

No. 834,025.

PATENTED OCT. 23, 1906.

H. D. PURSELL.
STORM COVER FOR VEHICLES.
APPLICATION FILED MAR. 15, 1906.

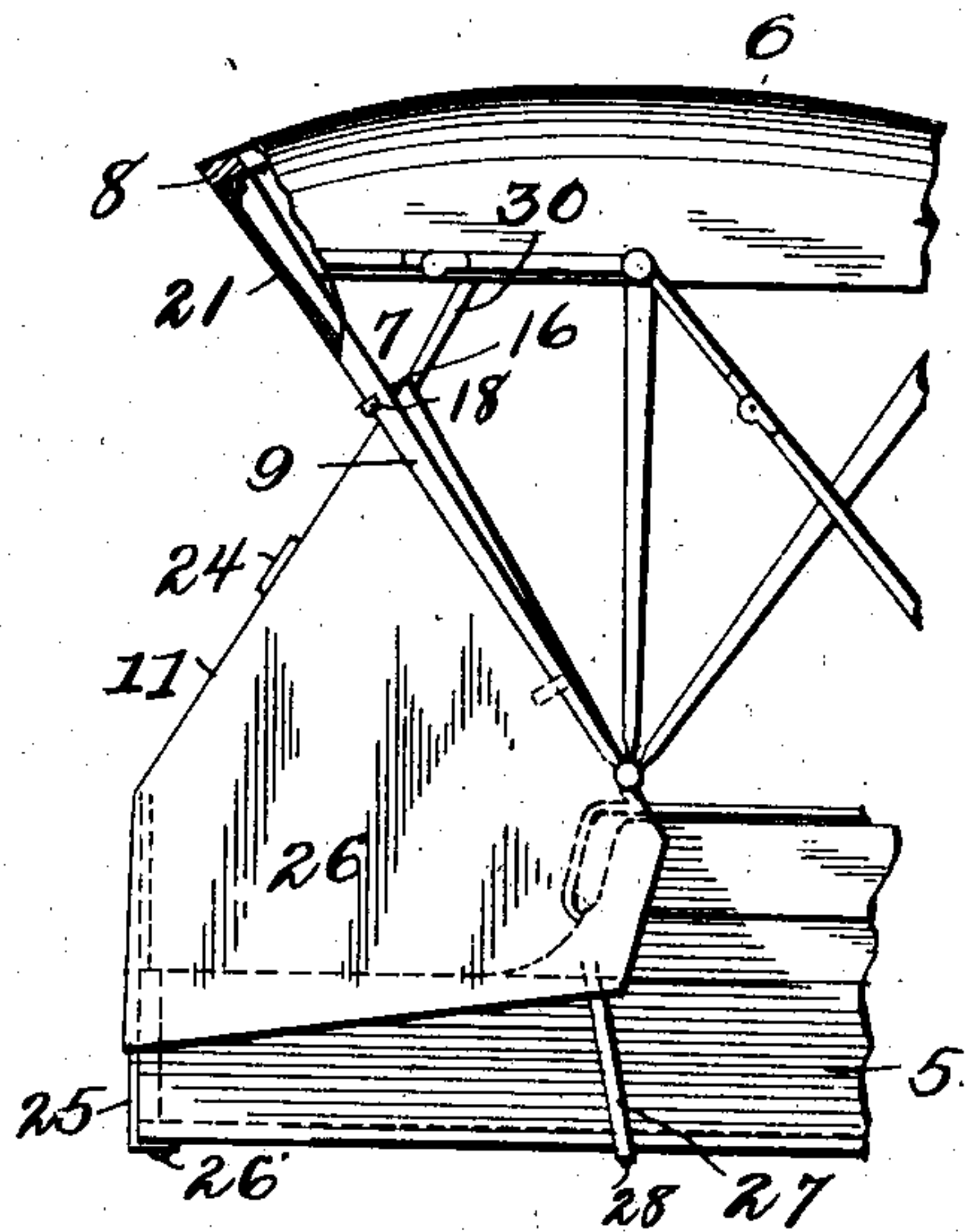


Fig. 1.

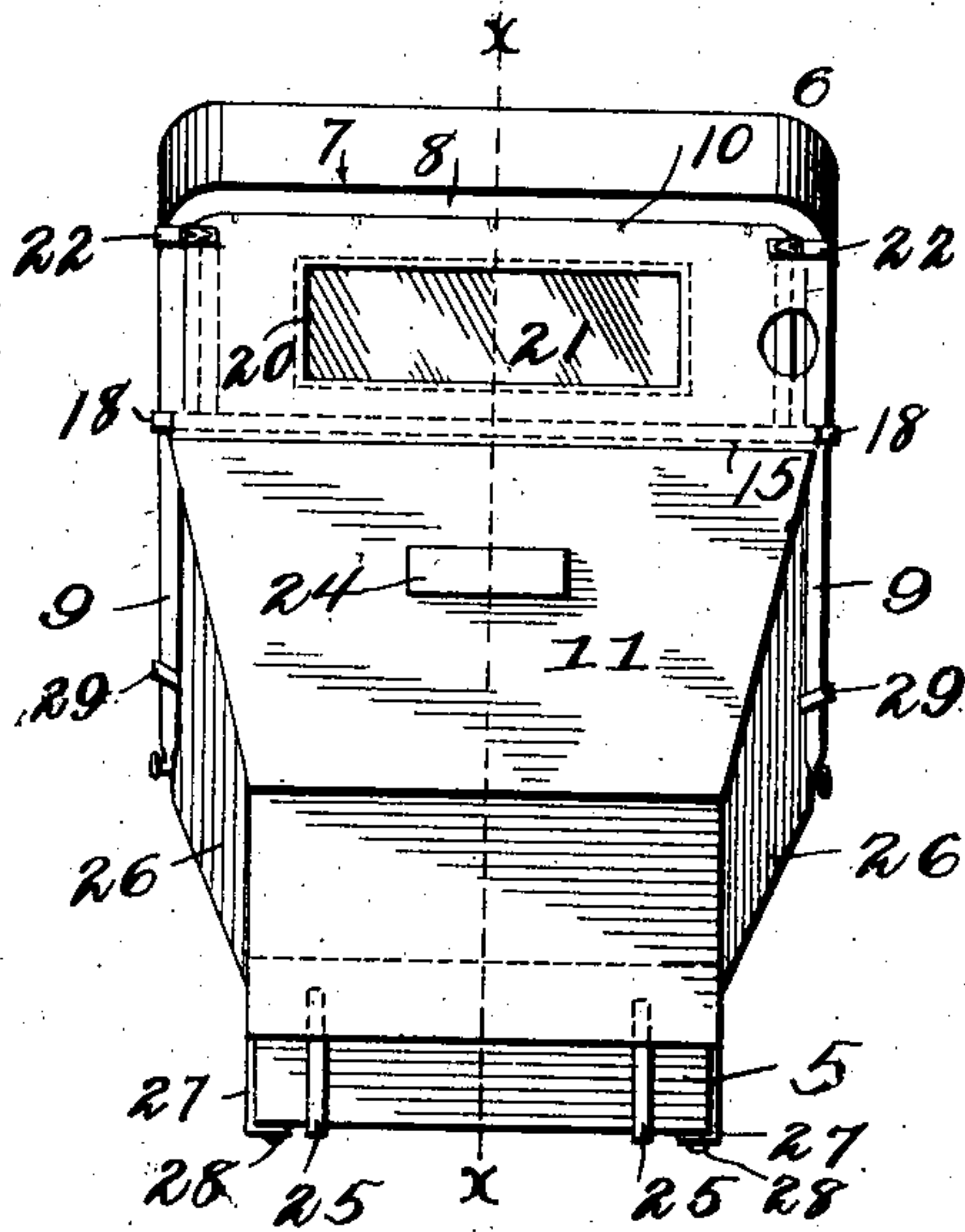


Fig. 2.

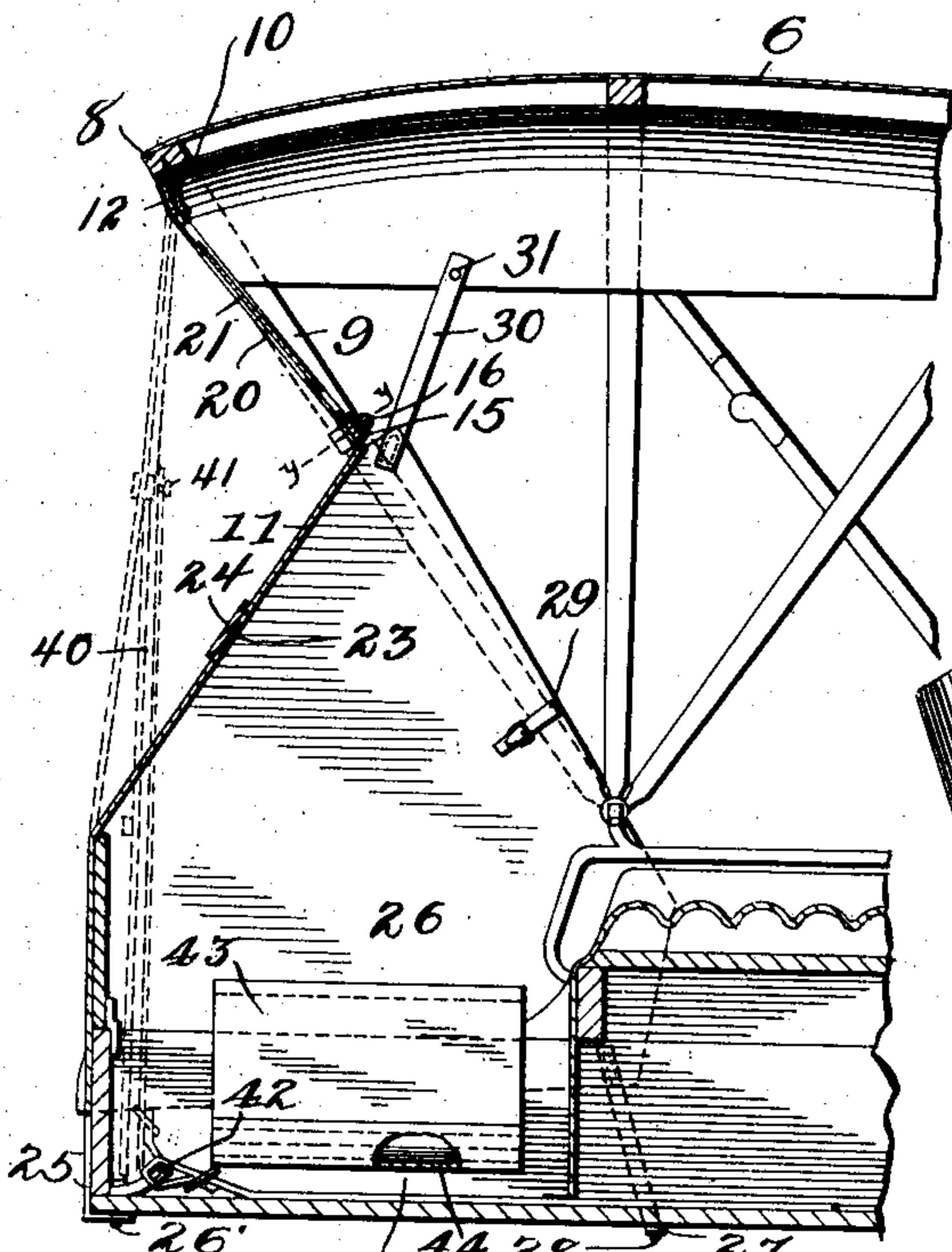


Fig. 3.

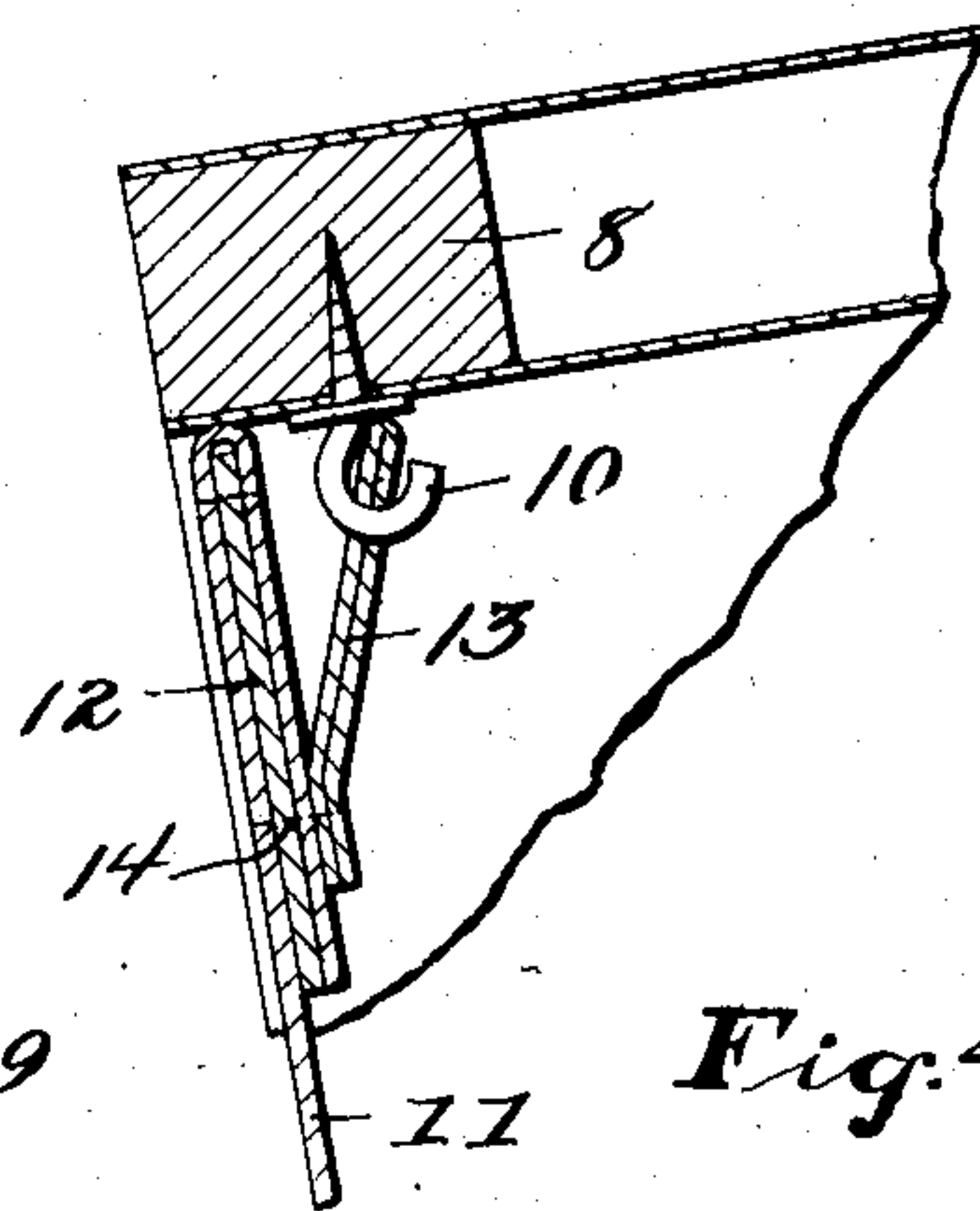


Fig. 4.

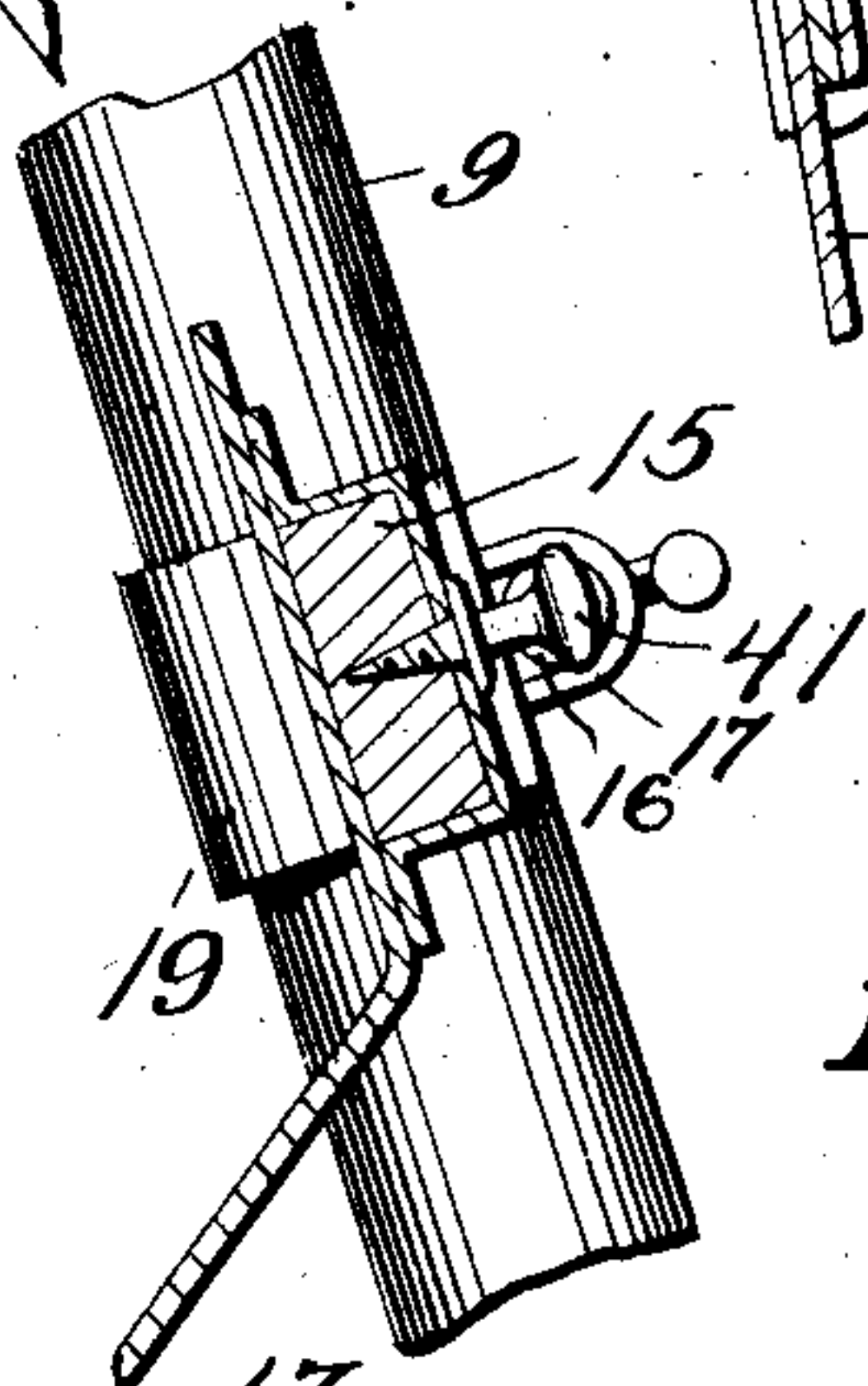


Fig. 5.

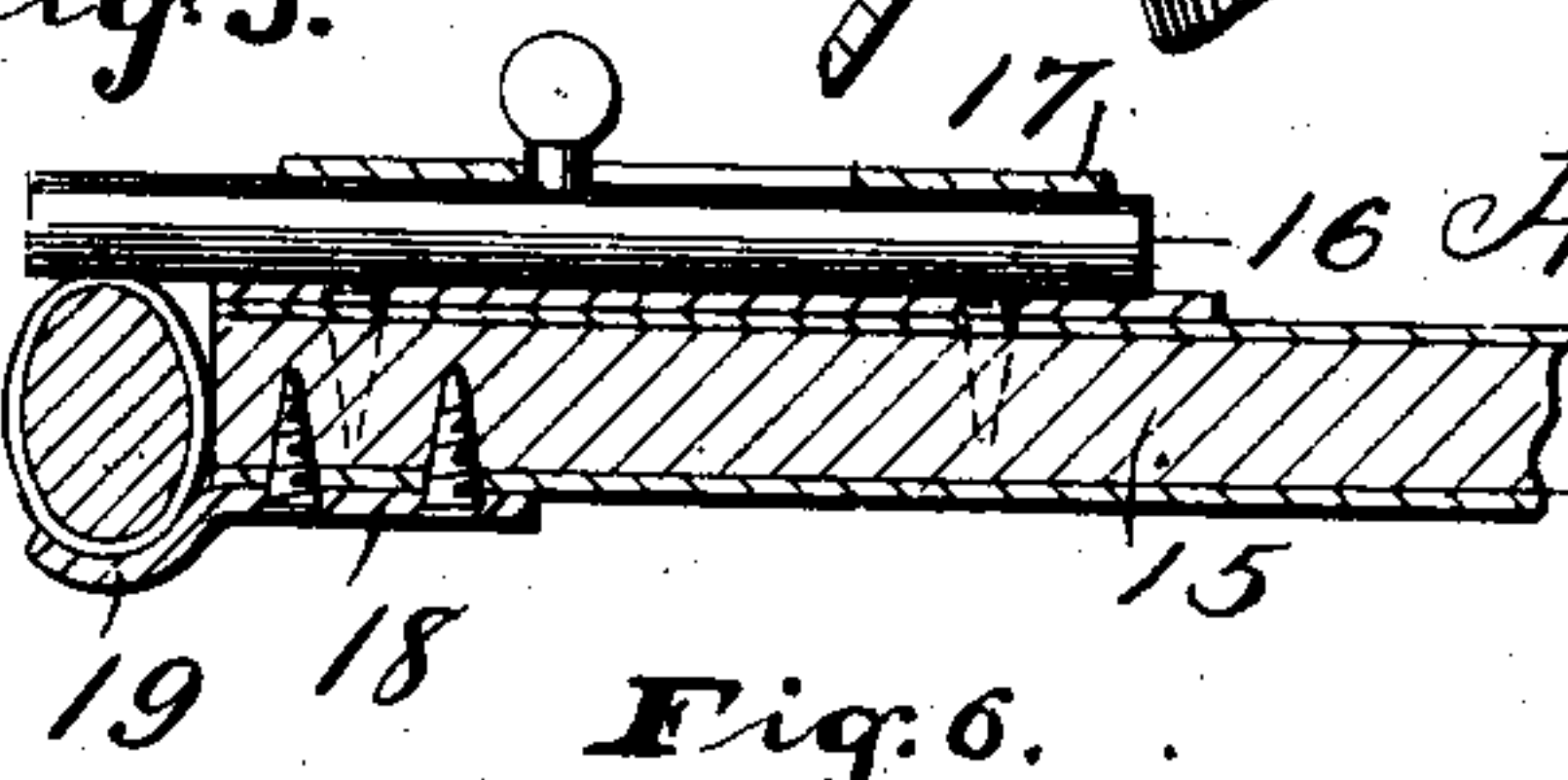


Fig. 6.

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STORM-COVER FOR VEHICLES.

No. 834,025.

Specification of Letters Patent.

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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 certain new and useful Improvements in Storm-Covers for Vehicles, of which the following is a specification.

My invention relates to storm-covers for vehicles, and has for its object the provision of a device of this character having a sight-aperture formed in the front thereof and provided with means for indenting the front of the storm-cover in such manner as to bring said sight-opening close to the eyes of the driver, whereby a greater portion of the road will be visible than would be the case if the cover were permitted to hang in a vertical plane from the buggy-top, as is ordinarily the case.

A further object of the invention is the provision of improved means for securing the storm-cover to the buggy.

Further objects and advantages of the invention will be set forth in the detailed description which now follows.

In the accompanying drawings, Figure 1 is a side elevation of a portion of a buggy body and top having my improved storm-curtain applied thereto. Fig. 2 is a front elevation of the parts shown in Fig. 1. Fig. 3 is an enlarged vertical sectional view upon line *x x* of Fig. 2, illustrating in dotted lines the position the parts assume when the side flaps of the cover are not in use. Fig. 4 is a detailed sectional view of the upper front portion of the buggy-top, illustrating the manner in which the upper edge of the storm-cover is secured in position. Fig. 5 is a detailed sectional view of a portion of the storm-cover, illustrating means for securing said storm-cover to the front bow of the buggy-top; and Fig. 6 is a partial horizontal section upon line *y y* of Fig. 3.

Like numerals designate corresponding parts in all of the figures of the drawings.

Referring to the drawings, the numeral 5 designates a buggy-body provided with the usual top or canopy 6. The front bow 7 of the canopy-supporting members comprises the usual transversely-disposed member 8 and the side members 9. Screwed into the transversely-disposed member 8 are screw-hooks 10.

The upper edge of the storm-cover 11 is

provided with a stiffening-web 12 and a transverse strip or flap 13, the lower end of which is stitched at 14 to the cover 11 and the stiffening-web and the upper free edge of which engages the screw-hooks 10. Secured to the front wall of the storm-cover and extending transversely thereof is a stiffening-strip 15. This strip is of such length as to span the distance between the side members 9 of the front bow 7. (See Fig. 6.) Mounted upon the rear face of this strip 15 at each side thereof is a bolt 16, which is slidably mounted in the cover 17 in the usual and well-known manner. Secured to the front face of the strip 15 at each side thereof are plates 18, the outer ends 19 of which are curved to conform to the periphery of the side members 9.

A sight-opening 20 is formed through the front wall of the cover between the stiffening-web 12 and the strip 15. This sight-opening is closed by a transparent sheet 21, which may be of any desired material, though it is preferably formed of celluloid. Straps 22, secured to the front wall of the cover, extend about the upper portions of the side members 9 of the front bow and aid in securing the upper portion of the storm-cover to the buggy.

An opening 23, formed through the front wall of the storm-cover, provides means for the passage of the reins through said cover. This opening is covered by a flap 24 in the usual manner. Straps 25, secured to the lower edge of the front wall of the storm-cover, engage buttons 26' upon the under side of the buggy-bottom and serve to hold the front wall of the cover in position.

The side walls of the cover are formed by rearwardly-extending flaps 26. These flaps are provided with straps 27, which engage buttons 28, formed upon the under side of the buggy-bottom, and with straps 29, which engage the lower portions of the side members 9 of the front bow. Straps 30, carried by the upper portion of the side flaps 26, engage buttons 31, carried by the buggy-top, whereby the side flaps are held in position when the device is in use.

The operation of the device is as follows: The various fastening devices for the edges of the cover having been secured to the buggy body or top, the transverse strip 15 is drawn inwardly until the free ends 19 of plates 18 abut against the side members 9 of the front bow 7, after which the bolts 16 are moved outwardly until their ends rest behind

the rear faces of said side members 9 of the front bow 7. This indents the front wall of the cover and brings the sight-opening 20 not only nearer the eyes of the driver, but enables the driver to see the road near the buggy to better advantage than would be the case if the sight-opening were formed in a vertical wall. This is particularly advantageous when turning out to pass other vehicles, for it enables the driver to see the ditches beside the road and to judge to better advantage where to drive. If it be desired to use the cover as a wind-shield and without the side flaps 26, said side flaps 26 are folded inwardly and the bolts 16 disengaged from behind the members 9. Straps 40 (illustrated in dotted lines in Fig. 3) are then slipped over buttons 41, formed upon the rear face of the strip 15, and the lower ends of said straps are secured to the foot-piece 42 at the floor of the buggy. This holds the front wall of the storm-curtain in a substantially vertical plane and effectually serves as a wind-shield. Stitched to the inner sides of the side flaps 26 are auxiliary curtains 43, the lower ends of which are weighted by metallic bars 44, which lie inside the body of the buggy. By virtue of this construction cold air is prevented from blowing into the buggy to a great extent. Where these curtains are not provided, blasts of cold air frequently blow between the side flaps 26 and the buggy sides, rendering the interior of the vehicle cold and uncomfortable.

From the foregoing description it will be seen that simple and efficient means are herein provided for accomplishing the objects of the invention; but while the elements shown and described are well adapted to serve the purposes for which they are intended it is to be understood that the invention is not limited to the precise construction set forth, but includes within its purview such changes as

may be made within the scope of the appended claims.

What I claim is—

1. In a device of the character described, a storm-cover having fastening devices at its upper and lower edges, a stiffening-strip intermediate its upper and lower edges, stop members secured to the outer face of the stiffening-strip and fastening devices secured to the inner face of the stiffening-strip.

2. A storm-cover for vehicles comprising a curtain adapted to be secured to the vehicle, the lower edge of which lies close to the vehicle-body, and auxiliary curtains secured to said storm-cover upon the inner side thereof, the lower ends of which lie inside the vehicle-body.

3. A storm-cover for vehicles comprising a curtain adapted to be secured to the vehicle in such manner that the lower edge thereof lies close to the vehicle-body and upon the exterior thereof, and weighted curtains secured to the interior of said exterior curtain, the lower ends of which lie inside the vehicle-body.

4. In a device of the character described, a storm-cover having a stiffening-strip extending transversely thereof intermediate its upper and lower edges, a sight-opening formed through the cover above said stiffening-strip, stop members for limiting the movement of said stiffening-strip toward the front bow of a buggy, and bolts mounted upon the inner face of the stiffening-strip and adapted to engage behind the side members of said front bow.

In testimony whereof I affix my signature in presence of two witnesses.

HARRY D. PURSELL.

Witnesses:

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C. C. BATEMAN.