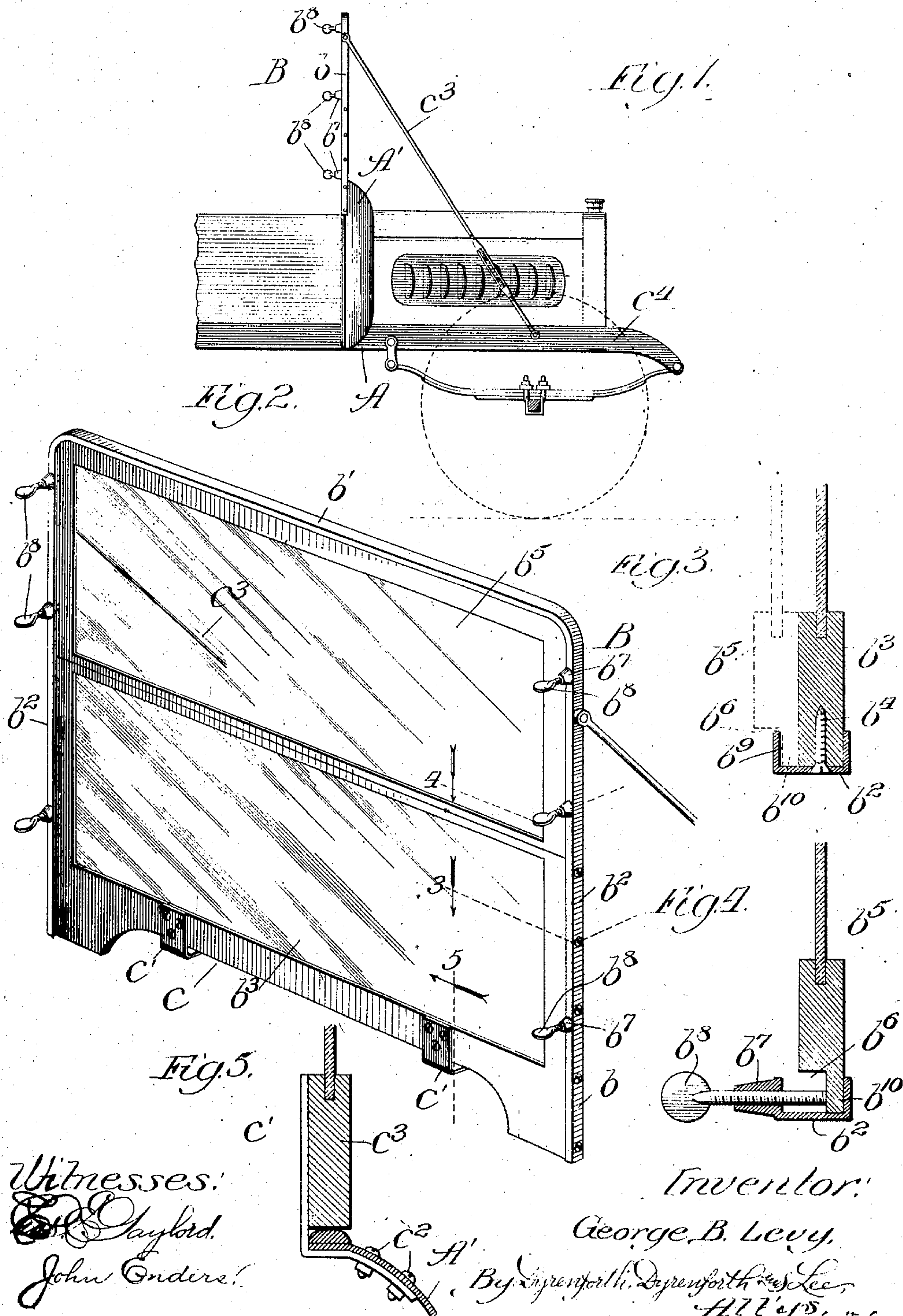


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PATENTED JULY 31, 1906.

G. B. LEVY.
WIND GUARD FOR MOTOR VEHICLES.
APPLICATION FILED DEC. 16, 1905.



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UNITED STATES PATENT OFFICE.

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WIND-GUARD FOR MOTOR-VEHICLES.

No. 827,377.

Specification of Letters Patent.

Patented July 31, 1906.

Application filed December 16, 1905. Serial No. 292,082.

To all whom it may concern:

Be it known that I, GEORGE B. LEVY, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Wind-Guards for Motor-Vehicles, of which the following is a specification.

My invention relates particularly to the construction of the front pieces or wind-guards of motor-vehicles; and my primary object is to provide a guard of this character of an improved construction and thoroughly adapted to its purpose.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 represents a broken side elevational view of the front portion of a motor-vehicle equipped with my improved wind-guard; Fig. 2, a perspective view, on an enlarged scale, showing the guard detached from the machine; Fig. 3, a horizontal section taken as indicated at line 3 of Fig. 2; Fig. 4, a horizontal section taken as indicated at line 4 of Fig. 2, and Fig. 5 a vertical section taken as indicated at line 5 of Fig. 2.

In the construction shown, A represents the front portion of the vehicle-body equipped with the usual dash A', and B my improved wind-guard adapted for connection with the body in the manner shown in Fig. 1.

The guard B preferably comprises a frame b, formed of channel-bar and comprising a top member b' and side members b², a lower window b³, having its sash secured by screws b⁴ in the lower portions of the side members b², and an upper slidable window b⁵, having its sash when in the closed position surmounting the sash of the lower window and lying in the same vertical plane. The flanges of the top and side members b' b² are turned inwardly, as shown, thereby affording guides for the sashes. The vertical rails of the upper sash are cut away on their rear surfaces at their outer edges, as shown at b⁶ in Fig. 4. The rear flanges of the members b² are equipped with lugs b⁷, which receive clamping-screws b⁸. As shown in Figs. 3 and 4, the vertical guides which the members b² afford are of greater width than the thickness of the sashes, and the lower sash is secured in the front portions of the guides, so that spaces b⁹ are provided in the rear of the lower sash to

receive the reduced sections b¹⁰ at the lateral edges of the upper sash when it is desired to lower the upper sash. It will be noted that two set-screws are provided at the upper portion of each member b² and one set-screw at the lower portion of each of said members. The upper set-screws serve to clamp the upper sash when in the elevated position firmly against the front flanges of the channel-bar, as shown in Fig. 4, and the lower set-screws serve to clamp the upper sash firmly against the lower sash when the upper sash is lowered to the position indicated by dotted lines in Fig. 3.

The guard may be connected with the vehicle-body in any suitable manner. Preferably the lower rail of the lower sash is recessed, as indicated at c, to fit over the curved dash, and clips c' are attached to the rail and secured by short bolts c² to the dash, as shown in Fig. 5. The upper portions of the side members b² are joined by brace-rods c³ to the side framemembers c⁴ of the vehicle-body, the connections with the members c⁴ being at a distance in front of the guard, as clearly appears from Fig. 1.

The manner of use of the improved guard will be readily understood. When the upper window is in the raised position, it occupies the same vertical plane as the lower window, and its sash is clamped firmly against the front flanges of the members b' b². Thus a neat appearance is given to the device and the window is firmly clamped against movement, which is of the utmost importance in this class of construction. When it is desired to lower the upper window, the upper clamping-screws are unturned, and the window pressed rearwardly until the flanges b¹⁰ are in the plane of the guide-spaces b⁹, when the window can be lowered. After it is lowered the lower clamping-screws are turned in to prevent rattling.

The frame of the guard may be formed by bending a channel-bar to U-shaped form and brazing the lugs b⁷ on the rear flanges to receive the clamping-screws, or the channel-bar may be cast in proper form.

What I regard as new, and desire to secure by Letters Patent, is—

1. In a wind-guard for motor-vehicles, the combination of a bent channel-bar comprising a top member and side members, a lower

sash firmly secured in the lower end portions of the side members, spaces being reserved to permit the upper sash to be lowered at the side of the lower sash, an upper sash surmounting the lower sash and occupying the same vertical plane therewith, said upper sash being shiftable to enable it to drop at the side of the lower sash, and means for clamping the upper sash in its elevated position, for the purpose set forth.

2. In a wind-guard for motor-vehicles, the combination of a frame adapted to be secured to the vehicle-body, said frame having side members with inturned flanges, clamping-screws connected with the rear flanges of

said side members, a lower sash firmly secured in the front portions of the channels at the lower end portions of said side members, and an upper sash occupying, in the elevated position, the same vertical plane as the lower sash, said upper sash having its side rails provided with flanges of reduced cross-section, enabling the upper sash to be moved rearwardly and dropped beside the lower sash, for the purpose set forth.

GEORGE B. LEVY.

In presence of—

W. B. DAVIES,
J. H. LANDES.