C. F. WENSINGER.

VESTIBULE STORM SHIELD.

APPLICATION FILED SEPT. 9, 1910.

995,933.

Patented June 20, 1911.

2 SHEETS—SHEET 1.

Fig. 1.

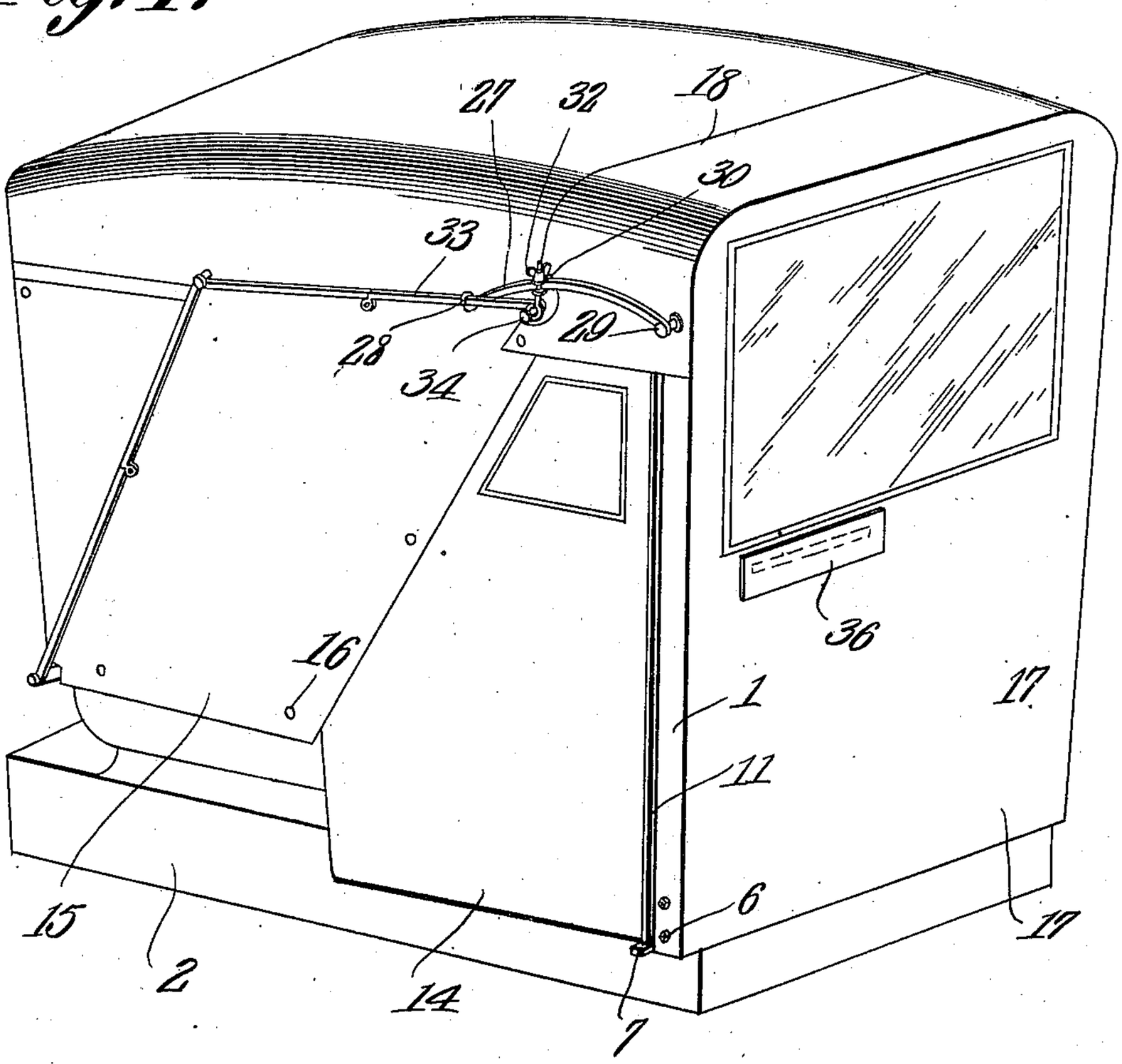


Fig. 2.

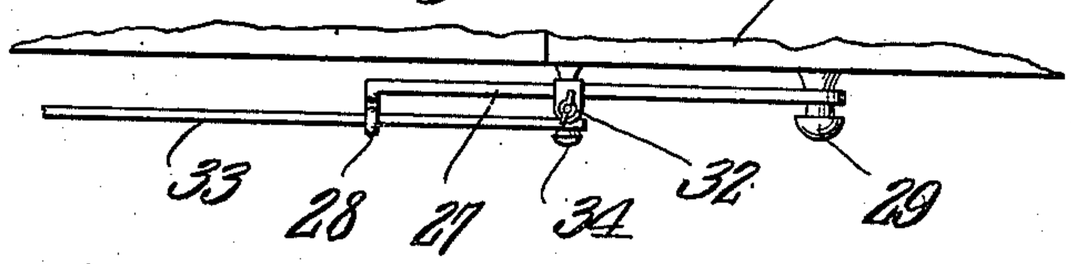
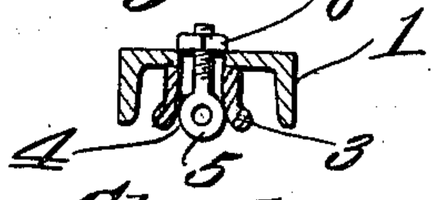


Fig. 3.



Witnesses

Frank B. Woodley.

Mason B. Lawton.

Charles F. Wensinger Inventor,

by Cachow & Co.

Attorneys

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2 SHEETS—SHEET 2.

Fig. 4.

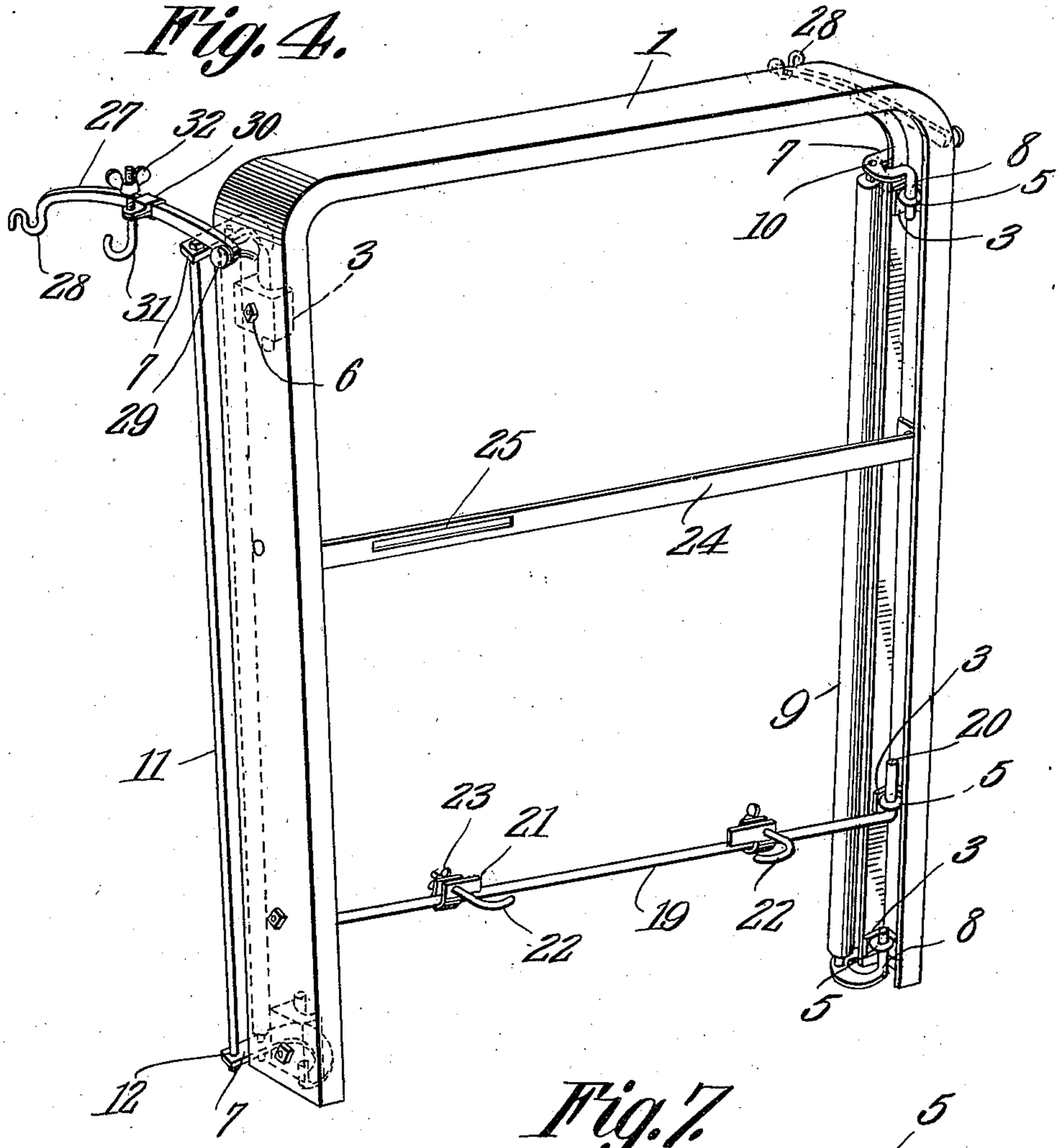


Fig. 7.

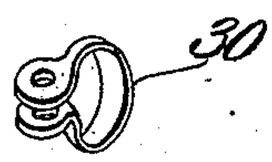


Fig. 5.

Fig. 6.

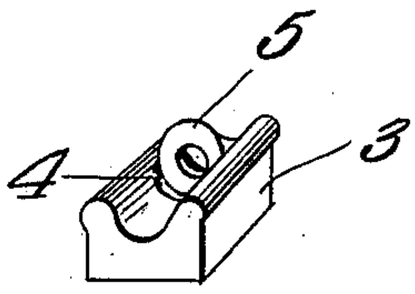
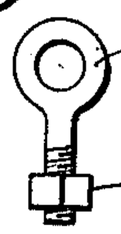


Fig. 8.



Witnesses

Frank B. Wooley.

Mason B. Lawton.

Charles F. Wensinger Inventor,

by C. A. Snow & Co.

Attorneys.

UNITED STATES PATENT OFFICE.

CHARLES F. WENSINGER, OF FREMONT, OHIO, ASSIGNOR TO THE SAFE STORM SHIELD CO., OF FREMONT, OHIO.

VESTIBULE STORM-SHIELD.

995,933. Specification of Letters Patent. **Patented June 20, 1911.**

Application filed September 9, 1910. Serial No. 581,298.

To all whom it may concern:

Be it known that I, CHARLES F. WENSINGER, a citizen of the United States, residing at Fremont, in the county of Sandusky and State of Ohio, have invented a new and useful Vestibule Storm-Shield, of which the following is a specification.

It is the object of this invention to provide a supporting member for auxiliary curtains, adapted to be applied to the top of a vehicle, to house in the open front portion of the top.

Another object of the invention is to provide novel means for retaining the curtain-supporting member upon the vehicle.

Another object of the invention is to provide novel means for assembling the curtains with the curtain-supporting members.

In the drawings,—Figure 1 shows the invention in perspective applied to a vehicle; Fig. 2 is a top plan of one of the elements whereby the curtain-supporting member is held to the vehicle top; Fig. 3 is a transverse section of the curtain supporting member; Fig. 4 is a perspective of the curtain-supporting member and its auxiliary parts, the curtains being removed in order that details may more clearly appear; Fig. 5 is a perspective of a yoke employed in connecting the curtain-supporting member with the vehicle top; Fig. 6 is an elevation of one of the eye-bolts; Fig. 7 is a perspective of one of the brackets; and Fig. 8 is a perspective of one of the blocks, showing one of the eye-bolts mounted therein.

The invention includes, as a primary and fundamental element, an arcuate curtain-supporting member 1, seen most clearly in Fig. 4 of the drawings. This arcuate member 1 is preferably fashioned from channel iron, the bowed upper portion of the arcuate member being adapted to engage the forward edge of the vehicle top, while the sides of the arcuate member are adapted to extend well down upon the box 2 of the vehicle. A plurality of blocks 3 are applied to the adjacent faces of the sides of the arcuate member 1. In these blocks 3 there are openings 4, adapted to receive eye-bolts 5, which are extended through the sides of the arcuate member 1. Upon their outer ends these eye-bolts 5 carry nuts 6. Brackets are provided, each bracket including an arcuate arm 7, normally disposed transversely of the sides of the member 1, and a finger 8 which is adapted to be received in the openings in the heads of the eye-bolts which are located adjacent the upper and lower ends of the arcuate member 1. In the arms 7 of the brackets there are openings 10, in which are journaled for rotation spring actuated rollers 9. In other openings 12 are disposed upright rods 11, adapted to serve as guides for curtains 14 which are wound upon the rollers 9. The curtains 14 overlap the side curtains 15 of the vehicle top, and are preferably held in place upon the knobs 16 whereby the side curtains 15 are held to the front bow of a vehicle top, the construction being well known.

It will be seen that the fingers 8 of the brackets, may be moved up and down in the eye-bolts 5, and thus the positions of the curtains 14 may be adjusted vertically. Moreover, the fingers 8 of the brackets may be rotated in the eye-bolts 5, and thus the curtain-rollers 9 may be adjusted transversely of the vehicle. When the nuts 6 upon the eye-bolts 5 are rotated, to engage the arcuate member 1, the heads of the eye-bolts 5 will be drawn into the openings 4 in the blocks 3, thus binding the fingers 8 against the blocks, and holding the brackets against rotation.

A front curtain 17 may be secured to the arcuate member 1 in any desired manner. A top curtain 18 may be secured to the upper portion of the arcuate member 1, to extend downwardly upon the side of the vehicle top, as clearly seen in Fig. 1.

The invention further includes a rod 19, having angularly disposed spring ends 20. These ends 20 are adapted to be received in the intermediate eye-bolts 5. This rod 19, resting upon the edges of the wagon box, will serve to uphold the arcuate member 1 in place. It will be seen that by loosening the nuts 6 upon the ends of bolts 5 in which the ends 20 of the rod 19 are mounted, the rod 19 may be adjusted vertically; and subsequently clamped in its adjusted position. Thus the rod 19 may be positioned to accommodate wagon boxes, the sides of which differ in height. Clamps 21 are slidable upon the rod 19. Hooks 22, or like support-engaging devices, are slidable in the clamps 21 transversely of the rod 19. These hooks 22 are provided with wing nuts 23. The hooks 22 may be made to engage the edges of the dash board, and by rotating the nuts 23, hooks 22 will be drawn into en-

gagement with the edges of the dash-board, the clamps 21 at the same time, being held against sliding movement upon the rod 19. Above the rod 19, the sides of the arcuate member are connected by a cross bar 24, in which there is a slot 25, through which the reins may be passed. This slot 25 is alined with an opening in the front curtain 17 which said opening, as clearly seen in Fig. 1, is normally closed by a flexible flap 36. Other support-engaging devices are provided, the same consisting of arms 27, provided at their rear ends with transversely disposed hooks 28, the arms 27 at their forward ends, being pivoted upon knobs 29, projecting from the sides of the arcuate member 1. Yokes 30 are slidable upon the arms 27, and in these yokes 30 are disposed hooks 31, the hooks 31 being slidable transversely of the arms 27 upon which the yokes 30 are mounted. The wing nuts 32 are carried by the threaded end portions of the hooks 31. The hooks 28 are adapted to extend over the toggles 33, and to engage with said toggles. The toggles 33 serve, as is well known, as a means for stretching the cover of the vehicle. The hooks 31 are adapted to extend beneath the pivot elements 34, and to engage with the said pivot elements. The pivot elements 34 constitute the means for uniting the forward ends of the toggles 33 with the front bow of the vehicle top, as will be readily understood.

In practical operation, the upper portion of the arcuate member 1 is placed over the forward end of the vehicle top, the rod 19 being adjusted vertically, in the manner hereinbefore described, until it rests entirely upon the sides of the wagon-box. The hooks 22 are then adjusted longitudinally of the rod 19, and the wing nuts 32 are manipulated until the hooks 22 properly engage the dash-board. The side curtains 14 are drawn rearwardly, off the spring-actuated rollers 9, and lapped upon the front bow of the vehicle, as shown in Fig. 1. Hooks 28 are then engaged with the toggles 33, and the transversely positioned hooks 31 are engaged with the pivot members 34, and held in engagement therewith by rotation of the wing nuts 32. The reins are extended through the opening 25 in the cross bar 24, and passed beneath the flap 36 in the front curtain 17. When the device is thus positioned, the driver will be securely housed in and protected from the elements.

Having thus described the invention, what is claimed is:—

1. In a device of the class described, an arcuate member; curtains carried by the sides of the arcuate member; a rod removably connected with the sides of the arcuate member; clamps slidable upon the rod longitudinally of the same; devices slidable in the clamps, transversely of the rod, and adapted to engage the dash-board of a vehicle; and means upon the devices, adapted to engage the clamps for the longitudinal adjustment of the devices and for the operation of the clamps.

2. In a device of the class described, an arcuate member; brackets vertically adjustable upon the arcuate member longitudinally thereof, and pivotally movable transversely of the arcuate member; curtain-rollers journaled in the brackets; curtains secured to the rollers; and means for securing the arcuate member to a vehicle top.

3. In a device of the class described, an arcuate member; blocks applied to the sides of the arcuate member and provided with openings; eye-bolts mounted in said openings and extended through the arcuate member; brackets movable in the eye-bolts and adapted to be bound against movement, upon the blocks; rollers journaled in the brackets; and curtains carried by the rollers.

4. In a device of the class described, an arcuate member; curtains carried by the arcuate member; blocks applied to the sides of the arcuate member and provided with openings; eye-bolts mounted in said openings and extended through the arcuate member; a rod having angularly disposed portions engaged in the eye-bolts and adapted to be clamped against the blocks; and adjustable support-engaging devices slidable upon the rod.

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

CHARLES F. WENSINGER.

Witnesses:
A. E. CULBERT,
C. R. PONTIUS.