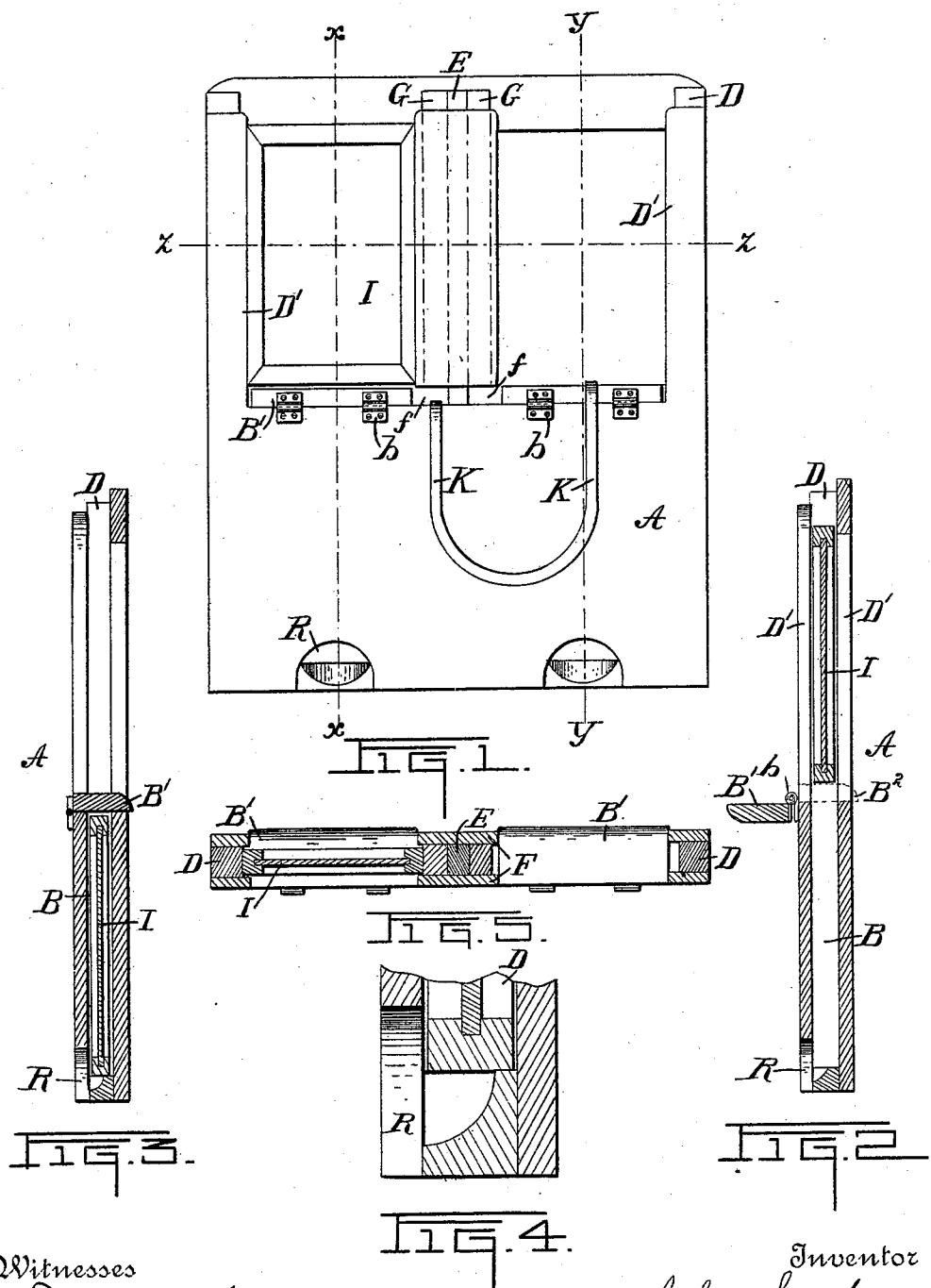


(No Model.)

J. SAUDER.
FRONT FOR VEHICLES.

No. 536,398.

Patented Mar. 26, 1895.



Witnesses

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JOHN SAUDER, OF FARMERSVILLE, PENNSYLVANIA.

FRONT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 536,398, dated March 26, 1895.

Application filed February 12, 1895. Serial No. 538,088. (No model.)

To all whom it may concern:

Be it known that I, JOHN SAUDER, a citizen of the United States, residing at Farmersville, in the county of Lancaster, State of Pennsylvania, have invented certain Improvements in Fronts for Vehicles, of which the following is a specification.

This invention relates to improvements in that class of open front vehicles in which said fronts can be closed to protect the occupant against inclemency of the weather; and the object of the invention is to so construct the vehicle front that the same may be closed without withdrawing the reins from the vehicle to change their position. I accomplish this object by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is an inside elevation of the front of a vehicle embodying my invention, showing one of the windows in an elevated position and closing one side of said front. Fig. 2 is a transverse section on broken line $x-x$ of Fig. 1, the flap for closing the housing of the window being shown open in full lines and closed in broken lines. Fig. 3 is a similar view on broken line $y-y$, all the parts occupying their normal positions. Fig. 4 is an enlarged transverse section of the lower portion of the housing on broken line $y-y$. Fig. 5 is a horizontal section on broken line $z-z$ of Fig. 1.

Similar letters indicate like parts throughout the several views.

Referring to the details of the drawings, A indicates a vehicle front, in the upper part of which there are two window-sash frames and in the lower part two boxes B, in which the windows are housed when lowered. The upper and open ends of boxes B are closed by flaps, B', secured to the inner sides of said boxes by hinges, b, so that when opened said flaps are turned backward. The outer sides of the casings of the sash-frames are formed by the front corner posts, D, of the vehicle and inwardly extending plates secured in a vertical position to the front and back faces thereof and forming the side beads D'. The inner sides of said casings consist of a center post E having plates, F, also secured to the front and back faces thereof and forming the

beads of the inner sides of the sash-frames. There are open spaces, f, left on each side of post E between the tops of boxes B and the lower edges of plates F, the outer extension of which beyond the post is much greater than is necessary to form the beads. This surplus space is filled by strips G, one located on each side of and adjacent to post E and extending only to the lower edges of plate F, thus insuring a permanent opening on each side of the center post between plates F and the tops of boxes B.

When the windows I are lowered the openings in the tops of boxes B are closed by flaps B', as shown in Fig. 3, and the reins K rest thereon, as seen on the right of Fig. 1. To raise a window the flap is first turned back into the position shown by full lines in Fig. 2 and the rein moved into the adjacent opening f. The window is then raised sufficiently high to permit the flap to be closed, as illustrated by broken lines B² of Fig. 2, when it is again lowered to said flap, on which it rests. To lower the windows and free the reins from openings f, the operation is reversed.

In the lower part of the inner walls of the boxes there are openings, R, extending beneath the lower part of the window-sash where the same is housed, and through which an occupant of the vehicle can reach to raise the sash sufficiently to be grasped above the tops of said boxes.

By the construction just described the front windows can be raised and lowered and the position of the reins changed without removing the free ends of said reins from the vehicle.

It is evident that numerous changes in the construction of the vehicle front might be made without departing from the scope of my invention. Hence I would have it understood that I do not confine myself to the exact construction shown and described, but consider myself at liberty to make such changes as fairly fall within the spirit and scope of my invention.

I am aware that, prior to my invention, vehicles have been constructed having windows in the front that could be opened and closed and that said fronts had openings through

which the reins could be passed when the windows were closed. I, therefore, do not claim such a combination broadly, but

What I do claim as my invention, and desire to secure by Letters Patent, is—

1. The combination, in a vehicle-front, with a window therein constructed to be opened and closed, of a recess in the window-frame opening into the same, said recess being adapted to have a rein slid or directly moved therein from the interior of the window frame, for the purpose specified.

2. The combination, in a vehicle front, with a window therein constructed to be opened and closed, of a recess in the window-frame above the window-sill and opening into the interior of the same, said recess being adapted to have a rein slid or directly moved therein from the interior of the window-frame, for the purpose specified.

3. The combination, in a vehicle-front, with

windows therein constructed to be opened and closed, of a post dividing the frames of the windows and having recesses on opposite sides thereof opening into said frames, said recesses being adapted to have reins slid or directly moved therein from the interior of the window-frames, substantially as and for the purpose specified.

4. The combination, in a vehicle-front, with windows in the upper portion thereof, of boxes beneath said windows adapted to house the same, flaps adapted to cover said boxes and form sills for the windows, and a post separating the window-frames and having recesses in the sides thereof opening into said frames above the tops of said boxes, substantially as and for the purpose specified.

JOHN SAUDER.

Witnesses:

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