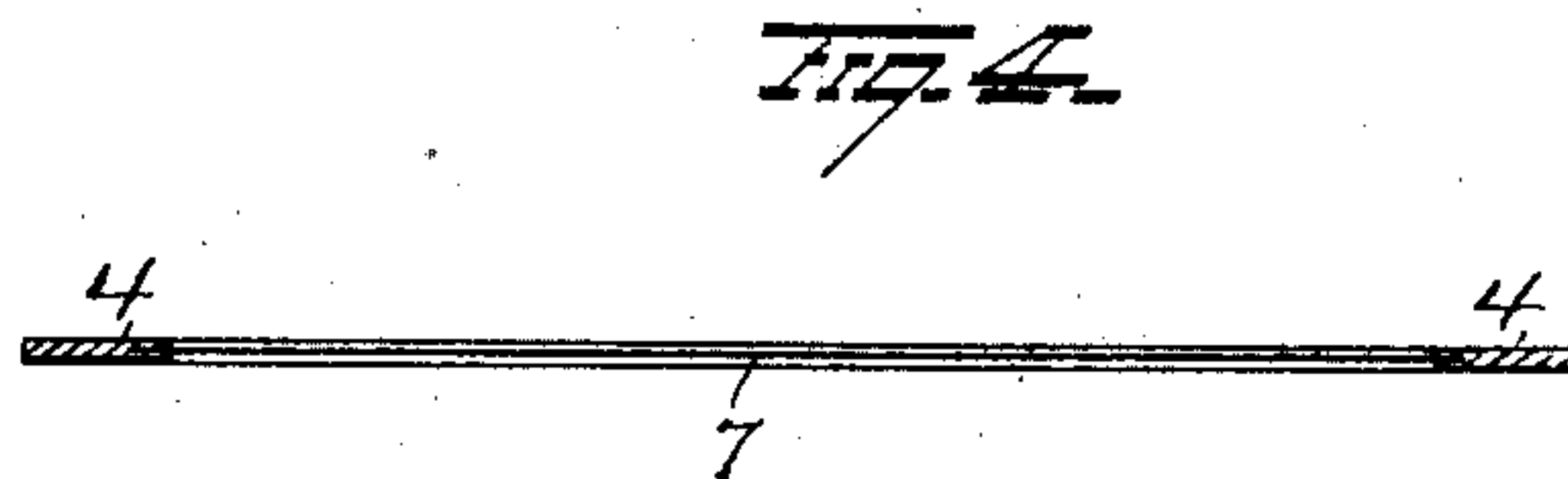
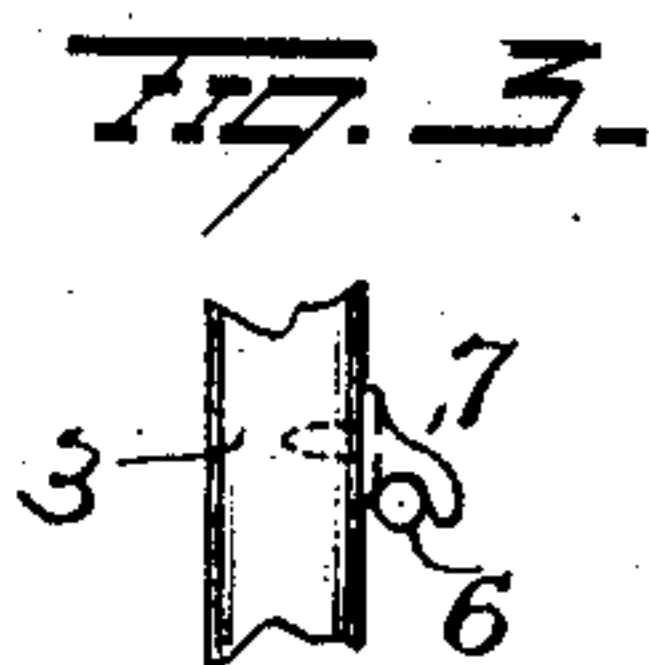
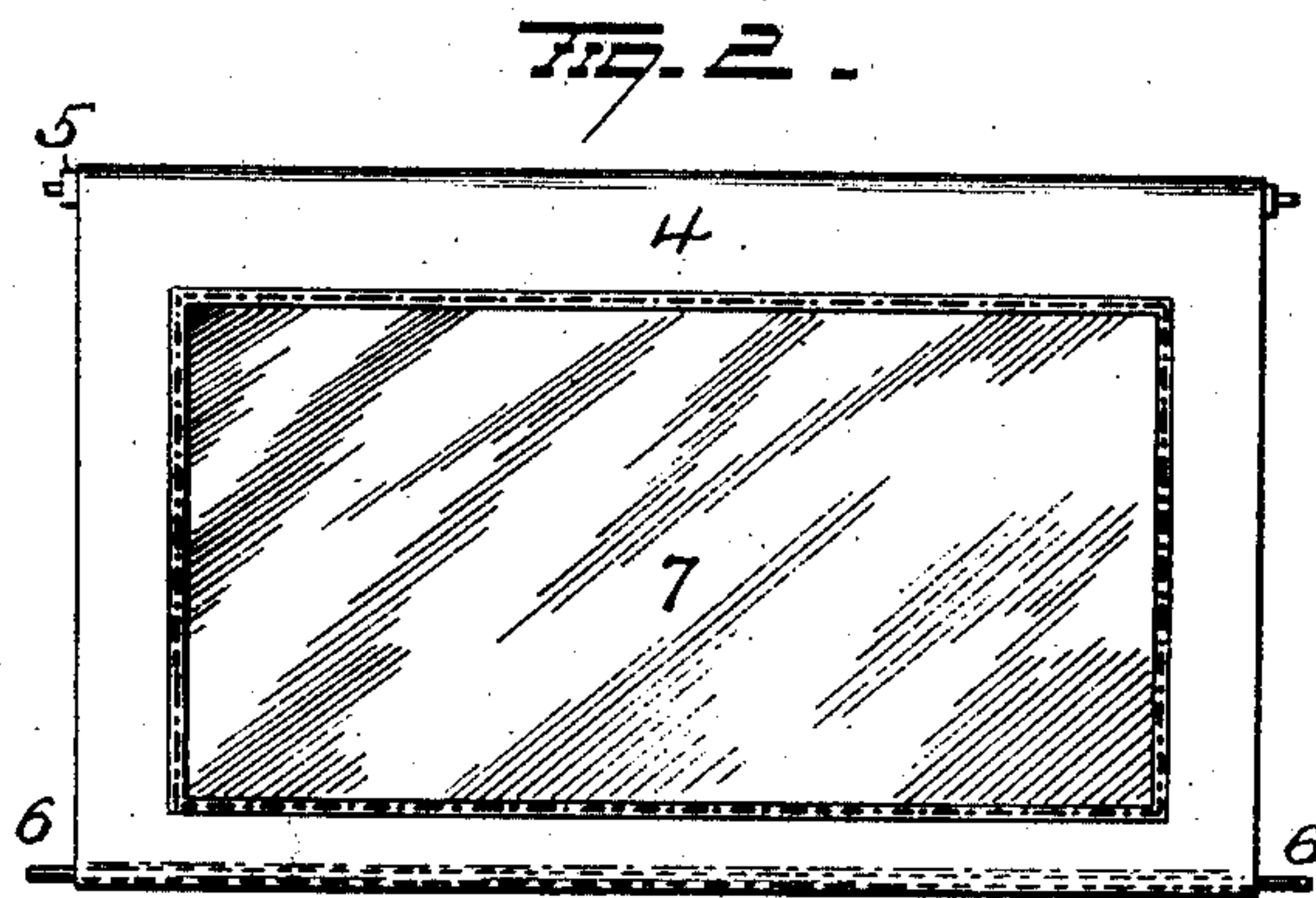
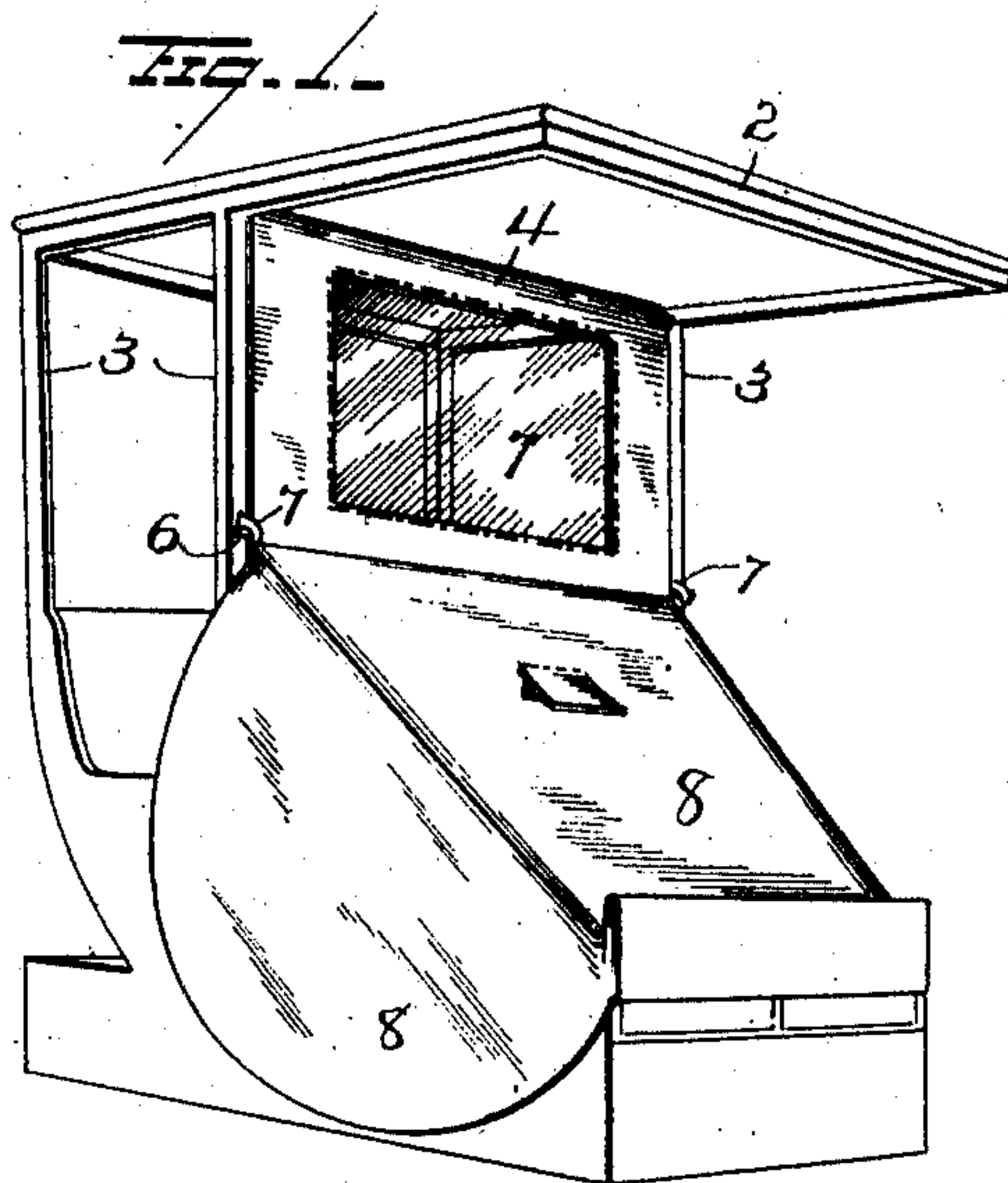


No. 826,671.

PATENTED JULY 24, 1906.

J. KRAUSS.
STORM CURTAIN FOR VEHICLES.
APPLICATION FILED OCT. 13, 1905.



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JACOB KRAUSS, OF LEXINGTON, KENTUCKY.

STORM-CURTAIN FOR VEHICLES.

No. 826,671.

Specification of Letters Patent.

Patented July 24, 1906.

Application filed October 13, 1905. Serial No. 282,630.

To all whom it may concern:

Be it known that I, JACOB KRAUSS, a resident of Lexington, in the county of Fayette and State of Kentucky, have invented certain new and useful Improvements in Storm-Curtains for Vehicles; and I do hereby 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.

My invention relates to improvements in storm-curtains for vehicles, the object of the invention being to provide a storm-curtain especially adapted for use upon what is known in the trade as a "standing" top, said storm-curtain being supported on a spring-roller located at the upper end of the posts and adapted to be drawn down at pleasure to protect the occupants.

The invention consists in certain novel features of construction and combinations and arrangements of parts, as will be more fully hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective view illustrating my improvements, and Figs. 2, 3, and 4 are views of details of construction.

1 represents a vehicle-body having a top 2, supported on fixed posts or uprights 3, located at the usual positions in vehicles of this character with the forward pair of posts at or near the forward edge of the vehicle-seat. This style of top to which my invention is applied is what is known in the trade as a "wood-post standing top" or "iron-post canopy top."

4 represents my improved storm-curtain, which is made of any approved waterproof flexible material, secured at its upper end to a spring-roller 5, mounted between the forward posts 3 at their upper ends, which permits the curtain when not desired for use to be rolled up on the roller 5 out of the way and not detract from the general appearance of the vehicle.

Through the seamed lower end of curtain 4 a horizontal rod 6 is located and is longer than the curtain is wide, so that its ends will project across the front posts 3 and prevent the curtain being blown back in the face of a wind, and suitable notches or hooks 7 may be provided on the posts 3 to receive the rod 6

and secure the curtain at its lowest adjustment.

The curtain 4 is provided with a large transparent window 7, of celluloid or other flexible material, so as not to interfere with the vision of the occupants, yet fully protect them from the weather, and, as shown, this curtain must stop some distance above the vehicle-seat to avoid the legs of the occupants. Thus to fully protect them from the weather an additional storm-apron or cover 8 must be provided and may be secured in any desired manner to close the space left open by the storm-curtain 4.

Slight changes might be made in the general form and arrangement of the parts described without departing from my invention, and hence I do not restrict myself to the precise details set forth, but consider myself at liberty to make such slight changes and alterations as fairly fall within the spirit and scope of my invention.

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

1. The combination with a vehicle-top having vertical side posts, of a curtain-roller mounted between said posts, a curtain having a flexible window, said curtain and window adapted to wind on said roller, and means carried by the lower edge of the curtain and adapted to bear against the vertical side posts of the vehicle to prevent the curtain from blowing against the rider.

2. The combination with a vehicle-top having vertical side posts, of a curtain-roller mounted in the upper portion of the vehicle-top, a curtain to wind on said roller, and a rod in the bottom of the curtain, the ends of said rod projecting beyond the side edges of the curtain and adapted to bear against the outer faces of the vertical side posts.

3. The combination with a vehicle-top having vertical side posts, of a roller mounted between the upper portions of said posts, a curtain wound on said roller, a rod at the lower end of the roller, the ends of said rod projecting beyond the edges of the curtain to bear against the outer faces of the vertical posts of the carriage-top, and fixed hooks to receive the projecting ends of the rod and hold the same locked to the side posts.

4. The combination with a vehicle, of a

curtain-roller mounted therein, a flexible curtain having a flexible window therein, to wind on said roller, means at the lower end of the curtain to bear against the posts of the
5 vehicle-top, an independent storm-apron to be attached to the vehicle and extend downwardly from the lower end of the flexible curtain.

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

JACOB KRAUSS.

Witnesses:

T. W. MONTAGUE,
H. B. MILLER.