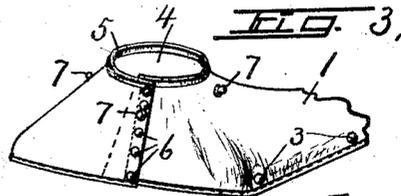
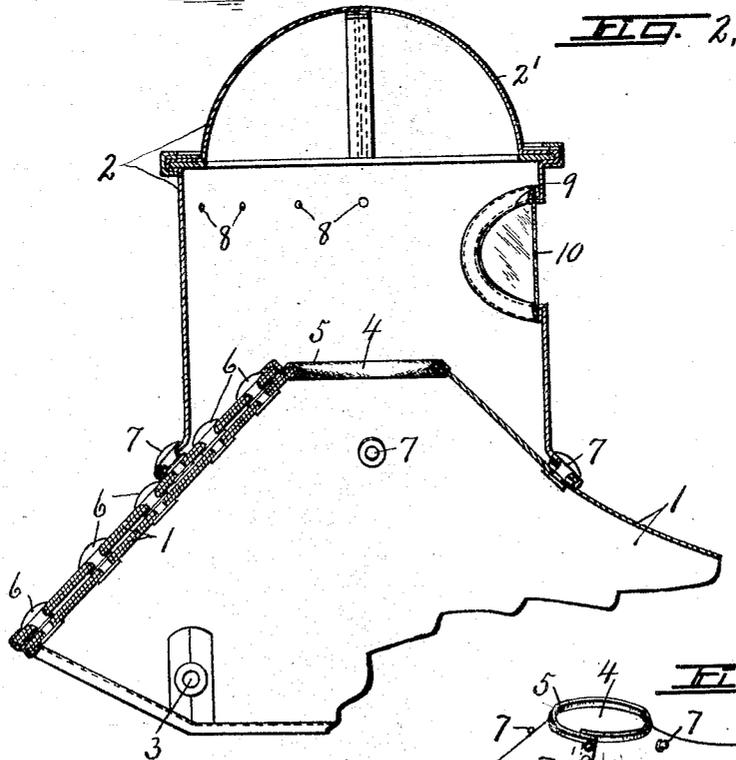
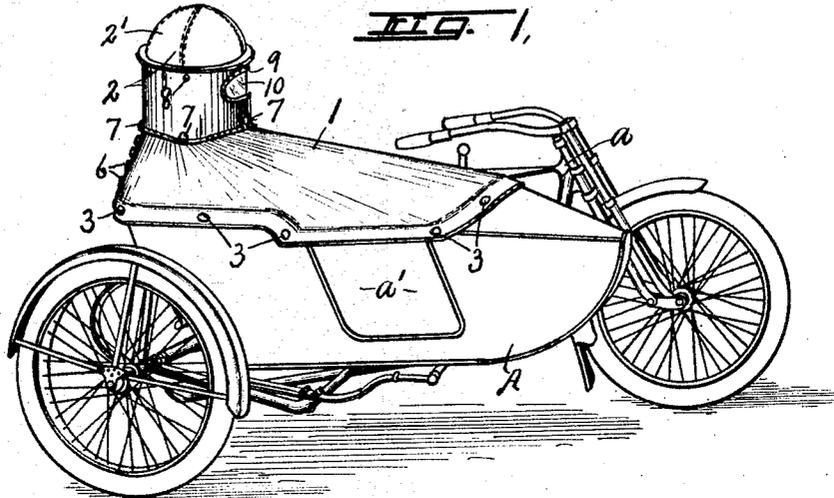


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 RAIN SHIELD FOR SIDE CAR MOTOR CYCLES.
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1,237,376.

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RAIN-SHIELD FOR SIDE-CAR MOTOR-CYCLES.

1,237,376.

Specification of Letters Patent. Patented Aug. 21, 1917.

Application filed August 20, 1915. Serial No. 46,483.

To all whom it may concern:

Be it known that we, OVIED A. PERCHWAY and JOHN F. PERCHWAY, citizens of the United States of America, and residents of Fulton, in the county of Oswego, in the State of New York, have invented new and useful Improvements in Rain-Shields for Side-Car Motor-Cycles, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to certain improvements in rain shields for side-car motor-cycles, the main object being to protect the occupant and interior of the car from rain and other inclement weather elements, and at the same time to afford ample ventilation and clear vision to such occupant.

Another object is to construct the shield in such manner that it may be easily and quickly removed or replaced, and is adapted to shed the rain and other elements from the surface thereof to the outside of the car when adjusted for use.

Other objects and uses relating to specific parts of the shield will be brought out in the following description.

In the drawings—

Figure 1 is a perspective view of a side-car motor-cycle showing our improved shield as adjusted thereon for use.

Fig. 2 is an enlarged detail sectional view through the upper portion of the shield and dome or helmet.

Fig. 3 is a perspective view of the shoulder and neck portion of the apron of the shield.

In order that our invention may be clearly understood, we have shown a motor-cycle as provided with the usual side-car or body A adapted to carry a passenger, the driver being generally seated upon a saddle on the main frame as *a* of the vehicle at one side of the car body A.

This body is provided with the usual seat, not shown, and side door *a'* and is of sufficient length to comfortably seat an adult, the major portion of the top being open to permit the entrance and exit of the occupant.

The shield is adapted to cover the entire open top of the body A and comprises an apron section *1* and a helmet section *2*, all of the parts being made of impervious leather or other flexible water-proof

material so as to reduce the weight and permit the entire shield to be folded into compact space for storage or transportation when not in use.

The marginal edges of the apron are cut so as to conform as nearly as possible to the contour of that portion of the body of the car A which surrounds the opening in the top thereof, said marginal edges being reinforced and rounded at both ends and attached by suitable fastening means *3* to the outer faces of the edges of the car surrounding the opening so as to deflect any matter which may lodge thereon to the outside of the car.

The area of the apron is somewhat greater than that of the opening which it is adapted to cover, or sufficiently so to allow the upper portion thereof to rest upon the shoulders of the occupant without in any way straining the fastenings *3* to the car, said upper portion of the apron being conical and provided in its apex with an opening *4* for receiving the neck of said occupant, the opening being surrounded by a neck band *5* adapted to be clasped more or less closely around the neck of the user in a manner presently described.

The rear portion of the apron preferably at the back of the opening *4* is divided vertically to allow it to be placed over and upon the shoulders of the user, the meeting edges at the division being adapted to overlap and are provided with suitable clasps *6* by which the overlapping meeting edges may be secured to each other to form a substantially weather-tight joint, although it is evident that the user may detach the overlapping edges from within by slipping the fingers between such edges and gradually loosening the fastenings *6* one by one, preferably from the bottom up so that when the fastenings below the point of attachment of the helmet are loosened, the helmet fastenings may also be loosened by the operator from within. The occupant may therefore remove the helmet if desired without detaching the apron from the body of the car, or the occupant may likewise detach the fastenings *3* from within by slipping the fingers between the marginal edges of the apron and car and loosening said fastenings one at a time, thus permitting the entire shield to be removed from within if necessary, it being understood that

the marginal edges of the apron are sufficiently flexible to permit the fingers to be inserted between them and the adjacent edges of the car between the fastenings —3— which are spaced a sufficient distance apart for this purpose.

The conical portion having the neck opening —4— is located in the longitudinal center of the apron a considerable distance from the front end thereof, but a relatively short distance from the rear end so that when adjusted for use upon the occupant the front, sides and rear of the body of the apron flares or inclines downwardly and outwardly from all sides of the conical portion to readily shed any water which may lodge thereon and divert it to the outside of the car, thus protecting the interior of the car as well as the occupant from accumulations of moisture, dust or other foreign matter, the front portion being much longer and disposed at a considerably greater angle to the axis of the conical portion than the remaining flaring sides so as to give the necessary leg space in the body of the car.

The main body of the helmet —2— is preferably cylindrical and of sufficiently greater diameter than the neck opening —4— to receive the head of the occupant without undue inconvenience or friction, the top of the helmet being made in the form of a semi-spherical dome —2'— which allows ample room for head dress of the occupant.

The lower end of the helmet is open and adapted to fit over and upon the apex of the conical portion of the apron —1— around the neck opening —2— and is detachably secured to the exterior of said apex by clasps or similar fastening means —7—, said lower edges of the helmet being deflected outwardly to shed water therefrom, as shown more clearly in Fig. 2.

In order that the occupant may be supplied with plenty of fresh air, the helmet is provided with a series of vent openings —8— which, in this instance, are formed in the upper part of the cylindrical section thereof, the front portion of said cylindrical

section being provided with a sight opening —9— across which is fastened a transparent medium, in this instance, a celluloid disk or plate —10— of sufficient vertical width and transverse length to afford clear vision by the occupant of objects ahead of the machine, and at the same time serving to exclude rain and other foreign matter from entering the opening —9—.

The dome —2'— is also made of flexible water-proof material and is secured at its marginal edges to the upper end of the cylindrical section to form a weather-tight joint and becomes vertically an integral part of the helmet.

It is now clear from the foregoing description that the user may fasten the apron around the neck and shoulders before or after entering the car and may also reach under the lower outer edges of the apron and similarly fasten the helmet in place, and after entering the car may fasten the marginal edges of the apron thereto in a manner reverse from that previously described for removing the apron, or the entire shield may be placed over the occupant and fastened to the car by another person if desired.

It is also evident that the apron may be used with or without the helmet as the occupant may elect.

What we claim is:

In a rain shield of the character described, an apron having a conical portion nearer to its rear end than to its front end and provided with an opening in its apex, the front and rear ends being rounded in top plan, and a dome having a cylindrical body fitted over and upon the conical portion around the opening and detachably secured thereto.

In witness whereof we have hereunto set our hands this 12th day of August, 1915.

OVIED A. PERCHWAY.
JOHN F. PERCHWAY.

Witnesses:

PETER T. CURLEY,
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