

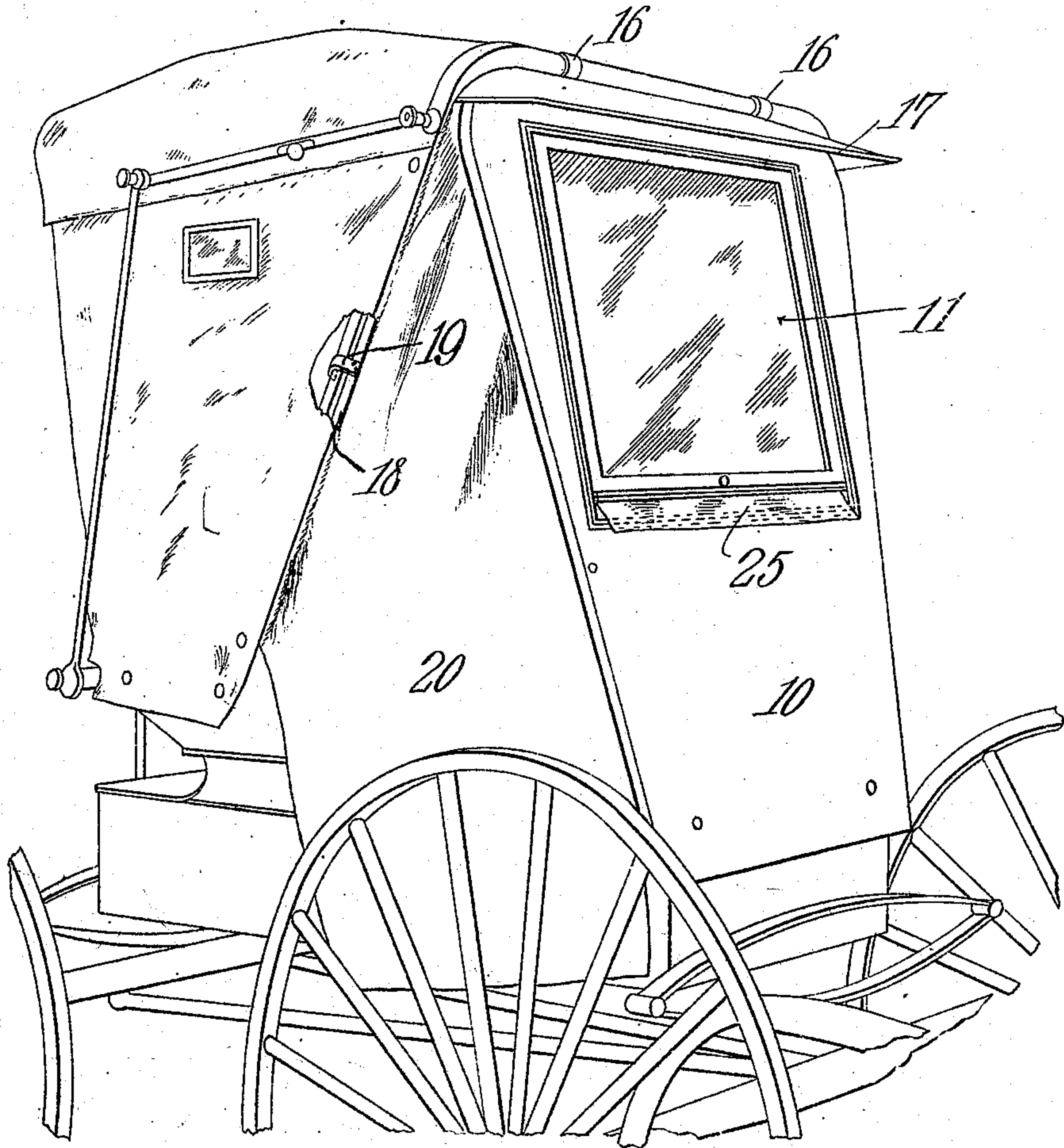
A. L. BROWN.  
STORM SHIELD.

APPLICATION FILED OCT. 3, 1907.

924,424.

Patented June 8, 1909.

2 SHEETS—SHEET 1.



*Fig. 1.*

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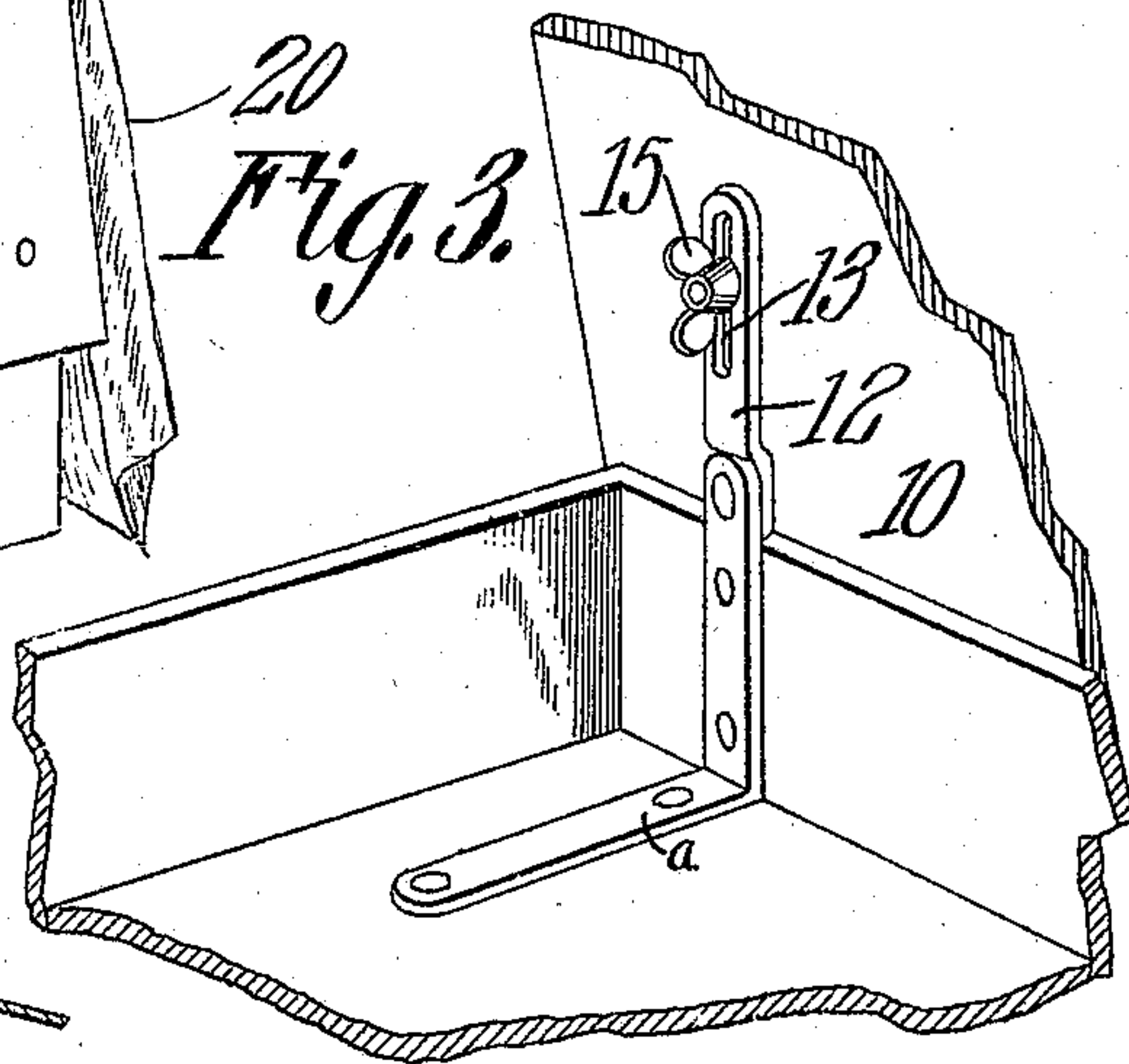
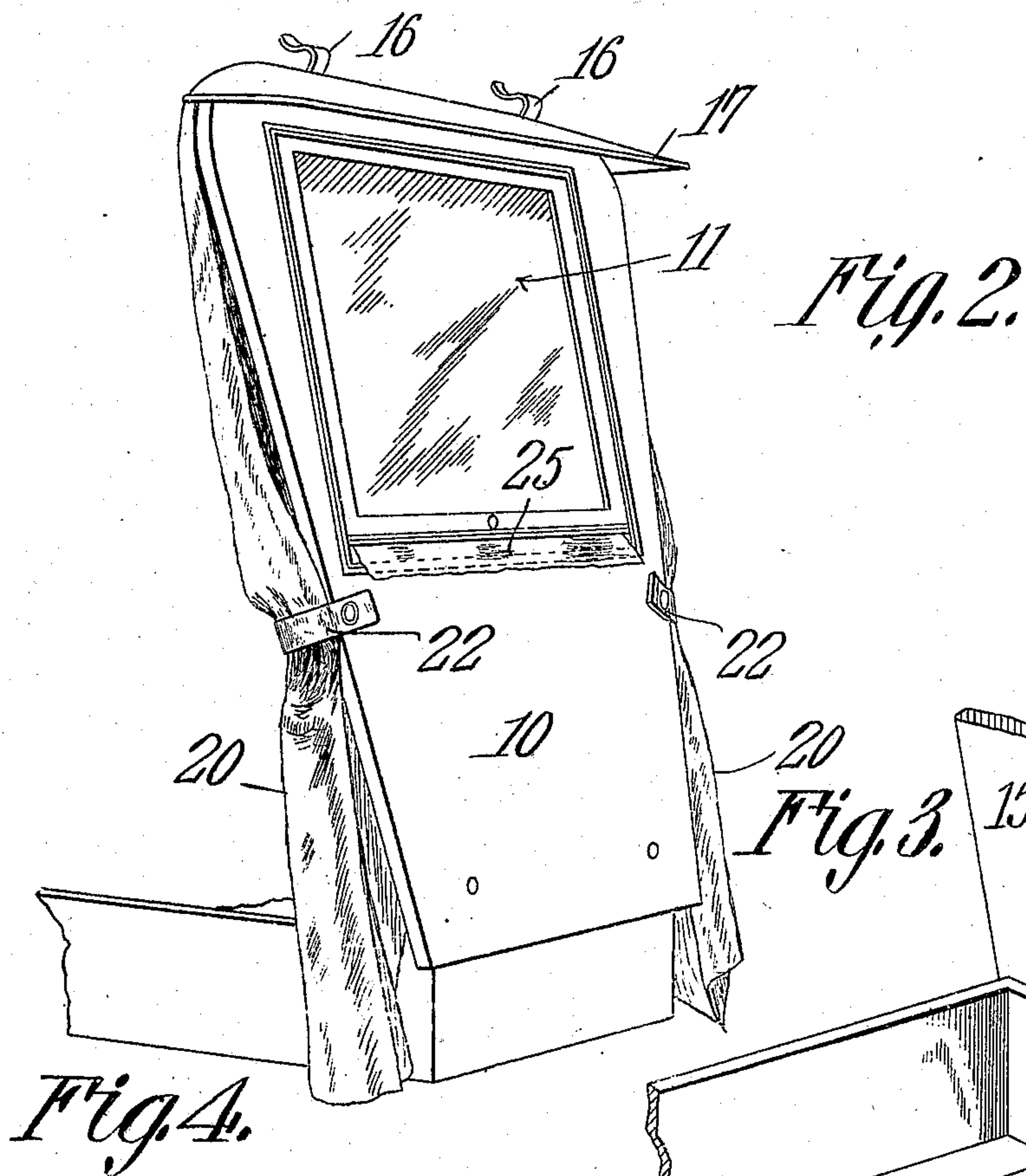
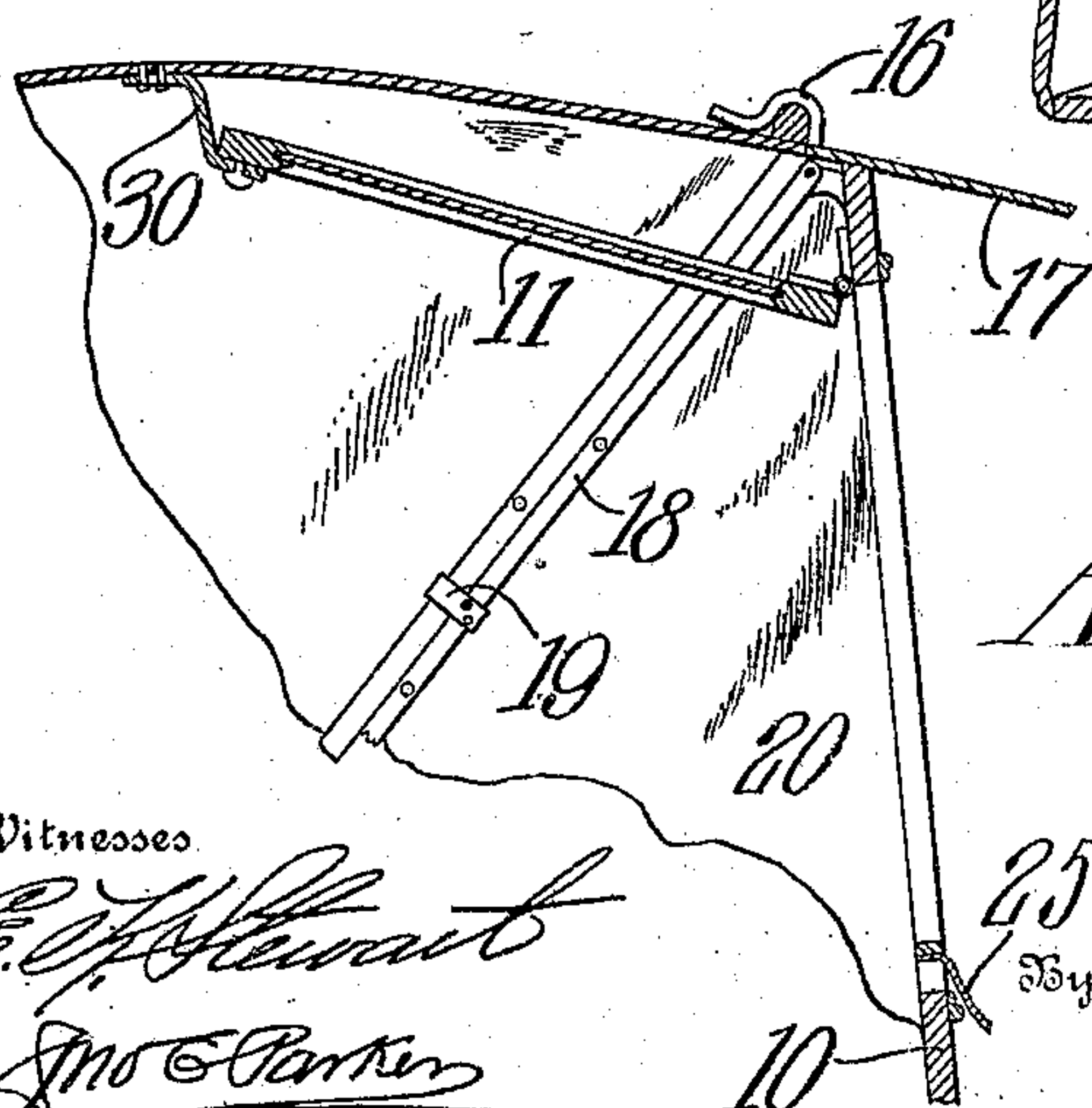


Fig. 4.



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# UNITED STATES PATENT OFFICE.

AARON L. BROWN, OF NEW HAVEN, INDIANA.

## STORM-SHIELD.

No. 924,424.

Specification of Letters Patent.

Patented June 8, 1909.

Application filed October 3, 1907. Serial No. 395,705.

*To all whom it may concern:*

Be it known that I, AARON L. BROWN, a citizen of the United States, residing at New Haven, in the county of Allen and State of Indiana, have invented a new and useful Storm-Shield, of which the following is a specification.

This invention relates to storm shields for buggies and other vehicles, and has for its principal object to provide a novel form of shield which may be secured to the dash or other fixed part of the vehicle body, and which does not depend for its support on the buggy top.

A further object of the invention is to provide a shield which may be connected to the buggy top, the connection being of such nature as to permit the raising and lowering of the top without movement of the shield.

A still further object of the invention is to provide a shield having a movable window which may be opened and turned up to an approximately horizontal position within the buggy top when not in use, so that the shield may form a permanent part of the structure, and will not in any manner interfere with the free use of the vehicle.

A still further object of the invention is to provide a storm shield in which the entire front is in the form of a rigid structure that may be secured to the dash or vehicle body, the opposite sides of the front carrying flexible curtains which, in connection with the sides of the buggy top, will serve to effectually exclude rain, snow and wind.

With these and other objects in view, as will more fully hereinafter appear, the invention consists in certain novel features of construction and arrangement of parts, hereinafter fully described, illustrated in the accompanying drawings, and particularly pointed out in the appended claims, it being understood that various changes in the form, proportions, size and minor details of the structure may be made without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings:—Figure 1 is a perspective view of a storm shield constructed in accordance with the invention. Fig. 2 is a similar view showing the side wings of the shield folded. Fig. 3 is a detail perspective view of one of the lower fastenings for the shield. Fig. 4 is a transverse sectional view showing the manner in which the window is supported in open position.

Similar characters of reference are employed to indicate corresponding parts throughout the several figures of the drawings.

In carrying out the invention, a frame 10 is formed of wood or metal, preferably in the form of a light iron skeleton frame that is provided with a large opening in its upper portion, this opening being normally closed by a window 11 that is pivoted at the top of the opening, so that when not in use the window may be swung back to approximately horizontal position within the buggy top. The remaining portion of the frame is covered with oil cloth, rubber, or other suitable water proof material, and its shape is made to conform generally to the contour of the vehicle and buggy top, its width gradually increasing from the bottom upward.

Before attaching the device the dash is removed, leaving the dash irons *a*, and the lower part of the shield is connected to these irons by iron straps 12. The upper portions of the straps have elongated slots 13 for the passage of clamping screws 15 so as to permit adjustment for different sized buggy boxes.

At the top of the shield are arranged hook-like clips 16 which are adapted to receive the front bow of the buggy top and to form a close joint therewith for the purpose of excluding rain, and projecting from the top of the frame is a shield 17 which, to some extent, will protect the window from rain and snow.

To the upper portions of the side members of the frame 10 are pivoted arms 18 which may be swung rearward to a position at an acute angle to the frame, and on these arms are hooks 19 which may be engaged with the front bow of the buggy top. Secured to the bar 18 and the vertical bar of the frame 10 are flexible curtains 20 that may be formed of any suitable water proof fabric, and these in connection with the side curtains of the buggy top will completely protect the sides of the vehicle and prevent the entrance of wind or rain.

In order to permit free ingress and egress, the bars 18 may be disconnected from the bow, and swung forward to a position parallel with the side bar of the shield frame, the curtain 20 between the two bars being folded up and held in folded position by a small strap 22. The buggy top may then be thrown back, leaving a wide clear space be-



tween the front bow and the shield, so that persons may enter or leave the vehicle without inconvenience.

Immediately below the window opening, 5 the front portion of the shield is provided with an elongated slot through which the reins may be passed, and this slot is protected by a flexible flap 25 that will prevent the entrance of rain.

10 When it is not necessary to use the shield, the buggy top may be thrown back and the shield allowed to remain in place with its side curtains folded in the manner shown, or the buggy top may be thrown up until the front 15 bow enters the hooks 16, and then the window may be swung up to approximately horizontal position and fastened in place within the buggy top by a small strap 30, leaving the entire front open to allow free 20 circulation of air.

I claim:—

The combination with a vehicle having a folding top, of a rigid frame secured to and adjustable vertically of the dash-board of the 25 vehicle and gradually increasing in width from the lower to the upper end of the frame, said frame being provided with a transparent panel, a hood secured to the wide end of the frame and having its forward longitudinal

edge over-hanging the panel and its rear longitudinal edge projected laterally beyond 30 the rear face of the frame to form a lip, hooks secured to the lip of the hood and arranged to receive the forward top bow of the vehicle top, side arms pivotally connected with the 35 upper end of the frame beneath said lip for attachment to a fixed portion of the vehicle top and mounted to swing in parallel vertical planes, flexible curtains secured to the opposite longitudinal edges of the frame and 40 also to the adjacent pivoted arms, said arms when swung away from the frame being disposed to draw the side curtains taut, means carried by the side arms for detachably engaging the forward side bows of the vehicle 45 top to hold the curtains extended, said curtains and side arms being foldable against the side portions of the frame, and fastening devices carried by the frame for securing the pivoted arms and curtains in engagement 50 with the frame when the former are folded.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

AARON L. BROWN.

Witnesses:

MARY KALLMEYER,  
KIT HANNA.