

(No Model.)

S. E. FARROW.
STORM FRONT FOR VEHICLES.

No. 586,763.

Patented July 20, 1897.

Fig. 1.

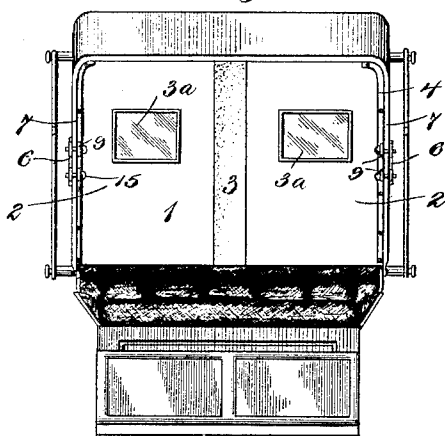


Fig. 2.

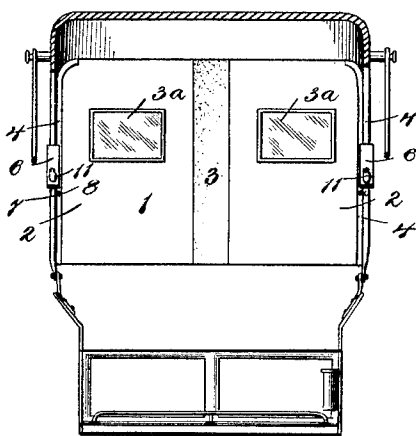


Fig. 5.

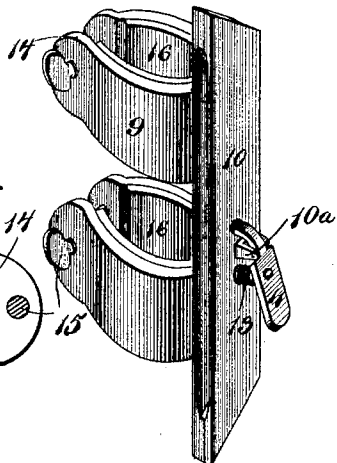


Fig. 3.

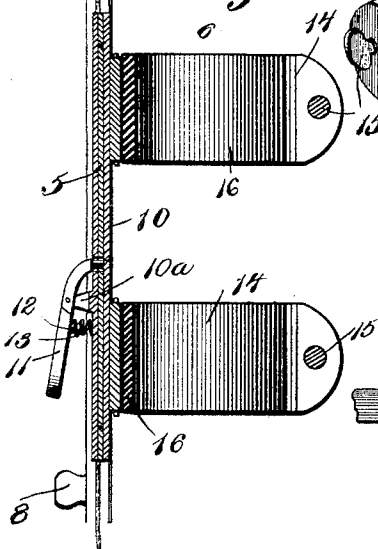


Fig. 4.

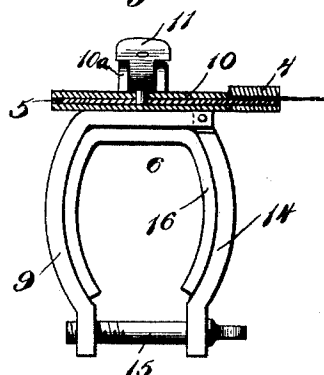
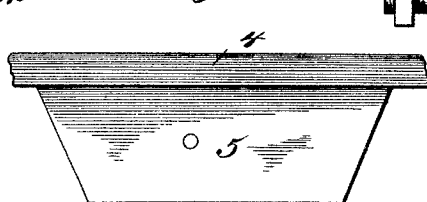


Fig. 6.



Inventor

Stephen E. Farrow.

Witnesses

C. Bradway. By his Attorneys,

J. F. Riley

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

STEPHEN E. FARROW, OF BEAVER MEADOWS, PENNSYLVANIA, ASSIGNOR
OF ONE-HALF TO C. L. ALLEN, OF SAME PLACE.

STORM-FRONT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 586,763, dated July 20, 1897.

Application filed May 7, 1897. Serial No. 635,544. (No model.)

To all whom it may concern:

Be it known that I, STEPHEN E. FARROW, a citizen of the United States, residing at Beaver Meadows, in the county of Carbon and State of Pennsylvania, have invented a new and useful Storm-Front for Vehicles, of which the following is a specification.

This invention relates to improvements in storm-fronts for vehicles.

The object of the present invention is to provide for buggies and other vehicles a simple and efficient storm-guard adapted to be readily attached to and quickly removed from the front bows of a vehicle-top and capable of shielding the upper portion of the occupant by closing the front of the vehicle above the lap-robe.

The invention consists in the construction and novel combination and arrangement of parts, as hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a front elevation of a portion of a vehicle provided with a storm-guard constructed in accordance with this invention. Fig. 2 is a rear elevation, partly in section, showing the storm-guard attached to the front bows. Fig. 3 is an enlarged vertical sectional view of one of the brackets, the section being taken on line 3 3 of Fig. 2. Fig. 4 is a similar view on line 4 4 of Fig. 2. Fig. 5 is a detail perspective view of one of the brackets. Fig. 6 is a detail view of the tapering plate or tongue.

Like numerals of reference designate corresponding parts in the several figures of the drawings.

1 designates a storm guard or curtain designed to be constructed of waterproof material—such as oil-cloth or the like—and composed of two rectangular sections 2, connected at their inner vertical edges by an elastic strip 3, which contributes to the smoothness of the storm guard or front and prevents the same from being torn by yielding to any strain. Each section 2 is provided with a pane of glass 3^a or other transparent plate in order that the occupants may have a clear view, and it is also provided at its outer edge with a pair of vertical stiffening-bars 4, between which is secured a plate or tongue 5, adapted

to be secured in a bracket 6, whereby the storm front or curtain is detachably connected with the front bows 7 of a vehicle. Although the storm-front is shown in the accompanying drawings attached to the front bows of a vehicle, yet it will be readily understood that it may be applied to the middle bows, if desired. The bars 4, which are constructed of metal, are curved at their upper ends to conform to the configuration of the upper portions of the bows, and the inner bar at each side of the storm front or curtain is provided with a knob 8 to enable the same to be conveniently handled.

The plate or tongue 5 is slightly tapering, being provided with outwardly-converging upper and lower edges, and the bracket consists of a pair of clips 9 and a casing 10, which conforms to the configuration of the plate or tongue, and which is provided with a slot or opening for the reception of the same, as clearly illustrated in Figs. 3 and 4 of the drawings. The tapering casing, which is open at its side edges and closed at its ends, is provided at its outer face with a pair of ears 10^a, between which is fulcrumed a locking-lever 11, having one portion formed into a handle and having its other portion curved inward, as shown.

The engaging portion of the locking-lever is reduced and projects through a perforation of the outer wall of the casing, and is adapted to engage a corresponding perforation of the tongue or plate. The outer handle portion of the lever is provided at its inner face with a projection or stud 12, which fits into one end of a spiral spring 13, and the latter is interposed between the handle portion of the lever and casing and forms a spring-actuated catch of the former. The catch is readily manipulated to attach the storm front or curtain to the front bows and enables the same to be readily removed therefrom.

Each clip 9 is composed of a rigid jaw and a hinged jaw 14, and these jaws, which are curved to conform to the configuration of a carriage-bow, are provided at their inner faces with elastic linings 16, of rubber or other suitable material to avoid marring the finish of the bow. The lining extends around the back and sides of each clip, and the jaws are con-

5 nected at their outer ends by an adjusting-screw 15. The brackets, which may be mounted on the front or middle bows, are firmly held on the same by the adjusting-screws, which pass through smooth perforations of the hinged sides or jaws 14 and engage threaded openings of the rigid sides or jaws.

10 It will be seen that the storm front or curtain is simple and comparatively inexpensive in construction, that it forms an effective guard, and that it may be quickly applied to and removed from a vehicle-top.

What I claim is—

5 1. A storm front or curtain for vehicles comprising two sections designed to be secured at their outer edges to bows of the vehicles, and an elastic strip connecting the inner vertical edges of the sections, substantially as and for the purpose described.

20 2. In a device of the class described, the combination of a storm front or curtain provided at its side edges with plates or tongues, brackets designed to be secured to bows and provided with casings receiving the tongues or plates, and a catch mounted on each bracket and securing the plate or tongue therein, substantially as described.

25 3. In a device of the class described, the

combination of a storm front or curtain provided at its side edges with plates or tongues, and brackets designed to be secured to bows of a vehicle and each comprising a casing having a slot or opening to receive a tongue or plate, and a pair of clips having hinged sides and provided with adjusting-screws adapted to clamp the sides against a bow, substantially as described. 30 35

4. In a device of the class described, the combination of a storm curtain or front provided at its side edges with stiffening-bars, tapering plates secured between said bars and provided with perforations, brackets provided with clips and having casings provided with tapering openings conforming to the configuration of the plates, and spring-actuated levers fulcrumed on the casings and having engaging ends extending through the same and fitting in the perforations of the plates, substantially as described. 40 45 50

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

STEPHEN E. FARROW.

Witnesses:

R. E. DUNN,

CHAS. TOERASKIS.