G. W. SCOTT.

STORM FRONT FOR VEHICLES.

APPLICATION FILED AUG. 8, 1914.

1,167,121.

Patented Jan. 4, 1916.

2 SHEETS—SHEET 1.

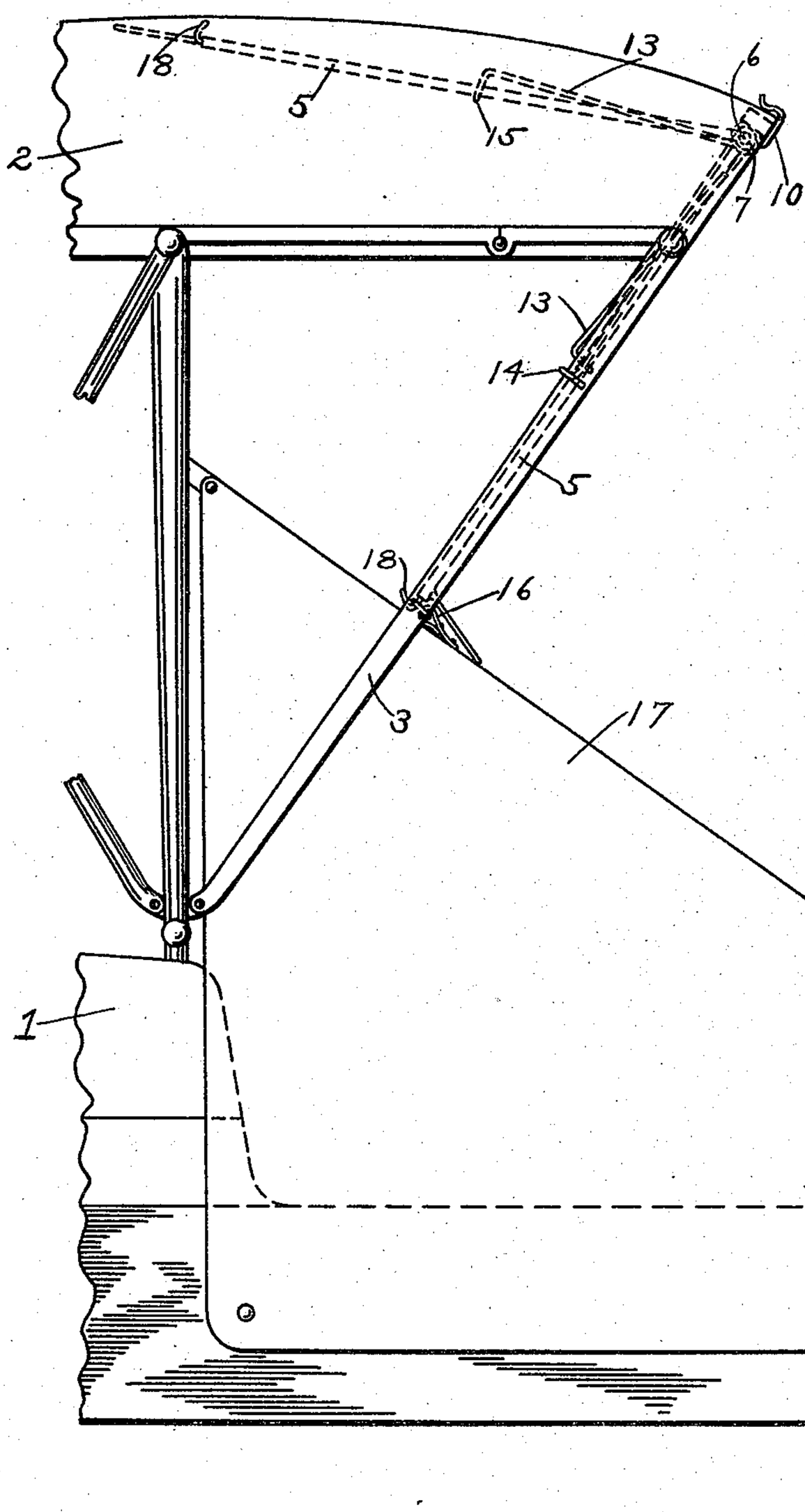

Fig. 1.

Witnesses

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Fig. 2.

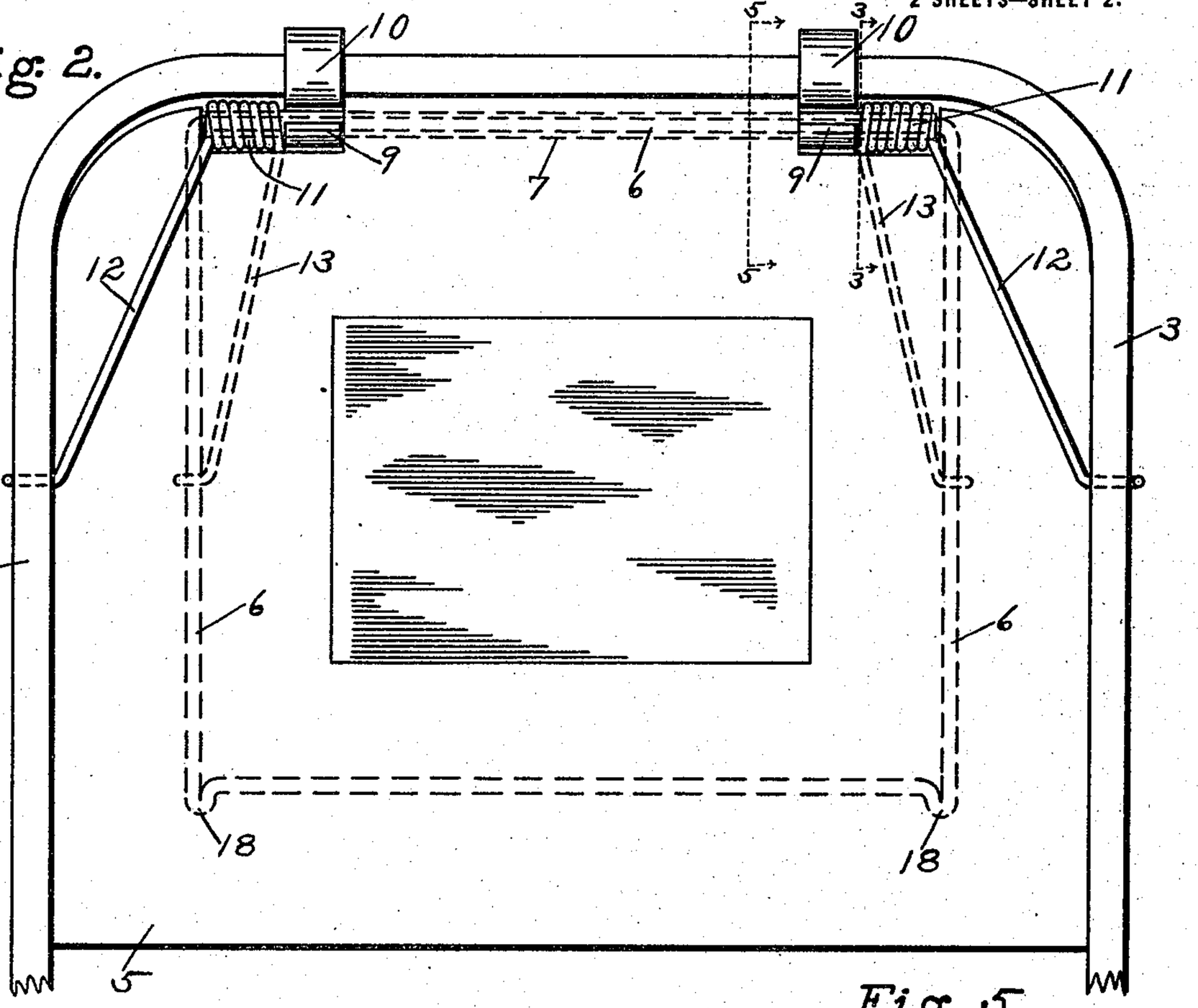


Fig. 3.

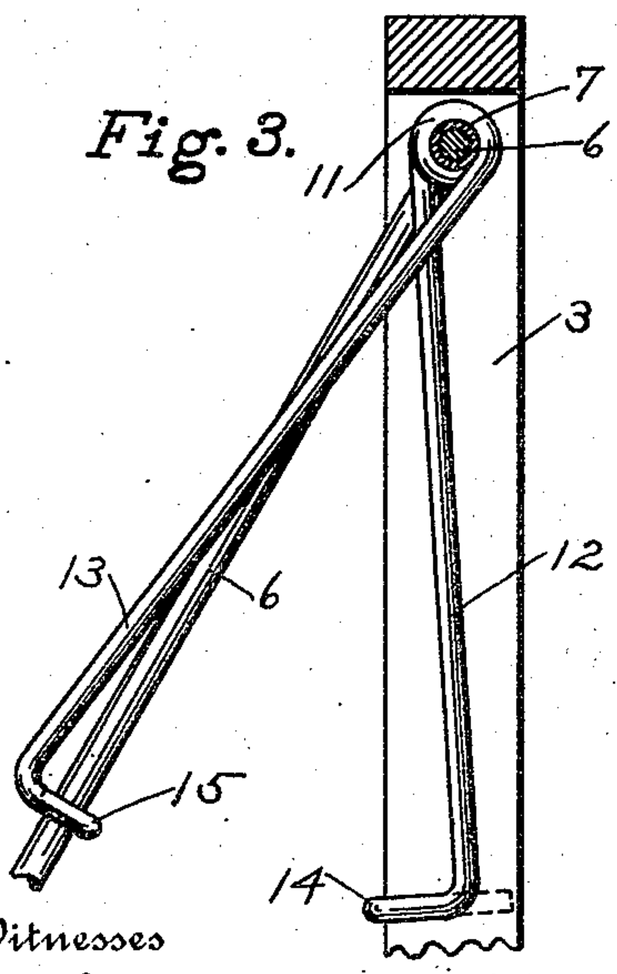


Fig. 4.

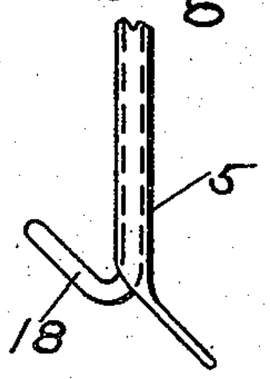
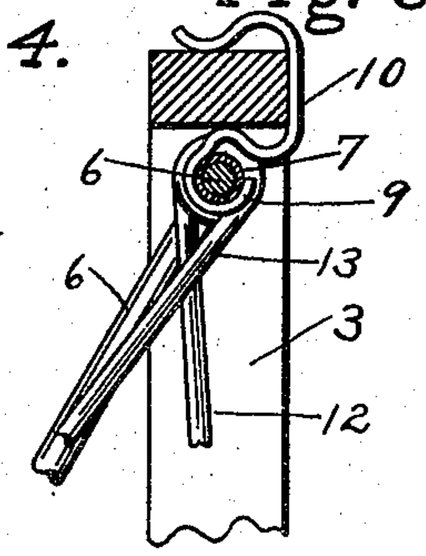


Fig. 5.



Witnesses

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UNITED STATES PATENT OFFICE.

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STORM-FRONT FOR VEHICLES.

1,167,121. Specification of Letters Patent. Patented Jan. 4, 1916.

Application filed August 8, 1914. Serial No. 855,819.

To all whom it may concern:

Be it known that I, GEORGE W. SCOTT, 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, of which the following is a specification.

This invention relates to improvements in storm fronts for vehicle tops, and it more particularly relates to that type of storm fronts in which the front may be swung beneath the vehicle top when not in use and also to one which may be entirely removed from the top when desired.

The object of the invention is to simplify and cheapen the construction and improve the operation of fronts of this kind.

In the accompanying drawings: Figure 1 is a side view of a portion of a vehicle body and its top showing my improved front applied thereto, the different positions of the same being shown in dotted lines. Fig. 2 is a front view of a portion of a front bow of a vehicle top, showing my improved front in position thereon, the front being shown in position. Fig. 3 is a section through the front bow of a vehicle top, showing a portion of the frame of the front and one of the operating springs applied thereto, the section being on the line 3—3 of Fig. 2. Fig. 4 is a detail of a portion of the lower part of the frame of the front and covering therefor. Fig. 5 is a view similar to Fig. 3 but showing one of the devices for securing the storm front to the top of the vehicle bow, the section being on the line 5—5 of Fig. 2.

Like parts are represented by similar characters of reference in the several views.

In the said drawings, 1 represents the body of the vehicle, 2 the top thereof, and 3 the front bow of the top. The storm front proper is constructed in the usual way of water-proof material 5, which cover a rectangular shaped metallic frame 6. The upper side of this frame 6 has thereon a loose sleeve 7. The sleeve and frame are rotatably supported in sleeve-shaped brackets 9 formed on the lower sides of spring clips 10 which are adapted to be sprung over the bow 3. Also arranged about the sleeve 7 are two coil springs 11, the respective ends of which are extended to form arms 12 and 13 of substantially the same length. The free ends of the arms 12 are provided with hooked-shaped portions 14 adapted to be hooked about the rear side of the bow 3, and the free ends of the arms 13 are provided with hooked-shaped portions 15 adapted to be hooked about the sides of the frame 6.

In placing the storm front in position, the spring clips are first sprung over the bow 3 and then the free ends of the arm 12 are hooked about the bow 3, the resiliency of the spring holding these arms in position. The natural tendency of the springs is to hold the front beneath the vehicle top as shown in dotted lines in Fig. 1. When the front is drawn down to operative position the springs are put under increased tension causing the arms 12 to hold firmly engaged the rear side of the bow 3. The front is held in its operative position by loops 16 on the apron 17 engaging with hooks 18 formed on the lower side of the frame 6.

This construction provides a storm front which is exceedingly simple in its construction and is very effective in its operation. It may be very quickly applied and as readily removed. By having the spring arms 12 and 13 of substantially the same length and by placing the coil of the spring about the pivotal point or axis of the storm front frame, the tension upon the storm front is equalized so that it requires but very little effort to hold the front in position beneath the bow enabling the employment of the spring clips described, or even straps buttoned to the top of the bow may be used, thus enabling the front to be very quickly and readily removed.

Having thus described my invention, I claim:

1. In a storm front for vehicles, a frame, means for pivotally connecting said frame to the front bow of the vehicle top, a coil spring arranged about the pivotal connection of said frame, each end of said spring being extended to form an arm, one arm being connected to said bow and the other arm connected to said frame, said arms being of substantially the same length.

2. In a storm front for vehicles, a frame, means for pivotally connecting said frame to the front bow of the vehicle top, a coil spring arranged around the pivotal center of said frame on each side thereof, each of said springs having an arm projecting from its respective ends, means for connecting one arm of each spring to said frame, and hooks

on the other arms of said springs adapted to engage the rear side of said bow.

3. In a storm front for vehicles, a frame, removable devices for connecting said frame to the front bow of the vehicle top, each of said devices having a depending bracket within which said frame is pivoted, coiled springs arranged around the pivotal center of said frame on either side thereof, each spring having integrally formed arms at its respective ends, one of said arms being connected to said frame and the other arm hooked about the rear side of said bow.

In testimony whereof, I have hereunto set my hand this 5th day of August, 1914.

GEORGE W. SCOTT.

Witnesses:
CHAS. I. WELCH,
EFFA M. SMITH.