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SLIDING DOOR FOR STORM BUGGIES.

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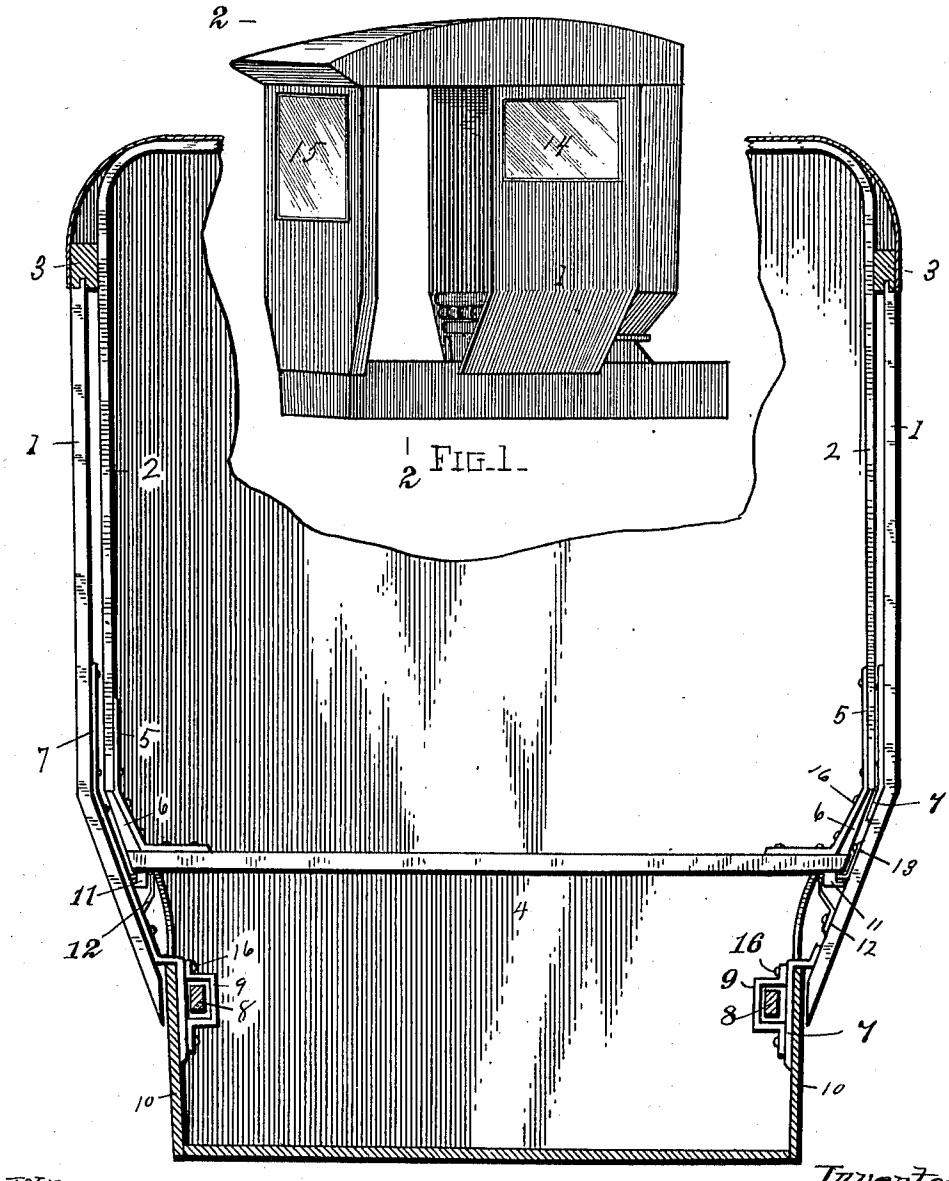


FIG. 1.

FIG. 2.

Witnesses.

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SLIDING DOOR FOR STORM-BUGGIES.

990,252. Specification of Letters Patent. **Patented Apr. 25, 1911.**

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To all whom it may concern:

Be it known that I, SAMUEL P. GLUNT, a citizen of the United States, residing at Union City, in the county of Randolph and State of Indiana, have invented a new and useful Improvement in Sliding Doors for Storm-Buggies and other Closed-Top Vehicles, of which the following is a specification.

My invention relates to improvements in sliding doors used on closed top vehicles, commonly called storm buggies; and the object of my invention is to provide a carrying device for sliding doors, which device, is concealed from outward view and is protected from mud which is thrown by the wheels. Mud often becomes frozen on carrying tracks constructed and located on the outside of storm buggies and thus prevents the movement of the doors. It is clear that in the use of such outwardly located carrying devices or tracks, that the occupant of the buggy may be unable at certain times to alight. Or in other words, may be frozen in. I have therefore located my carrying tracks, partly inside the body of the vehicle and partly under the end of the bottom of the seat where they are concealed from outward view and are protected from mud flying from the wheels of the vehicle.

The nature of my invention will be readily comprehended, reference being had to the following detailed description and to the accompanying drawings.

In the drawings, Figure 1 is a perspective view of a storm buggy top with sliding doors, one being closed and one being partly open, embodying my invention. Fig. 2 is a detailed sectional view of a storm buggy top, seat and body, the section being taken at the front edge of the seat with the left hand sliding door open, the other door being closed. Thus showing the manner of attaching the front edge of the door to the track inside of the body, also showing the manner of attaching the rear edge of the door to the rabbeted track under the end of the seat by two angle irons. These angle irons are adjustable and can be so neatly adjusted to the rabbeted track as to prevent a rattling noise which is a serious fault found in most carrying tracks used in sliding doors attached to buggies. The angle irons are made adjustable by the bolt holes through which they are bolted to the doors being elongated.

Referring to the drawings by numerals, 1 is the sliding door, which when moved clear forward closes the entrance and when moved backward opens it.

2 is a wooden bow which forms a part of the frame of the top.

3 is a grooved side rail forming a part of the frame of the top and a guide for the top or upper end of the door, which has a tongue on the top which works in the groove of the side rail.

4 is the bottom of the buggy seat.

5 are irons attaching the wooden bows to the seat.

6 are the sides or panels of the seat.

7 is an iron strap which connects the front edge of the sliding door with the carrying track located inside the buggy body.

8 is the rail or track to which the front edge of the door is attached and upon which it is supported and carried.

9 is a clevis yoking iron 7 to the rail 8.

10 are the side panels of the buggy body.

11 is a rabbeted piece of iron made fast to the bottom of the seat at the outer end and forming with the bottom of the seat a groove into which 13 projects. This rabbeted iron forms that part of my carrying device which supports and carries the rear edge of the sliding door.

13 is an angle iron made fast to the sliding door and projects into the groove formed by 4 and 11 and prevents the door from dropping down.

12 is an angle iron made fast to the sliding door and prevents the door from swinging outward at the bottom and disengaging 13 from its groove.

14 is a glass side light in the sliding door.

15 is a glass light in the front.

16 are bolts used in fastening irons to the wooden bows and seat and in fastening the carrying irons to the front edges of the sliding doors.

Having thus described my invention, what I claim is—

A sliding door combined with carrying tracks, one track located inside the vehicle body at the place of entrance, to which the front side or edge of the door is attached by an iron strap bent in proper shape and yoked to the track by a clevis, and one rabbeted track located on the bottom of the seat at the outer end, to which the rear side or edge of the door is attached by two angle irons, substantially as described.

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."