

No. 844,920.

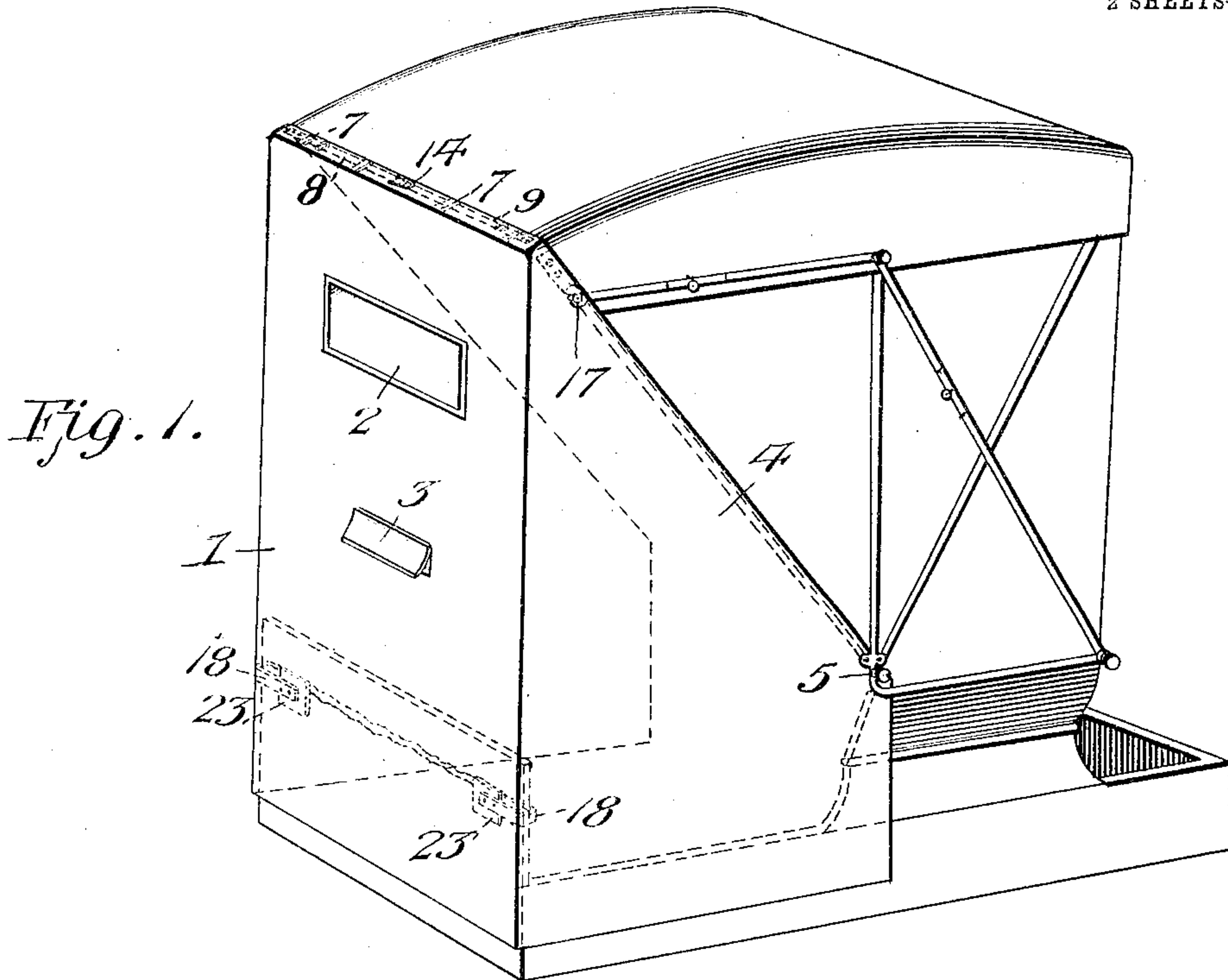
PATENTED FEB. 19, 1907.

W. E. CLARK.

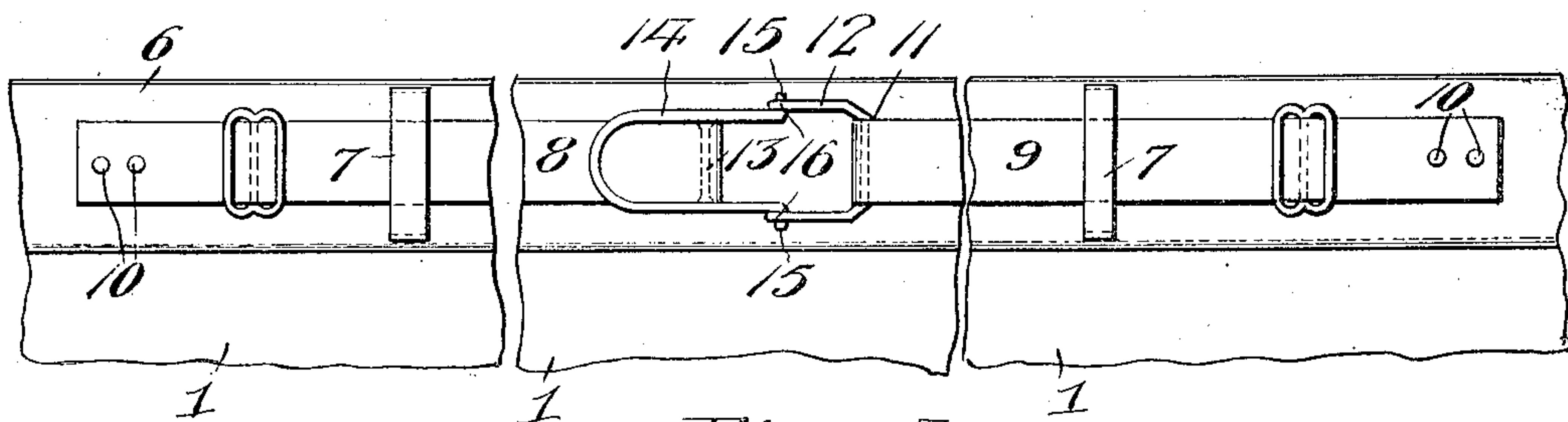
STORM FRONT OR DUSTER HOOD FASTENER.

APPLICATION FILED FEB. 10, 1906.

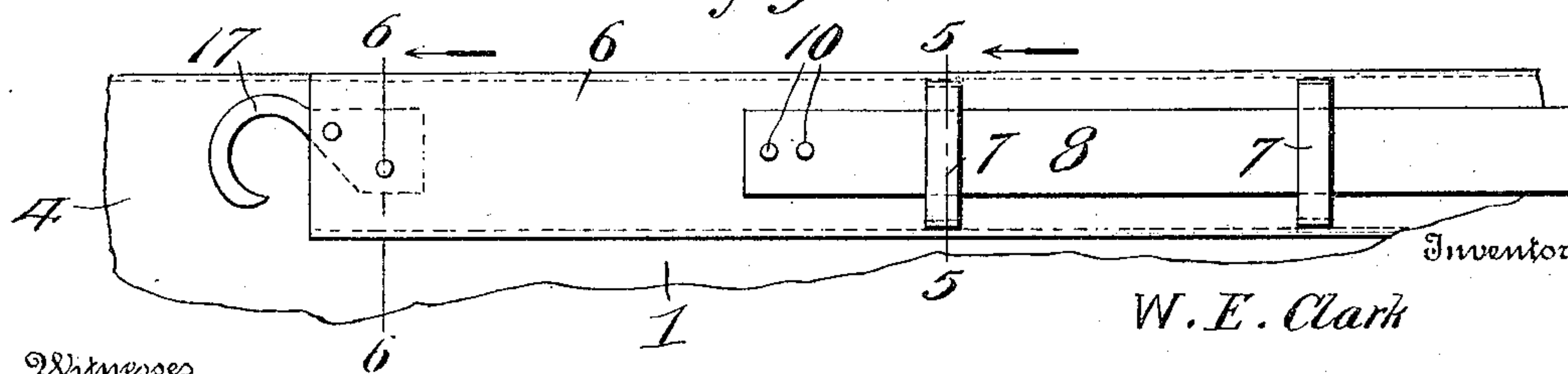
2 SHEETS—SHEET 1.



*Fig. 3.*



*Fig. 4.*



Witnesses

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2 SHEETS—SHEET 2.

Fig. 2.

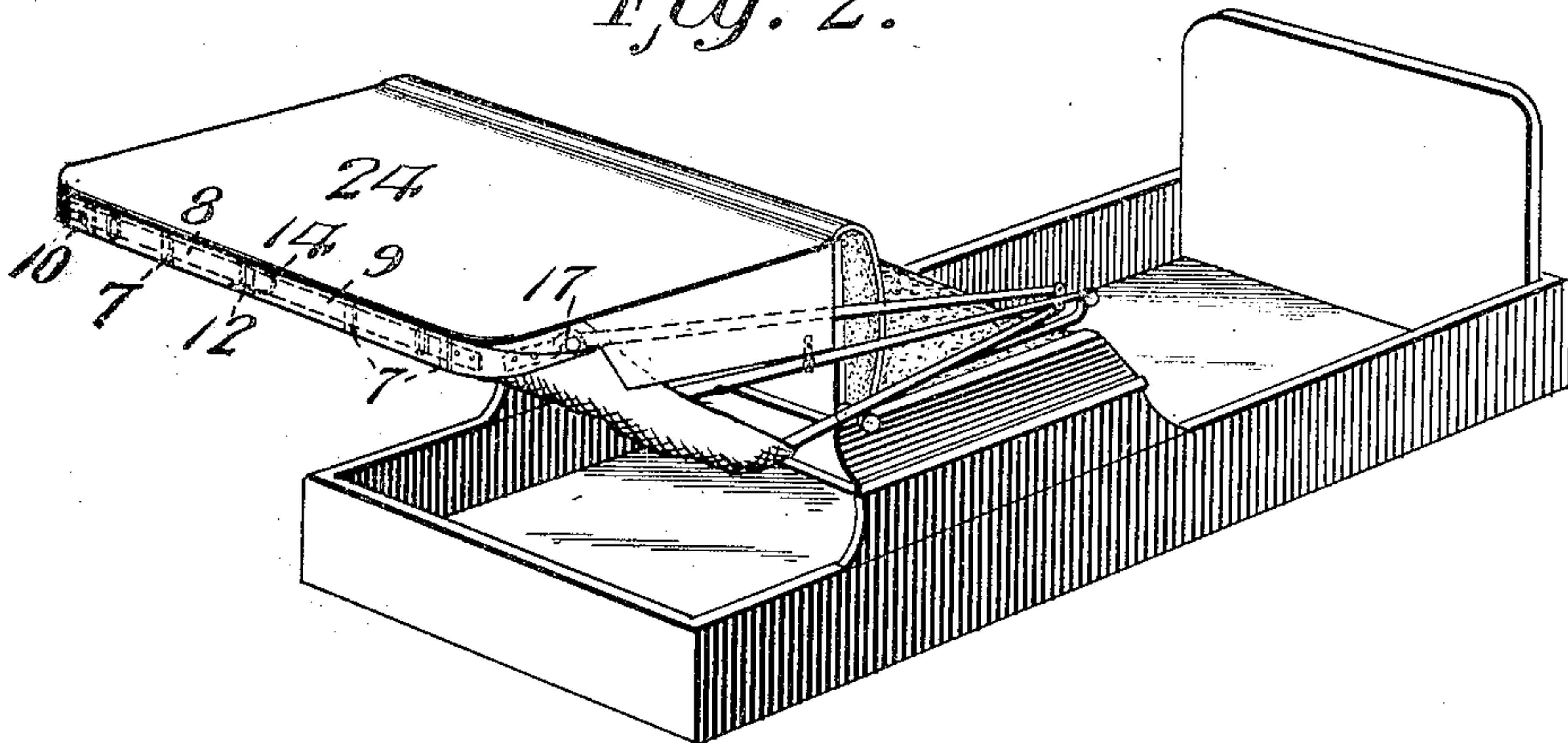


Fig. 5.

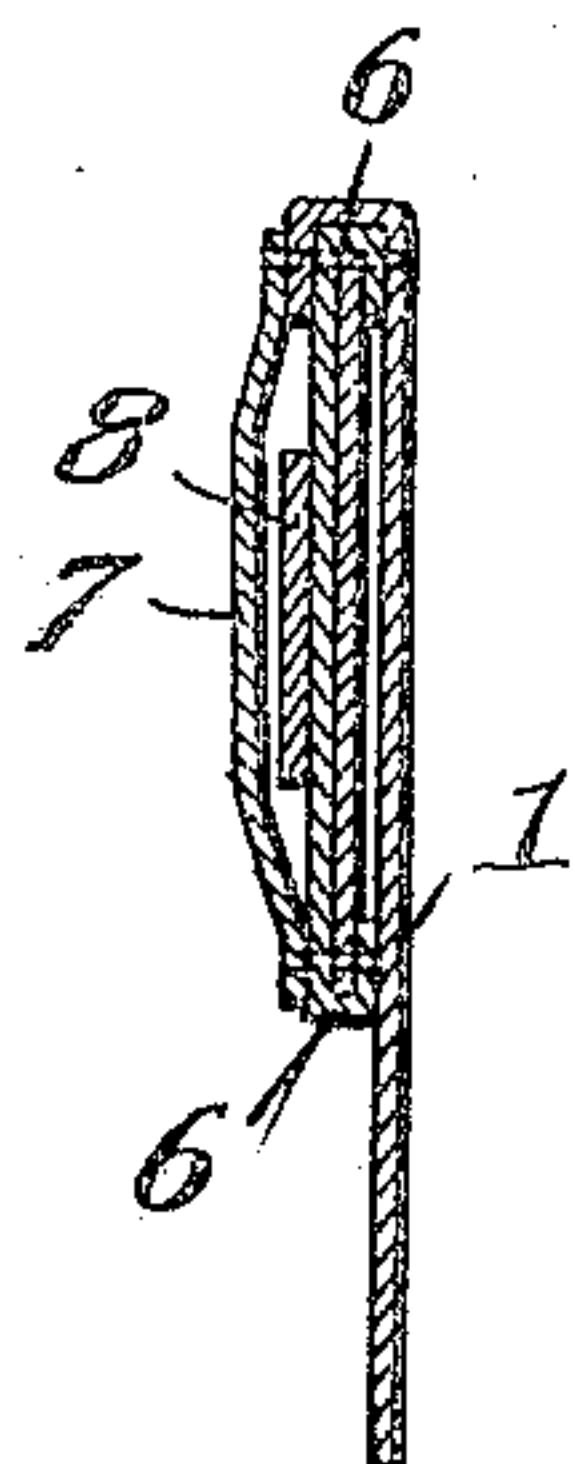


Fig. 6.

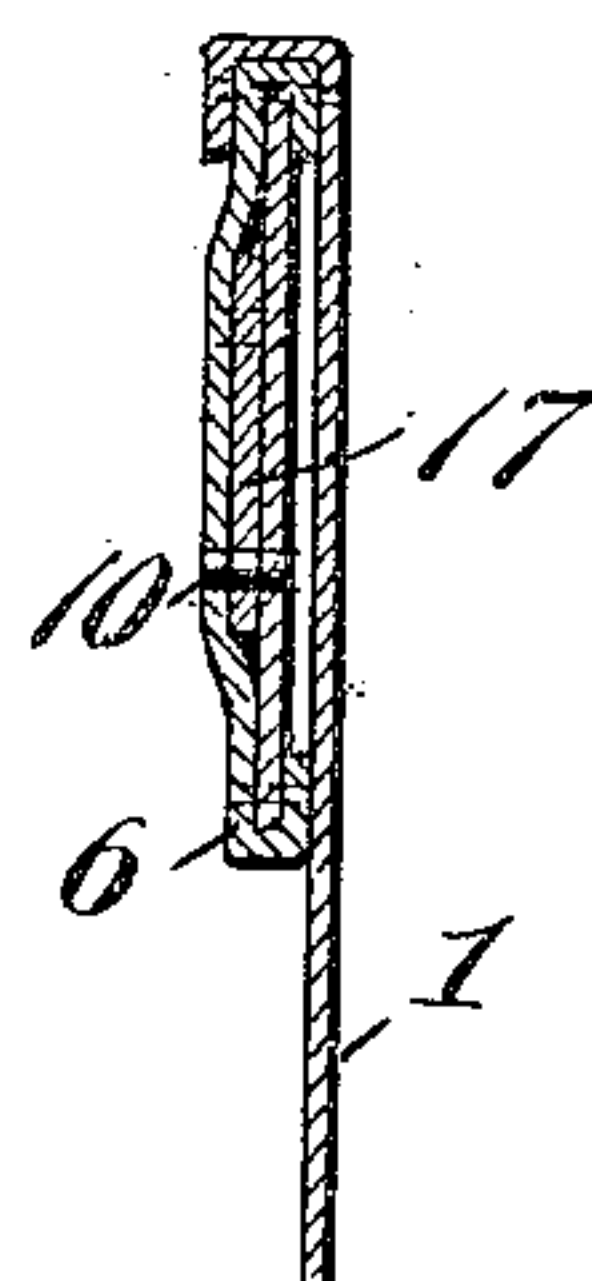
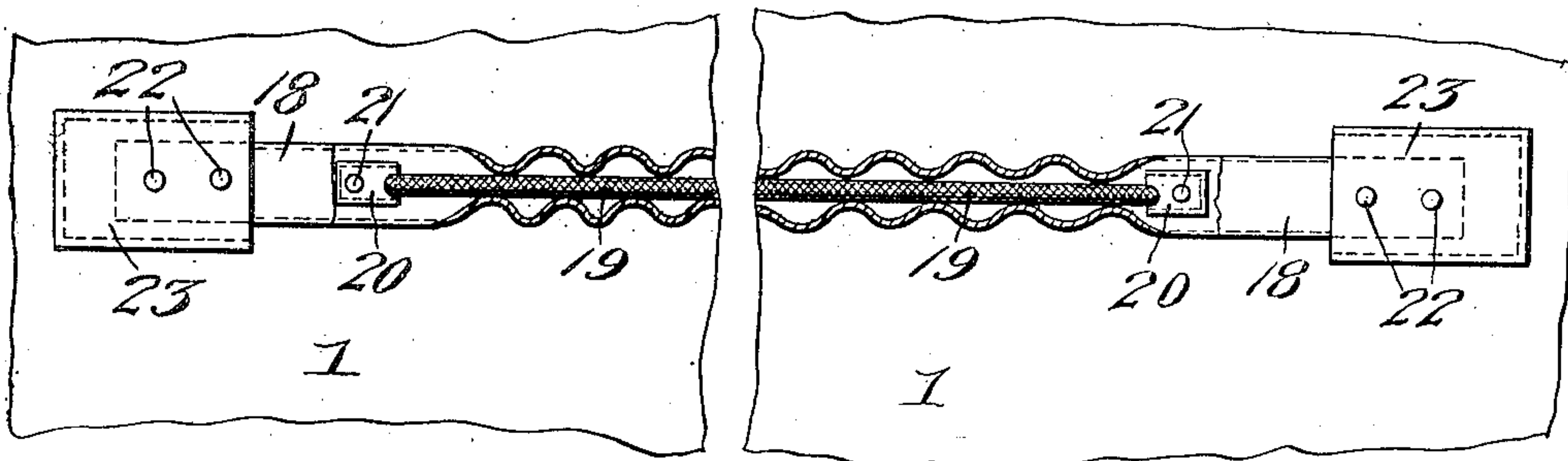


Fig. 7.



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# UNITED STATES PATENT OFFICE.

WILLIAM E. CLARK, OF ST. LOUIS, MISSOURI.

## STORM-FRONT OR DUSTER-HOOD FASTENER.

No. 844,920.

Specification of Letters Patent.

Patented Feb. 19, 1907.

Application filed February 10, 1906. Serial No. 300,511.

*To all whom it may concern:*

Be it known that I, WILLIAM E. CLARK, a citizen of the United States, residing at St. Louis, in the State of Missouri, have invented new and useful Improvements in Storm-Front and Duster-Hood Fasteners, of which the following is a specification.

This invention relates to storm-front or duster-hood fasteners, the object of the invention being to provide, in connection with a storm-front or duster-hood for vehicles, fastening means adapted to quickly and effectively secure the upper portion of such front or hood to the vehicle-top, so as to prevent its accidental displacement, the said fastening means serving to secure the front or hood to the forward bow or front portion of the vehicle-top and also render the attachment of such front or hood to the carriage-top irons more secure and reliable, the construction also permitting a given size of front or hood to be fitted to vehicle-tops of different widths.

With the above and other objects in view the nature of which will more fully appear as the description proceeds, the invention consists in the novel construction, combination, and arrangement of parts, as will be hereinafter described, illustrated, and claimed.

In the accompanying drawings, Figure 1 is a perspective view of a vehicle body and top, showing a storm-front applied and held by the improved fastening means. Fig. 2 is a similar view showing a duster-hood fastened to the vehicle-top. Fig. 3 is an enlarged plan view showing the tension-strap and take-up device. Fig. 4 is a similar view showing one end of the tension-strap and one of the securing-hooks arranged in line therewith. Fig. 5 is an enlarged cross-section taken on the line 5 5 of Fig. 4. Fig. 6 is a cross-section taken on the line 6 6 of Fig. 4, and Fig. 7 is a sectional plan view of the elastic strap by means of which the lower portion of the front is attached to the dashboard.

Referring to the drawings, 1 designates a familiar form of storm-front composed of any suitable flexible material and provided with the usual observation-window 2, reinforcement 3, and side flaps 4, which extend back along the sides of the top-frame and are provided at the rear with hooks at 5, which in applying the storm-front are usually connected to the side rails of the seat-frame or to

the carriage-top frame at any convenient point. The top edge of the front has secured thereto a sleeve which is of flexible material, preferably the same material as the body of the storm-front, in order to give additional strength and stability to such edge portion of the front, as illustrated in Figs. 3, 4, 5, and 6, and loops 7 of the same material are secured to the outside of said sleeve, as shown in the same views, beneath which is arranged a tension-strap comprising two parts or members 8 and 9, secured at their outer ends, as shown at 10, to the edge of the storm-front at points adjacent to the opposite forward corners of the vehicle-top, as shown in Fig. 1.

The inner end of the strap member 9 is secured to the cross-bar 11 of a frame piece or member 12, while the inner end of the other strap member 8 is secured to the cross-bar 13 of a take-up lever 14. This take-up lever is substantially U-shaped, and the terminals thereof are extended outward in opposite direction, forming pintles 15, which are received in eyes 16 at the extremities of the frame-piece 12. The cross-bar 13 is located at a point intermediate the ends of the take-up lever, so that as the take-up lever is swung inward or outward on its pivotal connection with the frame-piece 12 the strap members 8 and 9 are drawn toward each other or permitted to move away from each other with the result that the points of attachment 10 may be caused to approach each other or allowed to move away from each other. The relative location and arrangement of the pivot-points 15 and the cross-bar 13 of the take-up lever is such that the lever when swung inward to take up the tension-strap is locked and remains so until manipulated by hand to swing the lever outward again, whereupon the tension on the strap is relieved.

17 designates a pair of hooks secured to the upper edge of the front directly in line with the ends of the tension-strap members 8 and 9 and adapted to hook over the forward portion of the carriage-top frame, as shown in Fig. 1, so that when the tension-strap is tightened by means of the take-up lever strain will be brought to bear on said hooks, the latter being thereby caused to firmly grip the parts of the carriage-top frame with which they connect, the fastening device as a whole thus serving to secure the top of the storm-front securely across the forward edge of the vehicle-top.



Secured to the storm-front in the plane of the dashboard is an elastic strap composed of two strips 18 of flexible material, such as oil-cloth or leather, stitched together at their opposite edges to form a flexible sleeve, in which is arranged an elastic strap or band 19, the opposite ends of which are firmly secured to end pieces 20 of leather or other suitable material, riveted or otherwise secured, as shown at 21, to the strap 18.

The ends of the elastic strap are permanently secured to the storm-front by means of rivets 22 or other suitable fasteners, and such attached ends are protected by pieces 23 of leather or other suitable material stitched or conveniently secured in any manner to the storm-front, as shown in Fig. 7. In applying the storm-front to the vehicle the elastic strap is slipped over the dashboard in the manner illustrated in dotted lines in Fig. 1.

The fastening device hereinbefore described is also applicable to duster-hoods, as shown in Fig. 2, 24 designating such a hood, the arrangement being exactly the same as that shown in Fig. 1 and the fastening means

being identical with the construction above described.

I claim—

A flexible storm front or cover for vehicles provided with a tension-strap at its upper edge comprising a flexible sleeve, keepers secured to said sleeve, straps secured at their outer ends to said sleeve and extending under said keepers, the inner ends of said straps being connected to a take-up device, said take-up device comprising a frame-piece secured to one end of one of the straps, a take-up lever having outwardly-extending pintles pivoted in eyes on said frame-piece and connected to the other strap, and hooks secured to the top edge portion of the front or cover in line with the ends of the tension-strap to hook over the forward portion of the carriage-top frame, substantially as described.

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

WILLIAM E. CLARK.

Witnesses:

ALLAN H. CLARK,

WILLIAM H. DAUGHTERS.