

D. ARGERBRIGHT.
STORM FRONT FOR VEHICLES.
APPLICATION FILED DEC. 16, 1907.

916,090.

Patented Mar. 23, 1909.

Fig. 1

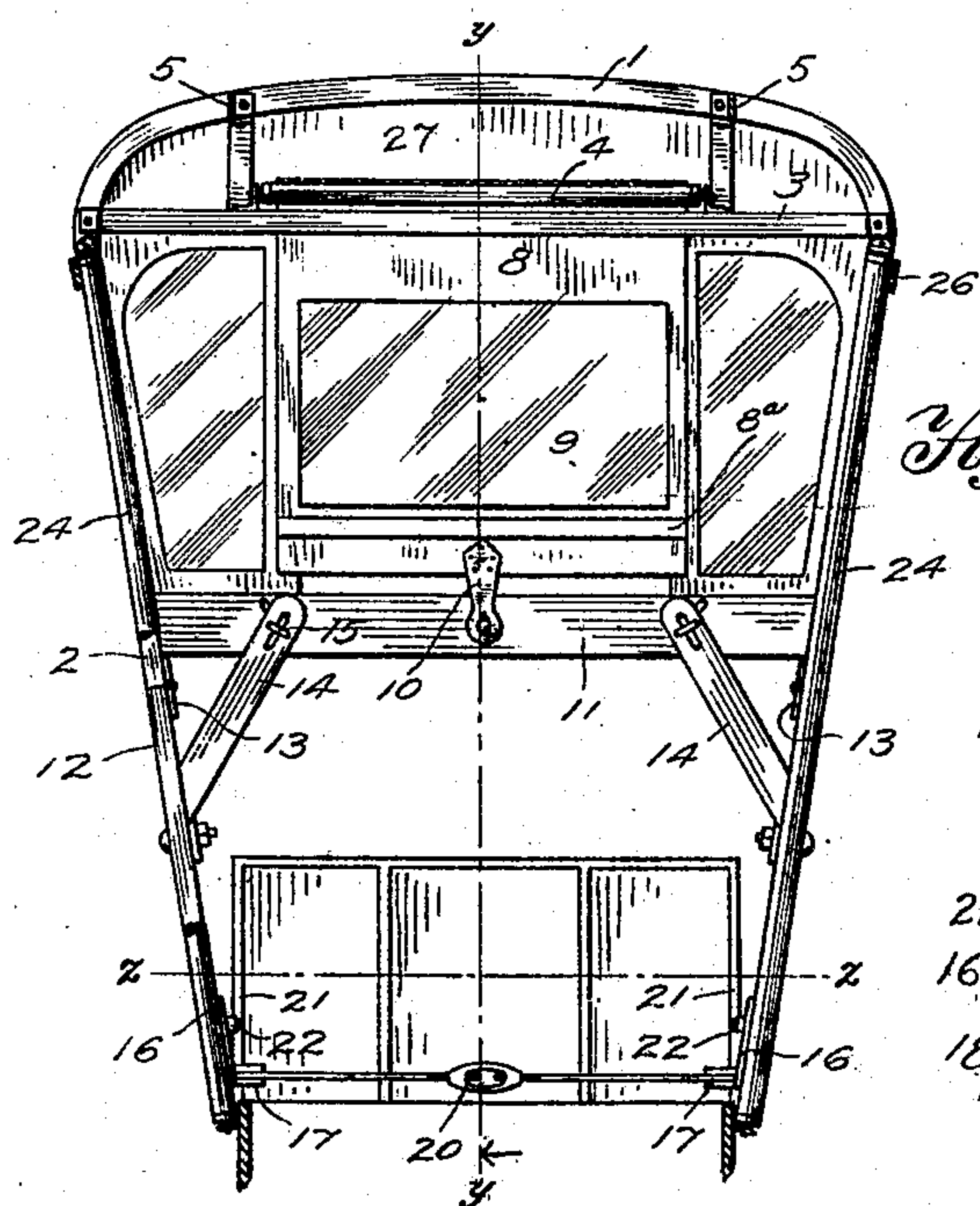
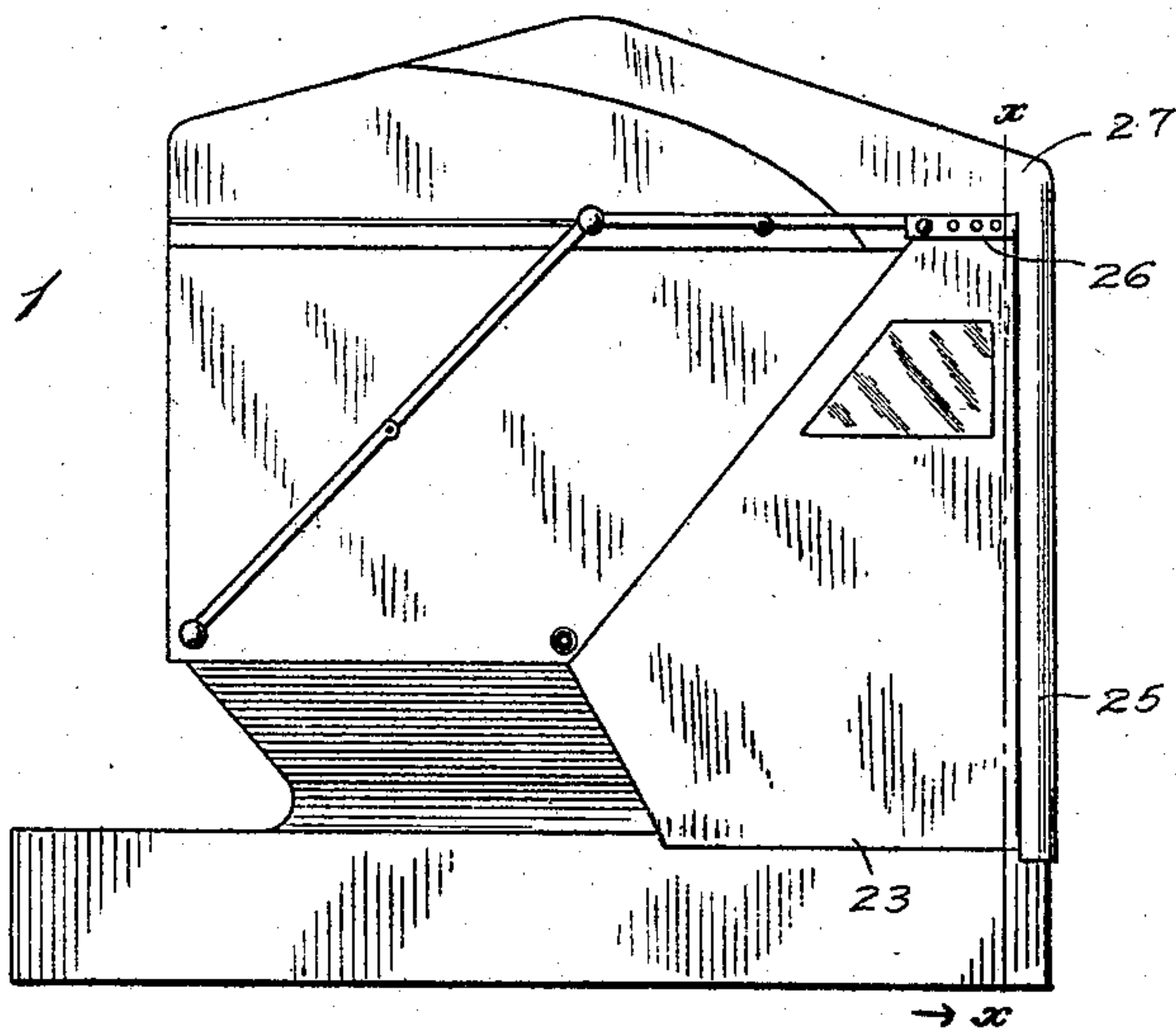


Fig. 2

Fig. 5.

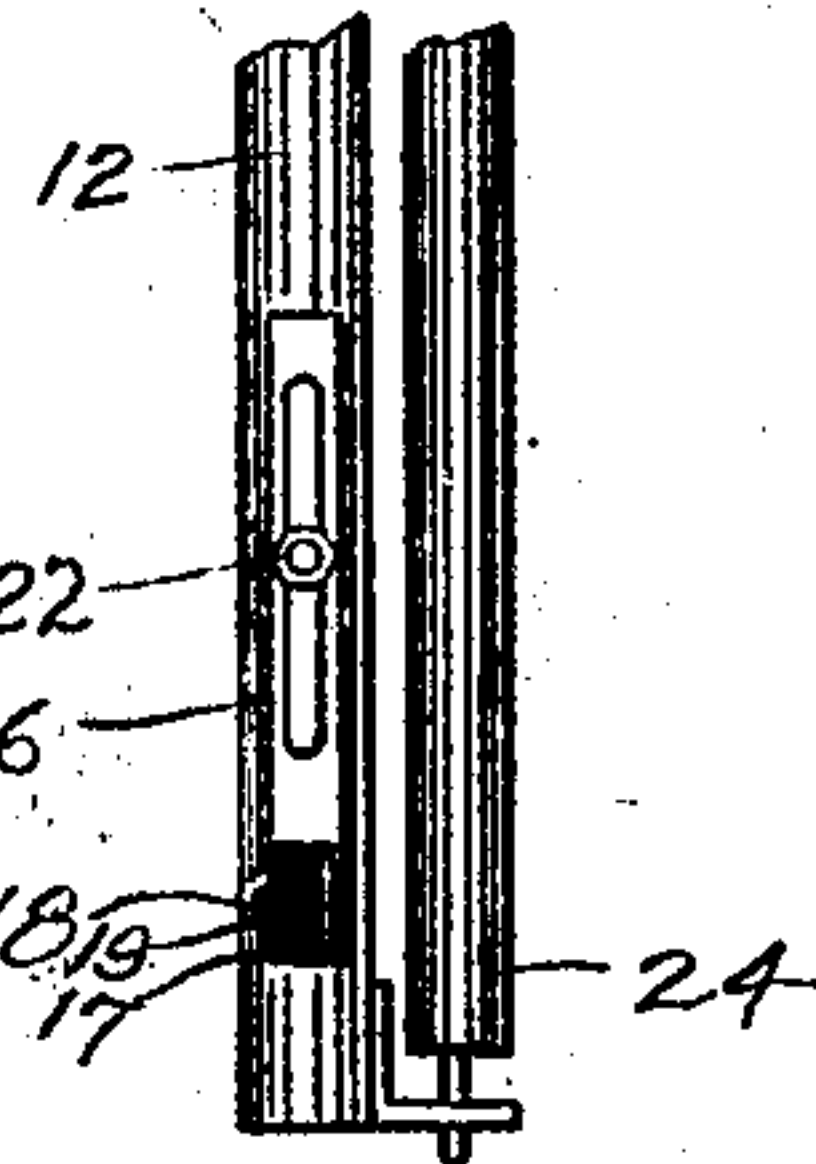


Fig. 3

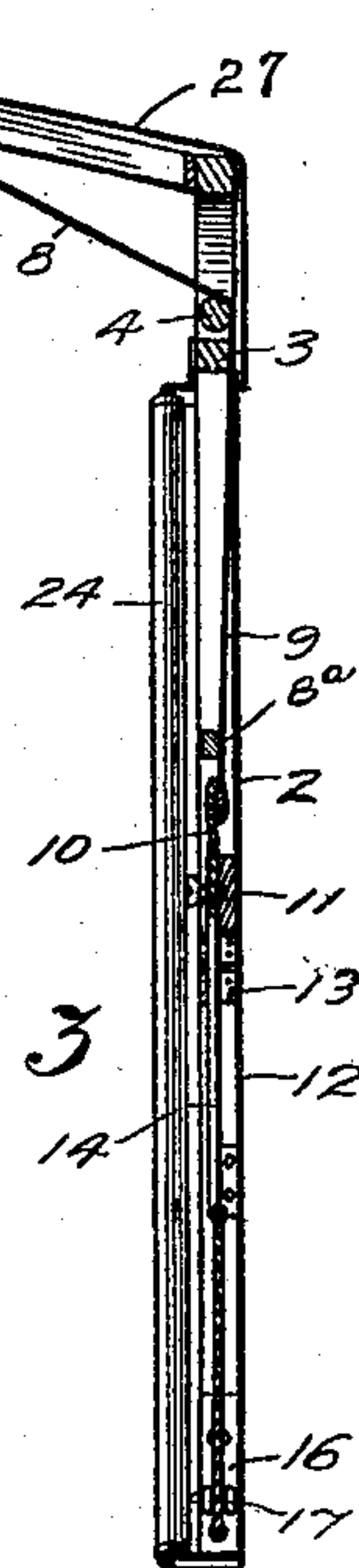
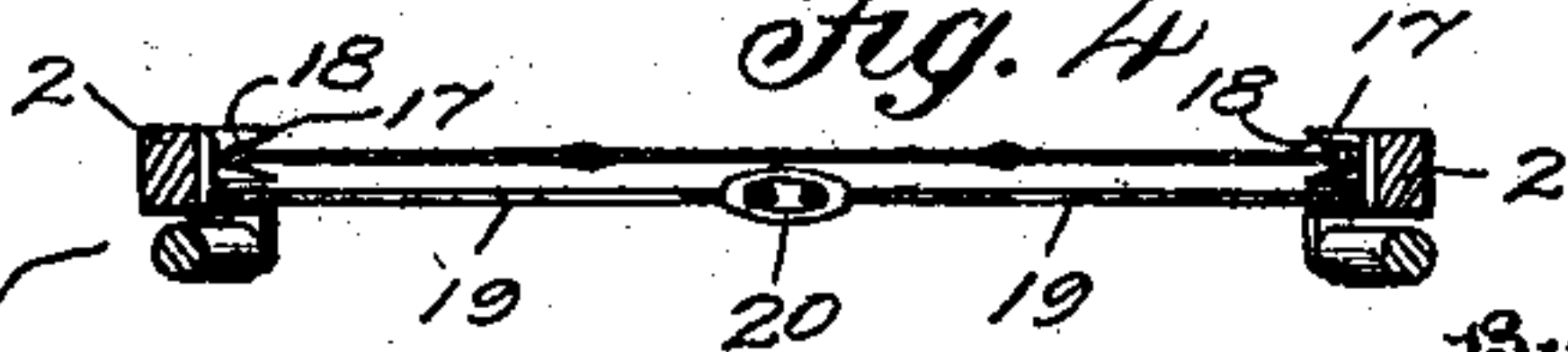


Fig. 4



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UNITED STATES PATENT OFFICE.

DANIEL ARGERBRIGHT, OF TROY, OHIO.

STORM-FRONT FOR VEHICLES.

No. 916,090.

Specification of Letters Patent.

Patented March 23, 1909.

Application filed December 16, 1907. Serial No. 406,709.

To all whom it may concern:

Be it known that I, DANIEL ARGERBRIGHT, a citizen of the United States, residing at Troy, in the county of Miami and State of Ohio, have invented certain new and useful Improvements in Storm-Fronts 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 storm fronts for vehicles of the style illustrated and described in my pending application filed Aug. 29, 1907, Serial No. 390,583.

It has for its object to provide a storm front which may be readily adjusted to different sizes and styles of vehicles, is simple in construction and comparatively inexpensive and has other advantages which will be hereinafter explained.

The invention consists in the features of construction and combinations of parts hereinafter described and specified in the claims.

In the accompanying drawing, illustrating the preferred embodiment of my invention: Figure 1 is a side elevation of the body of a buggy with my storm front in place. Fig. 2 is a section on line $x-x$ of Fig. 1 looking in the direction of the arrow. Fig. 3 is a vertical section on the line $y-y$ of Fig. 2, Fig. 4 is a horizontal section on the line $z-z$ of Fig. 2, and Fig. 5 is an enlarged inner face view of the lower end of one of the hinged pieces of the side bars of the frame.

In carrying out my invention, I provide an upright frame comprising an upper curved portion or bar 1 and side bars, 2. Near the top of said upright frame is arranged a cross bar 3 on which is mounted a roller 4. Extending rearwardly from the curved bar 1 is a frame arranged substantially horizontal and consisting of lateral strips 5 and a rear cross piece 6. A spring roller 7 is mounted within said horizontal frame near said cross piece 6. A curtain 8 containing a celluloid window 9 is mounted on said spring roller and passes over the roller 4. When said curtain is run up the window 9 is not rolled upon the roller 7 but is supported between the rollers 4 and 7. Said curtain is provided with a tab 10 adapted to be secured to an intermediate cross bar 11 of the frame of the front when the curtain is drawn down. When in this lowered position, a space is left between the lower edge of the curtain and

said cross bar 11 for the passage of the reins. When raised, a strip 8^a secured to the curtain near its lower end engages the under edge of the cross piece 3 of the upright frame and arrests or stops the curtain at a point where its window lies flat in the horizontal frame between the rollers 4 and 7.

The lower portions of the side bars 2 are made in separate pieces 12 which are hinged to the main sections by hinges 13 arranged on the inner faces of the parts. To each of the pieces 12 there is rigidly secured a brace 14 having its end slotted and engaging a bolt or set screw 15 in the cross bar 11. When the hinged end pieces have been adjusted to fit the width of the vehicle to which the front is attached, said set screws 15 are tightened upon the braces 14 thereby holding said hinged pieces rigidly in proper position. To the lower end of each of said hinged pieces 12 there is secured a slotted plate 16 carrying an inwardly extending lug 17 provided with a V-shaped groove 18. Rods 19 extend from each plate toward the other and are connected by a turn-buckle 20 whereby said plates may be adjusted so that the ends of the dashboard 21 will be clamped in the V-shaped grooves in said lugs. The plates 16 are adjustable on the pieces 12 by means of the bolts or set screws 22 passed through the slots in said plate, whereby the frame or bow of the storm front may be regulated to suit the height of the top of the vehicle.

Side curtains 23 are wound upon spring rollers 24 mounted on the uprights of the upright frame, one end of each roller having its bearing secured to one of the side bars 2 and the other end bearing in a bracket fastened to one of the hinged pieces 12. Said rollers are arranged behind shields 25 which protect the curtains when rolled up.

The frame or bow of the storm front is secured to the top of the vehicle by means of strips 26, each having a series of perforations in its end whereby it may be fastened at the proper point to the vehicle top. The upright frame is permanently covered all over with rubber cloth 27 or any other suitable rainproof material, except for the opening to be covered by the curtain 8. Windows of celluloid may be provided where desired in the permanent covering and in the side curtains, as shown. The covering 27 extends down on the front of the frame a little below the cross bar 3, as shown in Fig. 3, whereby the curtain, when raised, is retained

with the strip 8^a in engagement with said cross bar 3 and said curtain is prevented from winding entirely up on the roller 7 or passing over the roller 4 and hanging down within the vehicle top.

It will be noted that my storm front is very simple in construction and is readily adjustable to fit different widths of vehicle bodies and various heights of tops. When it is once adjusted in proper position, it is held rigidly in place. The reins are not confined to a slot in the permanent covering where free use thereof cannot be obtained in case of a fractious horse, but are arranged below the front curtain which may be run up in a moment and give plenty of room for handling the reins in case of emergency.

I claim:

1. A storm front for vehicles comprising an upright frame, lugs vertically adjustable on the lower ends of the side pieces of said frame and having grooves therein, and means to draw said lugs together and hold them in

position so that the edges of the dashboard are clamped in their grooves.

2. A storm front for vehicles comprising an upright frame, lugs vertically adjustable on the lower ends of the side pieces of said frame and having V-shaped grooves therein, and means to draw said lugs together and hold them in position so that the edges of the dashboard are clamped in their grooves.

3. A storm front for vehicles comprising an upright frame having the lower portions of its side pieces hinged to the main part, lugs secured to said hinged pieces and having grooves therein, and means to draw said lugs together and hold them in position so that the edges of the dashboard are clamped in their grooves.

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

DANIEL ARGERBRIGHT.

Witnesses:

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