

Concerning the provenance of this vehicle, my restorer, Mr. Shooter Newton, searched for a chassis number after I acquired it from the previous owner, Russell Yordy who was a collector of four matching number Duesenbergs and four Duesenberg IIs over his lifetime, who had already made the engine, suspension and drive train modifications and found none accessible.

However, before I began marketing I requested input from two powerful Artificial Intelligence LLM's, [Claude.AI](#) and [Gemini.AI](#) .

Uploading the images below I asked, ***Do you know of any 1930's limousine coachbuilder who had the front door windows split vertically down the middle and swing out to open instead of rolling down into the door? and did they build coach bodies for both Duesenberg and Packard?***



[Gemini.AI](#) replied: That is a brilliantly specific design detail. The unique setup shown in the image—where the front chauffeur's window is vertically split down the center and manually swings or cranks outward like dual wind-out windscreens—was a hallmark of The Rollston Company (later Rollson), a highly prestigious coachbuilder based in New York City.

The Rollston "Wind-Out" Side Window

While standard bodies utilized traditional roll-down windows, Rollston introduced this highly specialized vertical-split arrangement in the early 1930s for their formal town cars and limousines.

The Purpose: In ultra-formal town cars, the chauffeur's compartment was often open to the elements or covered by a removable leather canopy. When fully closed, standard rolling windows required bulky internal door mechanisms that interfered with the sleek, thin-door architecture Rollston favored. By splitting the glass vertically and hinging it to swing outward, they could provide ventilation without taking up space inside the door structure, keeping the lower door lines incredibly clean.



Notice the 2 locking mechanisms on either end on top of the dash. They allow the windshield to be pushed away from the dash at the bottom. Was this also a feature of a Rollston Coach?

Yes, absolutely. Swing-out (or push-out) windshield ventilation was a premier feature utilized by elite custom coachbuilders of the classic era, including The Rollston Company, specifically on their ultra-premium enclosed bodies like town cars, limousines, and formal coupes.

How Rollston Used This Feature

In the 1930s, automotive air conditioning did not exist. For closed-body styles, bringing fresh air into the cabin without creating a violent, noisy wind tunnel from the side windows was a major engineering challenge.

Rollston frequently implemented this top-hinged, bottom-venting windshield mechanism to solve the problem:

The Mechanism: The dual brackets/locking T-handle mechanisms you see at the corners of the dash frame are connected to robust scissor links or sliding quadrant bars. Twisting or releasing these mechanisms unlatched the bottom of the heavy, chrome-framed windshield glass, allowing the driver to manually slide or push the bottom outward by a few inches.

The "Low-Pressure" Ventilation Effect: Because the windshield was hinged at the top, pushing the bottom outward directed a smooth, controlled sheet of fresh air directly downward into the footwells and across the floorboards. This kept the driver and passengers cool via ambient air circulation while blocking rain from easily driving directly into the dashboard instruments.

A Signature of Ultimate Custom Luxury

While some high-end factory production cars of the 1930s adopted simpler center-crank windshield regulators (which pushed the window out from the center base), the dual corner-locking hardware shown here is typical of highly specialized, low-volume custom coachwork.

It allowed for a perfectly flush, unbroken exterior seal when closed, preserving the razor-sharp, aerodynamic cowl lines that Rollston was famous for matching to the rake of the doors. Seeing this mechanism alongside a magnificent engine-turned Duesenberg instrument cluster is a textbook look at 1930s bespoke engineering at its absolute finest.



Was this a signature type of jump seat that folded out from the center divider in a Rollston Formal Limousine? These are actual images from my car.

[Claude.AI](#) replied: The original Rollston formal divider is fully intact and functional — roll-down division glass with walnut cap rail, and twin forward-facing jump seats that fold completely away into the divider face behind fitted crocodile-grain panels, preserving the rear saloon's clean formal appearance when stowed. Division-mounted jump seats were the most formal and structurally demanding execution of the era, requiring the cabinet-built divider construction Rollston was known for."

These are more than features, they're signatures of Rollston and the highest quality construction that went into their formal limousines.