

G. W. SCOTT.  
STORM FRONT FOR VEHICLES.  
APPLICATION FILED FEB. 1, 1908.

929,331.

Patented July 27, 1909.

2 SHEETS—SHEET 1.

Fig. 1

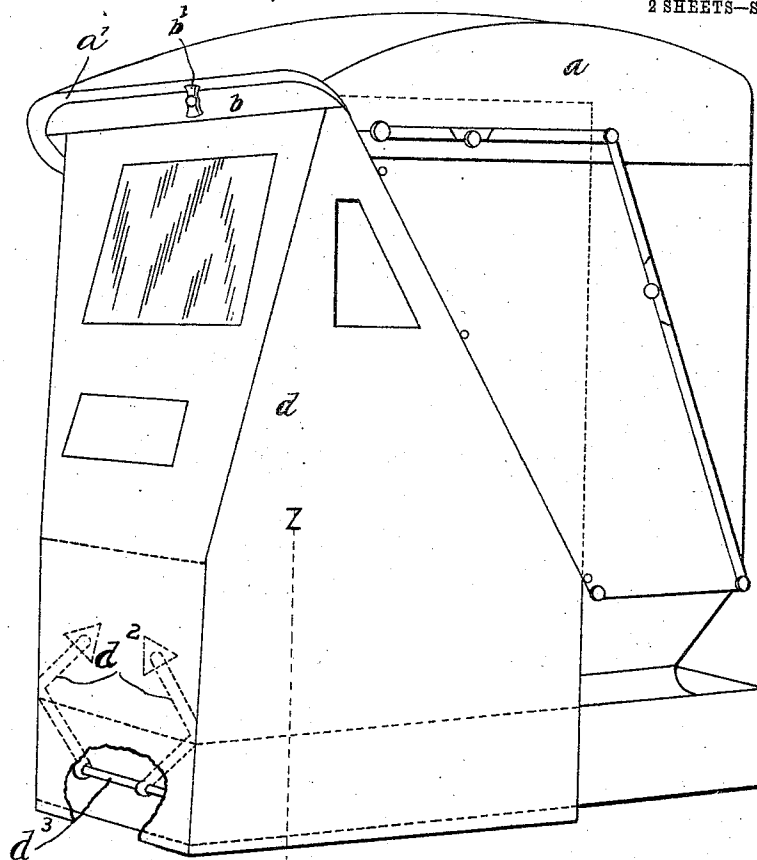


Fig. 2

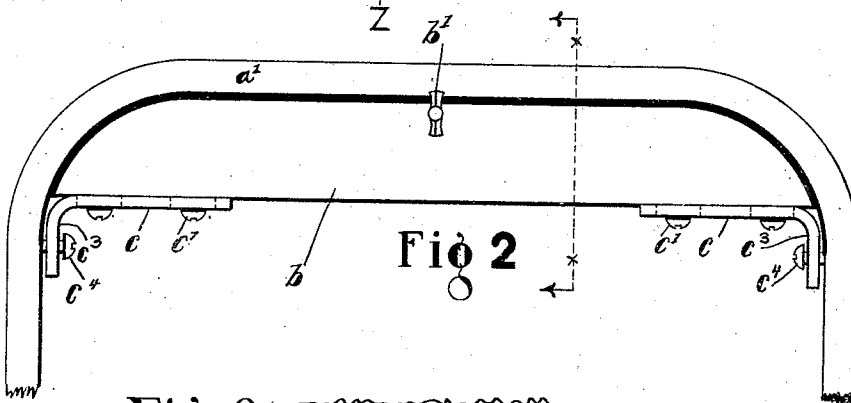
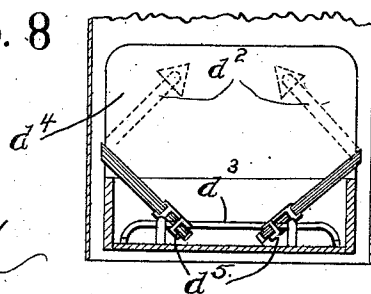


Fig. 8



Inventor

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Witnesses

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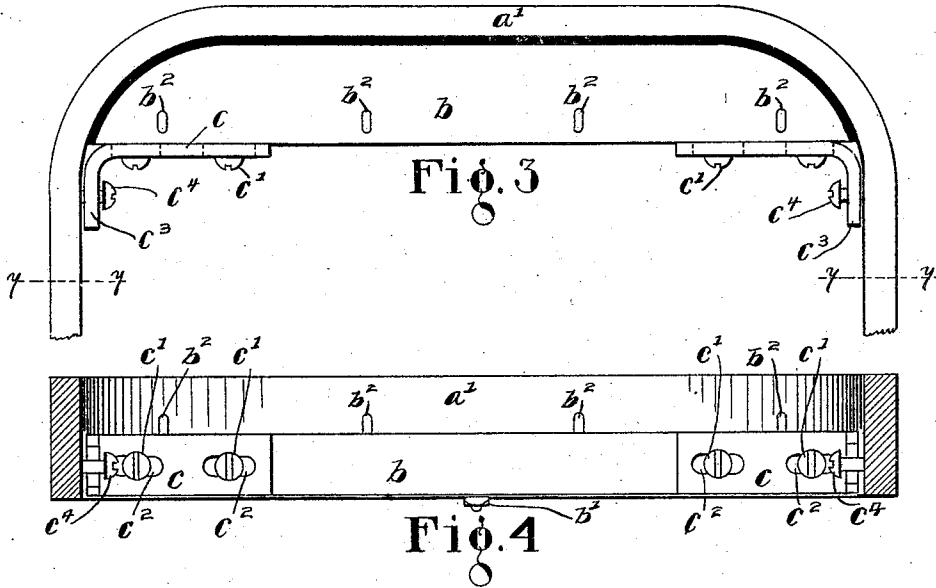
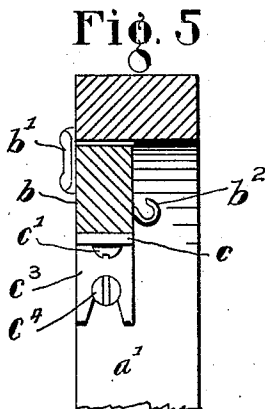
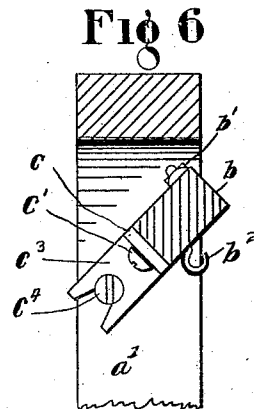
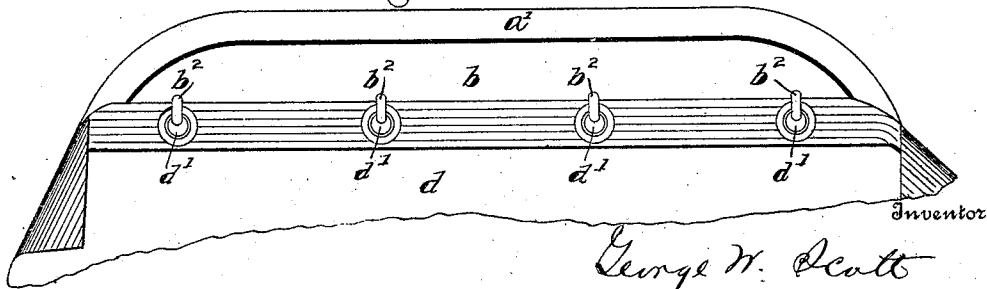


Fig. 7



Witnesses

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# UNITED STATES PATENT OFFICE.

GEORGE W. SCOTT, OF TROY, OHIO.

## STORM-FRONT FOR VEHICLES.

No. 929,331.

Specification of Letters Patent.

Patented July 27, 1909.

Application filed February 1, 1908. Serial No. 413,747.

*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.

My invention relates to improvements in storm fronts for vehicles, and the object of my invention is to provide a front which may be easily and quickly removed or placed in position and also one which can be simply and cheaply constructed.

My invention consists in the constructions and combinations of parts hereinafter described and set forth in the claims.

In the accompanying drawings Figure 1 is a perspective view of a vehicle body and top to which my improved storm front has been applied; Fig. 2 is a front view in detail of a portion of the front bow of the vehicle top and the supporting strip for the material of the front shown connected thereto; Fig. 3 is a rear view of the same parts shown in Fig. 2; Fig. 4 is a bottom plan view of the same, the bow being shown in section on the line *y y* in Fig. 3; Fig. 5 is a sectional view of the same taken on the line *x x* of Fig. 2 showing the supporting strip in its usual position; Fig. 6 is a similar sectional view showing the supporting strip swung back to a position for removal; Fig. 7 is a detail view of the rear of a portion of the storm front proper showing the means for attaching it to its supporting strip. Fig. 8 is a section on line *z z* of Fig. 1, looking forward.

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

In the said drawings, *a* represents a vehicle top of any ordinary construction; *a*<sup>1</sup>, the front bow thereof. *b* represents a strip, preferably of wood, flat on its lower edge and formed on its upper edge of a shape to conform to the contour of the bow. Secured to the lower edge of this wooden strip at each side thereof is a plate, *c*, this plate being fastened to the said strip through the medium of screws *c*<sup>1</sup>, which passes through slotted openings, *c*<sup>2</sup>, in said plate and are secured to the strip. These slotted openings, *c*<sup>2</sup>, in the plates are for the purpose of adjusting the plates on the strip, *b*, to compensate for different sized bows. The outer ends of each one of these plates, *c*, is provided with a forked down-turned portion, *c*<sup>3</sup>,

adapted, when the strip is in position in the bow to fit over headed pins or trunnions, *c*<sup>4</sup>, these pins or trunnions being in the nature of screws which are screwed into the front bow. On the front side of the supporting strip, *b*, is a fastening device in the nature of a button, *b*<sup>1</sup>, adapted, when turned, to engage with the bow to secure the strip in position. The rear side of the strip is provided with a series of hooks, *b*<sup>2</sup> *b*<sup>2</sup>, over which are placed the eyes, *d*<sup>1</sup>, secured on the upper edge of the material forming the storm front proper. This storm front, *d*, when hooked on the supporting strip, *b*, will hang down over the dash and on the sides of the vehicle as shown in Fig. 1, the upper corners of said front being secured to buttons (not shown) located on the vehicle top, and the front thereof will be secured through the medium of straps, *d*<sup>2</sup>, which are fastened to the toe-rail, *d*<sup>3</sup>, of the body, the straps being brought around the edges of the dash, *d*<sup>4</sup>, and hooked over the toe-rail by adjustable hooks, *d*<sup>5</sup>.

When it is desired to remove simply the front proper, *d*, this can be readily done by unhooking the same from the supporting strip, leaving the strip in position in the bow. If it is desired to remove the supporting strip also, this may be accomplished by turning the button, *b*<sup>1</sup>, so that by swinging the strip rearwardly about the trunnions, *c*<sup>4</sup>, to a position shown in Fig. 6 it may be readily removed from its position. This strip can again be easily placed in position under the bow in the manner which will be readily understood. It will be further seen that the storm front proper, *d*, projects outwardly under this supporting strip, the upper edge of this storm front being well under the projecting edge of the vehicle top proper so that all chance of any water or snow getting in at this point is obviated. The construction further provides a storm front which is very simple and easily placed in position and removed.

The pins or trunnions, *c*<sup>4</sup>, on which the strip, *d*, is adapted to turn in position are so placed that when pressed into position within the bow the strip fits snugly therein and when fastened by the turn button, *b*<sup>1</sup>, the same will be held firmly in position, the front, *d*, being secured to the inside all of the strain will be against the button which will prevent the same from coming out. It is obvious that fastening devices may be applied on each side to the strip if desired,

but when the trunnions,  $c^4$ , are properly applied the friction between the parts will be sufficient to hold the strip from falling outwardly when the storm front is removed.

5 It should be stated that the trunnions,  $c^4$ , are preferably formed in the nature of wood-screws to be readily driven into place by an ordinary screw-driver, thus making the whole device extremely simple and easily  
10 attached or detached.

Having thus described my invention, I claim:—

1. In combination with a vehicle top and a front bow therefor, headed trunnions located  
15 within the vehicle top and on opposite sides of said bow at a point removed from the horizontal portion of said bow, a single integral supporting strip having curtain fastening means thereon, adjustable L-shaped  
20 arms unyieldingly secured upon one edge of said strip, the opposite edge thereof being formed to conform to the shape of the interior of said bow, openings in the ex-

tended portions of said arms to engage said trunnions to permit said strip to swing on  
25 said trunnions, and detachable securing devices to engage said bow on the opposite side of said strip from said curtain fastening means, substantially as specified.

2. In combination with a front bow of  
30 a vehicle top, a curtain supporting strip formed of one integral piece, adapted to conform substantially to the shape of the top of said bow, a forked projection unyieldingly secured to each side of the bottom edge  
35 of said supporting strip adapted to engage respectively with pins or trunnions on said bow, and means for adjusting the position of said forked projections on said strip, substantially as specified.  
40

In testimony whereof, I have hereunto set my hand this 15th day of January, 1908.

GEORGE W. SCOTT.

Witnesses:

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