

No. 876,288.

PATENTED JAN. 7, 1908.

D. ARGERBRIGHT.
STORM FRONT FOR VEHICLES.

APPLICATION FILED FEB. 9, 1907.

2 SHEETS—SHEET 1.

Fig. 1.

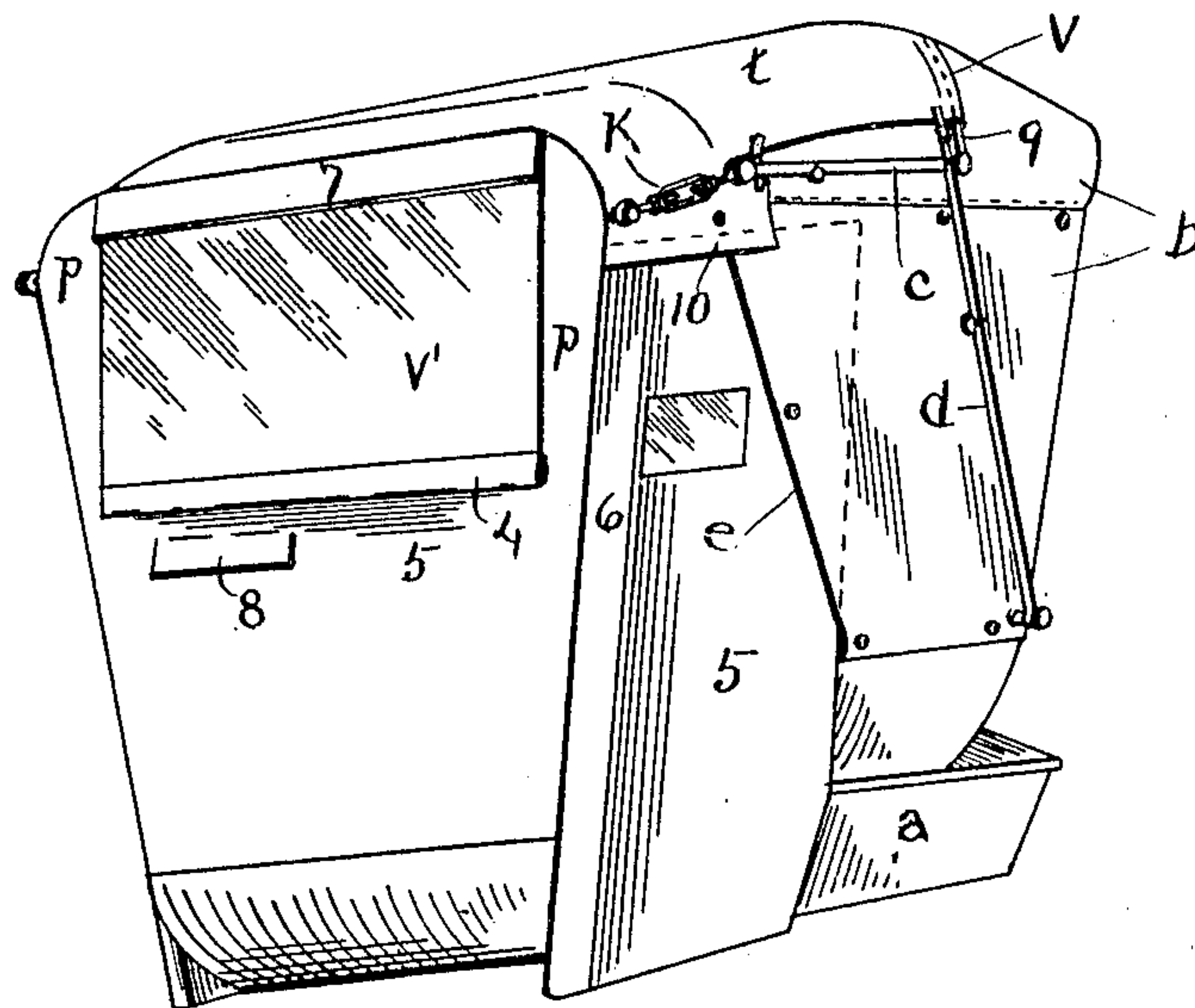
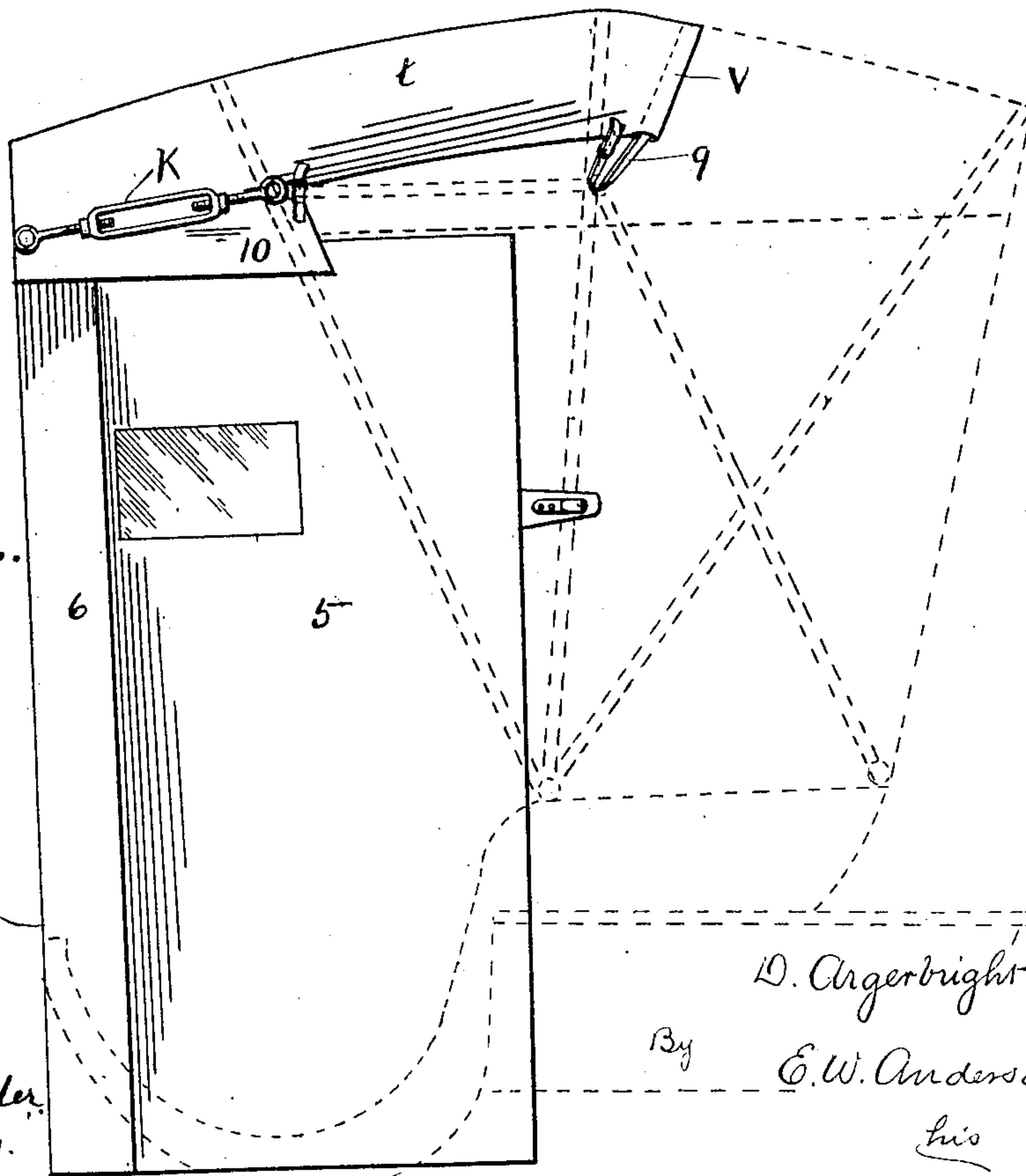


Fig. 2.



Witnesses

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2 SHEETS—SHEET 2.

Fig. 3.

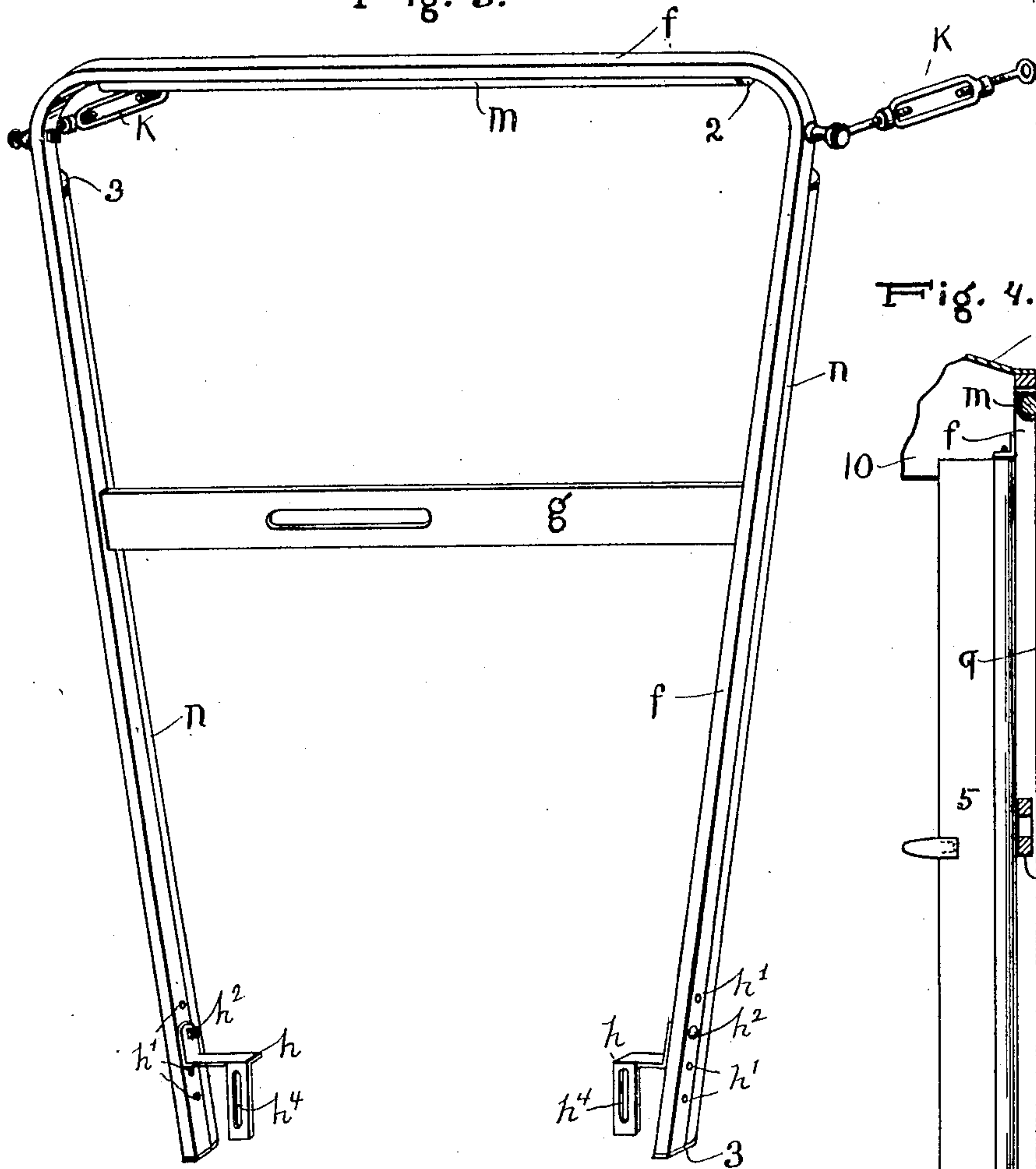


Fig. 4.

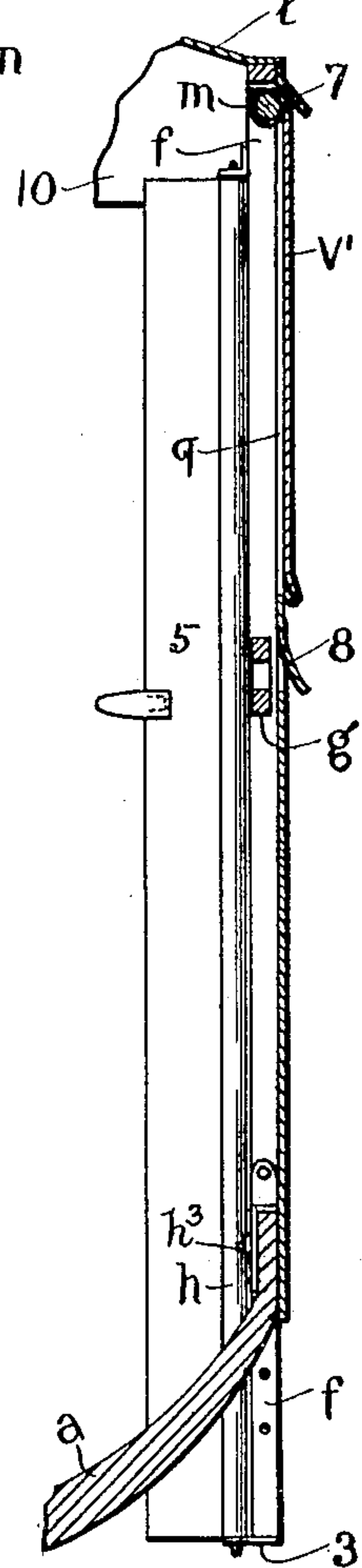


Fig. 5.



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UNITED STATES PATENT OFFICE.

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STORM-FRONT FOR VEHICLES.

No. 876,288.

Specification of Letters Patent.

Patented Jan. 7, 1908.

Application filed February 9, 1907. Serial No. 356,605.

To all whom it may concern:

Be it known that I, DANIEL ARGERBRIGHT, a citizen of the United States, resident of Troy, in the county of Miami and State of Ohio, have made a certain new and useful Invention in Storm-Fronts for Vehicles; and I declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the invention, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 is a perspective view showing the front attached to a buggy. Fig. 2 is a side view. Fig. 3 is a perspective view of the frame. Fig. 4 is a partial vertical section, and Fig. 5 is a detail view.

The invention has relation to storm coverings for the fronts of buggies and carriages, and it consists in the novel construction and combinations of parts, as hereinafter set forth.

In the accompanying drawings, illustrating the invention, the letter *a*, designates the body of a buggy, having the usual cover *b*, provided with the jointed bracing bars *c*, and *d*. When this cover is raised in position it covers the back, top and sides to the marginal line *e*, of the cover, leaving a wide opening in front and at the sides. This opening allows the wind and rain to beat in on the occupants of the vehicle in a storm, and it is the object of the present invention to provide an attachment cover or storm front of suitable construction to close the same.

This storm front or cover consists of certain framing portions, rollers, coverings and attachments, as follows: The main frame *f*, is of carriage bow form and is provided with a transverse bar *g*, at about its middle portion, and with attachment lugs *h*, at its lower portion. The bar *g*, has a slot extending horizontally therein for the passage of the reins. To the upper lateral portion of the bow-frame are pivoted turn-buckle bracing connecting rods *k*, the rear ends of which are designed to have engagement with the stud of the upper front joint of the frame of the buggy cover. To the upper portion of the bow-frame *f*, is pivoted a horizontal curtain roller *m*, extending under the top portion of the frame, and having its ends in pivotal connection with brackets 2, of the bow-frame. To the sides of the bow-frame

are connected upright curtain rollers *n*, these having their ends in pivotal connection with brackets 3, of the frame. These rollers are designed to carry the front curtain 4, and side curtains 5, and are usually provided with spring fixtures, for automatically rolling up the curtains.

The frame *f*, is provided in front with a covering consisting of a marginal portion *p*, around the front opening *q*, which is designed to be closed by the front curtain 4, and a descending apron part 5, which is designed to extend down to the foot of the dash board. Rearward extending flaps 6, are attached to the sides of the front covering, to protect the upright rollers and their curtains, and a flap 7, is provided at the top to protect the horizontal roller. A flap 8, is provided at the middle portion to cover and protect the reins slot. Securely attached to the top of the front covering or to the bow frame is the hood *t*, which extends backward over the ridge of the buggy top and in rear of the same, so that the rear margin *v*, of the hood will be lower than the raised portion or ridge of the buggy top, in order to prevent the water falling on the hood from passing down between the hood and buggy top or cover. This marginal portion of the hood is provided with a strap 9, the ends of which are designed to be attached to the upper portion of the jointed prop or brace arm of the buggy top, in such wise as to draw the hood down closely thereon.

The lower portions of the rear margins of the side curtains are provided with vertical bent spring stays *r*, which serve, when the curtain is drawn back, to cause the bottom of this curtain to close in against the body of the buggy. The curtain stick which is connected to the rear margin of the side curtain is made in two parts, connected at *w*, and the spring stay serves to connect the parts. The hood is also provided with lateral laps or flaps 10, over the side curtains, which serve to cover in and protect their upper margins.

The front curtain is provided with a transparent portion or light *v'*, made of celluloid of sufficient flexibility to roll up with the curtain. The marginal portions at the sides of the front opening may also be provided with transparent portions, as may also be the side curtains. Sometimes it may be preferred to dispense with the lights in the side curtains, as well as those in the sides of the front cover-

ing, the front opening and front curtain being made larger.

The attachment lugs h , extend inward from the branches of the bow frame at the lower portion thereof, having vertically adjustable connection with said frame by means of a series of perforations h' , in each branch of said frame, and connecting bolts h^2 . The attachment to the vehicle body is made by means of the dash board connecting bolts h^3 , the dash board being removed and not used. A slot h^4 , is provided in each attachment lug for vertical adjustment to correspond with different heights of dash board bolts. Usually the rear margin of the hood is made with a casing through which the attachment strap 9, is run, the strap in this way strengthening and binding down this margin of the hood. When closed, the side curtains are connected to the bow of the buggy top by means of hooks or other attachment devices.

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

1. A storm front attachment for buggies and similar vehicles, having a bow frame provided with a horizontal slotted brace bar, a front covering for said frame having an opening above the brace bar, curtain brackets secured to the bow frame, horizontal and upright curtain rolls carrying curtains supported by said brackets and adapted to extend over the opening of the front covering and cover in the sides of the vehicle, the branches of said bow frame having each a series of perforations at its lower end portion, and at-

tachment brackets having adjustable securing bolts engaging such perforations, said brackets having slotted arms adapted to have adjustable connection with the securing bolts of the dashboard.

2. The combination with a vehicle having an arched top, of a storm front attachment, having a bow frame provided with a slotted brace bar, a front covering for said frame, having an opening above the brace bar, curtain brackets secured to the bow frame, horizontal and upright curtain rolls carrying curtains supported by brackets and adapted to extend over the opening of the front covering and cover in the sides of the vehicle, attachment brackets having securing bolts provided with vertically adjustable connection with the branches of the bow frame, said brackets having vertically slotted arms provided with vertically adjustable connection with the dashboard bolts, and a top hood extending in rear of the top of the arch of the vehicle cover, and having a marginal attachment strap.

3. The combination with the rigid or arched top or cover of a buggy or similar vehicle, of a storm front attachment having a top hood extending rearward of the ridge, and a marginal attachment strap in connection with the rear end of the hood, substantially as specified.

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

DANIEL ARGERBRIGHT.

Witnesses:

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