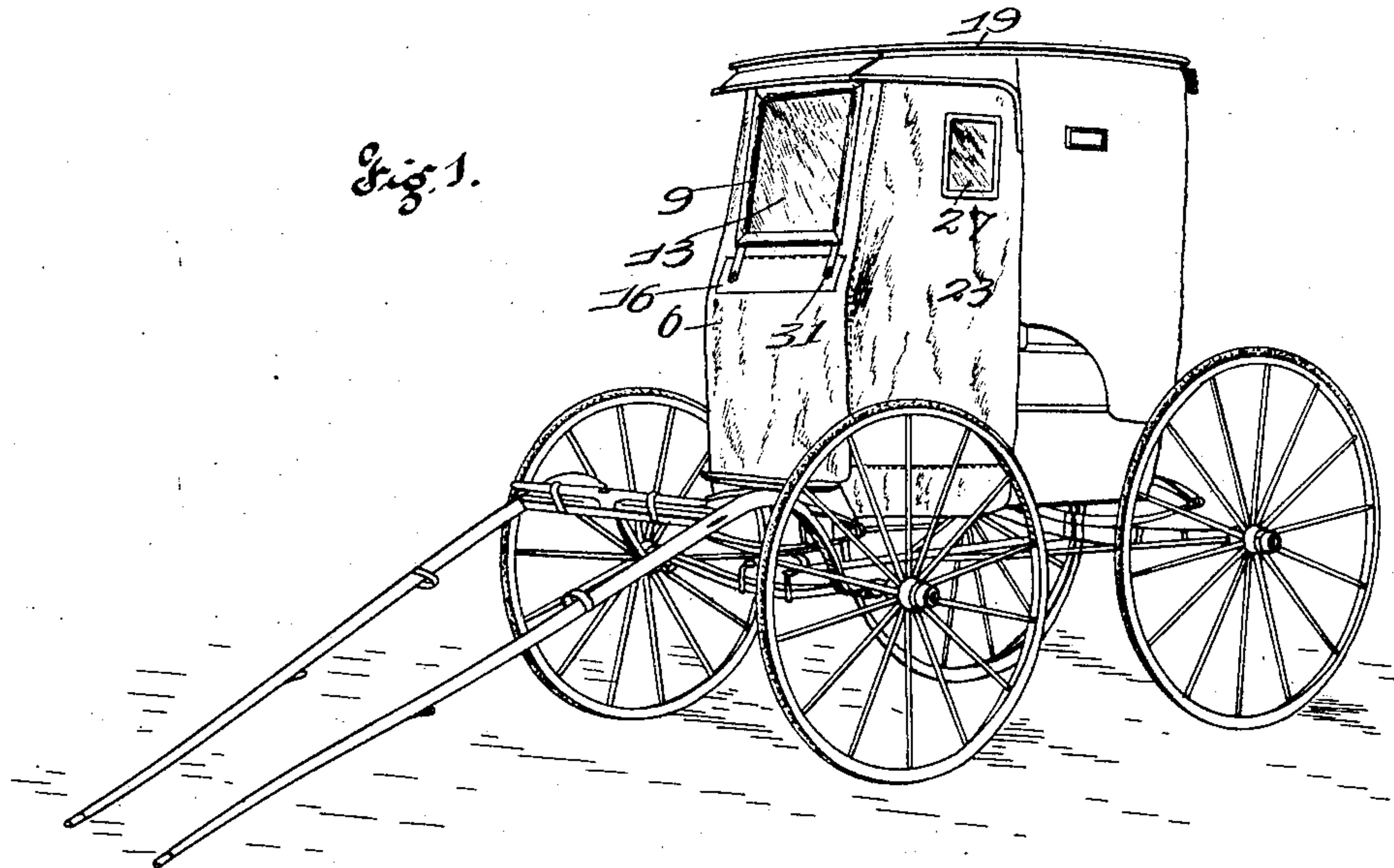
No. 779,849.

PATENTED JAN. 10, 1905.

C. M. HARVEY.  
FOLDING STORM SHIELD FOR VEHICLES.

APPLICATION FILED OCT. 25, 1904.

2 SHEETS—SHEET 1.



Witnesses  
Alfred E. Eick  
Edwin M. Harrington

Inventor  
Charles M. Harvey  
by Hydon & Rongen & Hopkins Attys.

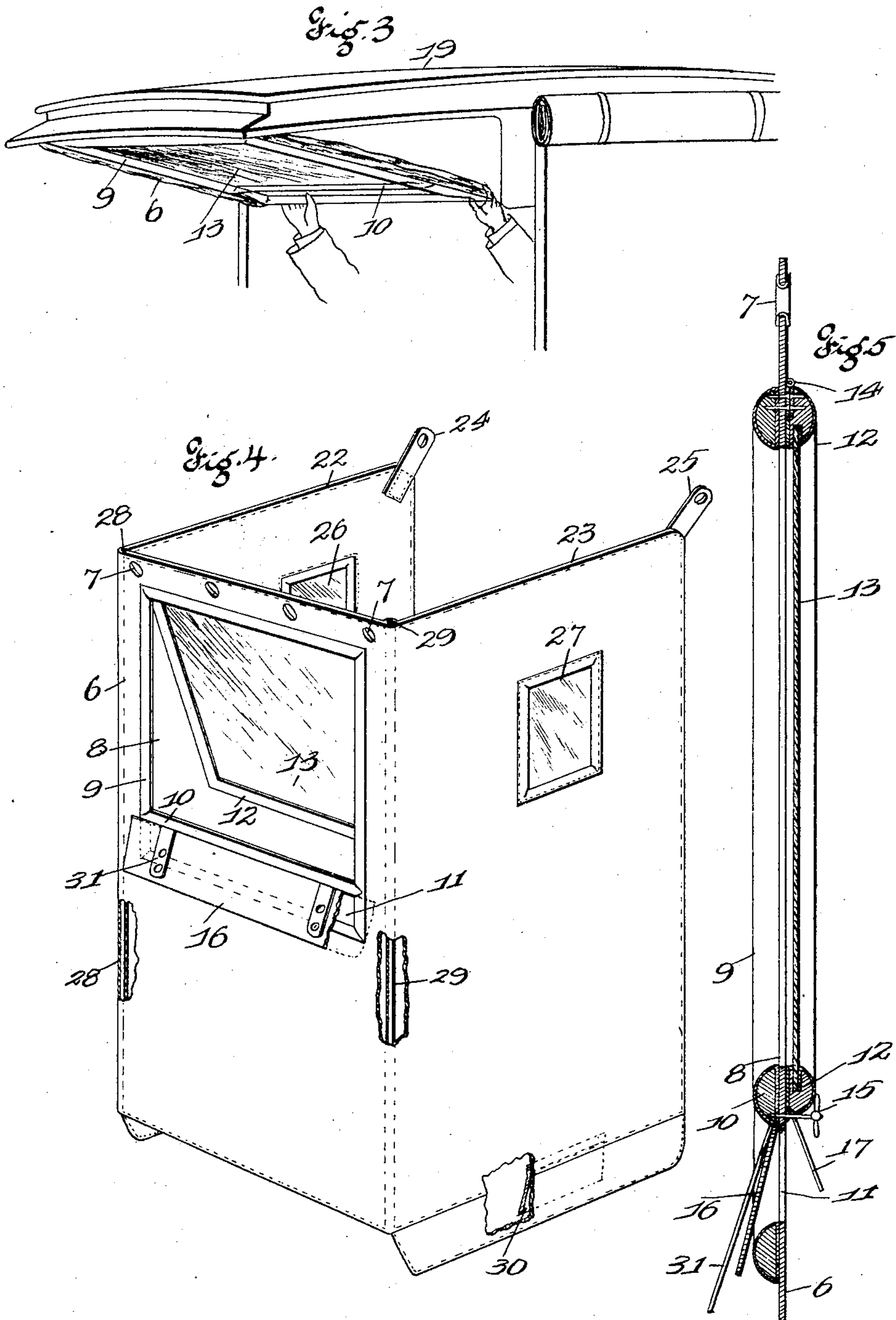
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Alfred Hicks  
Edw. M. Harrington.

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# UNITED STATES PATENT OFFICE.

CHARLES M. HARVEY, OF ST. LOUIS, MISSOURI.

## FOLDING STORM-SHIELD FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 779,849, dated January 10, 1905.

Application filed October 25, 1904. Serial No. 229,969.

*To all whom it may concern:*

Be it known that I, CHARLES M. HARVEY, a citizen of the United States, and a resident of St. Louis, Missouri, have invented certain new and useful Improvements in Folding Storm-Shields for Vehicles, of which the following is a specification containing a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to improvements in folding storm-shields for vehicles; and it consists of the novel features herein shown, described, and claimed.

In the drawings, Figure 1 is a perspective showing my folding storm-shield for vehicles in position for use upon a buggy. Fig. 2 is a vertical longitudinal section of the buggy-body with the storm-shield in position for use. Fig. 3 is a perspective of the top of the buggy, showing how the storm-shield is folded and put out of use. Fig. 4 is a perspective, upon an enlarged scale, of the storm-shield removed from the buggy. Fig. 5 is a sectional detail, upon an enlarged scale, through the front section of the storm-shield.

Referring to the drawings in detail, the front section 6 has a series of openings 7 along its upper edge and has a window-opening 8 in position to be directly in front of the driver and there being a window-casing 9 around the opening, there being a parting-strip 10 across the lower part of the frame to form the rein-opening 11. The window-sash 12 has a celluloid transparent window-pane 13, said sash being connected to the window-frame by the hinges 14. The window-sash 12 is substantially the same size as the window-opening 8, and a button 15 holds the window-sash in its closed position. A flap 16 is secured to the lower edge of the parting-strip 10 and hangs swingingly in front of the rein-opening 11. Perforated tongues 17 are attached to the lower edge of the window-frame 12, so that when it is desired to hold the window open the tongues 17 may be applied to the hooks 18, secured to the lower face of the roof 19 of the buggy-top. A strip 20 is secured to the inner face of the front section 6 immediately below the window-frame to form a pocket to receive the upper edge of the dash-

board 21, so as to hold the front section in position relative to the dashboard. The side sections 22 and 23 extend backwardly from the edges of the front section 6, and perforated tongues 24 and 25 extend upwardly and backwardly from the rear upper corners of the side sections. Small celluloid windows 26 and 27 are inserted in the upper part of the side sections. Pockets 28 and 29 are formed at the corners where the side sections join the front section, and flexible strips of ratan or other suitable stiffening material are inserted into said pockets, the pockets extending from the upper edges to the lower edges of the sections. Flaps 30 are attached to the inner faces of the side sections 22 and 23 near their lower edges, there being one or more button-holes in each flap. Perforated tongues 31 are attached to the parting-strip 10 and extend downwardly in front of the flap 16.

The storm-shield thus constructed is applied by inserting buttons 32, secured to the roof of the buggy-top, through the perforations of the tongues 24 and 25 and inserting hooks 33, secured to the roof of the buggy-top, through the openings 7. The lower end of the front section 6 passes downwardly in front of the dashboard 21, and the dashboard is inserted upwardly into the pocket 20. The flaps 30 are placed inside of the side pieces of the buggy and secured by buttons 34. The harness-reins are inserted through the opening 11.

When it is desired to fold the storm-shield out of use, the tongues 24 and 25 are disengaged from the buttons, the sides folded inwardly against the front section, and the lower half of the front section folded upwardly, and then the whole mass is swung upwardly against the roof of the buggy-top and the tongues 31 applied to the hooks 18.

A storm-shield for vehicles thus constructed is very substantial, inexpensive, and easily manipulated. Furthermore, it is easily folded out of use.

I claim—

1. The improved folding storm-shield for vehicles, comprising the front section 6 having means at its upper edge for removably attaching said edge to the vehicle-top, a win-



dow-casing 9 fitted around a window-opening in the said front section, a parting-strip 10 arranged to divide said window-opening into two separate openings of like horizontal dimensions, the sash 12 hinged at its upper edge to swing over and close the larger one of said openings, a flexible transparent pane of celluloid for said sash, means for holding said sash closed, means for holding said sash in an open position against the vehicle-top, a flap 16 secured to the said parting-strip 10 and completely covering said lower opening, side sections 22, 23 extending backwardly from said front section, and the perforated tongues 24, 25 connected to the rear upper corners of said side sections for securing the same to the top, substantially as shown and described.

2. The improved folding storm-shield for vehicles, comprising the front section 6 having means at its upper edge for removably attaching said edge to the vehicle-top, a window-casing 9 fitted around a window-opening in the said front section, a parting-strip 10 arranged to divide said window-opening into

two separate openings of like horizontal dimensions, the sash 12 hinged at its upper edge to swing over and close the larger one of said openings, a flexible transparent pane of celluloid for said sash, means for holding said sash closed, means for holding said sash in an open position against the vehicle-top, a flap 16 secured to the said parting-strip 10 and completely covering said lower opening, side sections 22, 23 extending backwardly from said front section, the perforated tongues 24, 25 connected to the rear upper corners of said side sections for securing the same to the top, and a strip 20 secured to the said front section just below said lower opening to form a pocket in which the upper edge of the dashboard is inserted, substantially as shown.

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

CHARLES M. HARVEY.

Witnesses:

ALFRED A. EICKS,  
JOHN C. HIGDON.