S. P. GLUNT.

SLIDING DOOR FOR STORM BUGGIES.

APPLICATION FILED JULY 15, 1912.

1,067,871. Patented July 22, 1913.

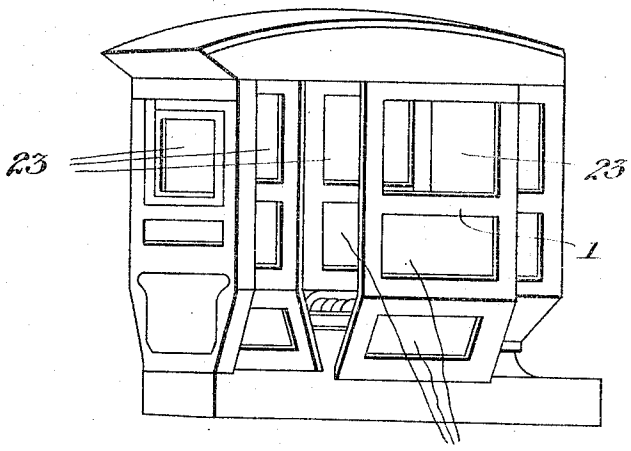


Fig. 1.

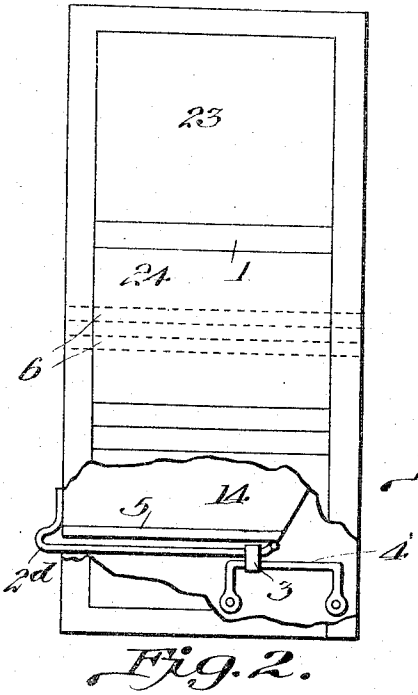


Fig. 2.

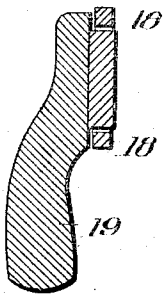


Fig. 5.

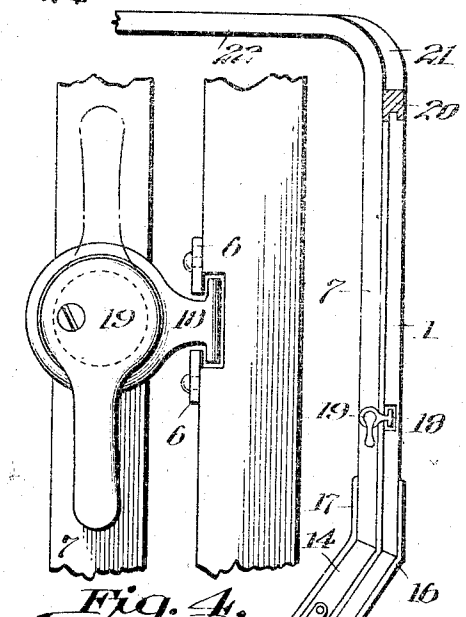


Fig. 4.

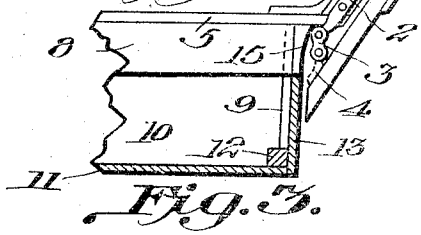


Fig. 3.

Witnesses:
W. J. Glunt
E. R. Caldwell

Samuel P. Glunt, Inventor.

UNITED STATES PATENT OFFICE.

SAMUEL P. GLUNT, OF UNION CITY, INDIANA.

SLIDING DOOR FOR STORM-BUGGIES.

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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 may be thrown from the vehicle wheels. Also a device which is flexible and will swing inward thereby allowing the door to be drawn inward when closed and to be pushed outward when open. Also to provide a locking device which will push the door outward when it is to be opened, draw it inward when closed and securely lock it when closed.

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 body and top having sliding doors, one door being closed and one partly open, embodying my invention. Fig. 2 is a detailed side elevation of a storm buggy door with a portion cut away and showing my carrying device or track. Fig. 3 is a detailed sectional view of one side, (the two sides being alike), of a storm buggy top, seat and body, the section being taken at the front edge of the seat, the door being opened to its fullest extent. Fig. 4 is a detailed elevation of my eccentric locking device which I use in connection with my carrying track to give the door an outward swing before opening it and to give it an inward swing when it is closed and to securely lock it. Fig. 5 is a detailed sectional view of my eccentric locking lever showing a sleeve with a ring. To this ring is attached a button by means of a neck.

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

2 is the carrying track placed under the end of the seat and to which the door is attached by a bail and a link, this link allowing the door to swing laterally in opening and closing.

3 is the link which attaches the bail to the track 2.

4 is the bail attached to the door and is connected with 2 by means of the link, 3.

5 is the bottom of the seat.

6 and 6 are iron bars extending across the inside of the door at right angles to its edges, are parallel to each other and spaced so as to engage the button on 18.

7 is the side of the storm top.

8 is a cross bar and forms a part of the buggy body.

9 is a side post and forms a part of the buggy body.

10 represents open space under the seat.

11 represents the bottom of the buggy body.

12 represents the sill of the buggy body.

13 is the side panel of the buggy body.

14 is the end panel of the seat.

15 is the seat riser.

16 is an iron plate which gives strength to the door.

17 is an iron which gives strength to the end panel of the seat and forms an attachment for the side of the storm top.

18 is a ring with a button attached by means of a neck and works on the eccentric lever, 19. This ring by means of the button engages the bars 6 and 6.

19 is an eccentric lever by means of which the door is pushed outward before opening, and is drawn inward and locked when closed.

20 is a grooved wooden side bar in which a tongue on 1 slides, and it forms a part of the frame of the storm top.

21 is a horn shaped block which is attached to 22 and gives shape to the storm top.

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

23 are glass lights in the sides and front of the storm top.

24 are wooden panels in the sides and front of the storm top.

Having thus described my invention, what I claim is—

A sliding door combined with a carrying track attached to the bottom of the seat end,

a bail attached to the inside of the bottom end of the door and connected with the track by means of a link, two parallel bars extending across the inside of the door at right angles to its edges, an eccentric lever, and a ring having a button attached to one side of it by a neck and by which lever and ring the door is caused to swing out and in on the track, substantially as described.

SAMUEL P. GLUNT.

Witnesses:
W. J. GLUNT,
A. L. CARTER.

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