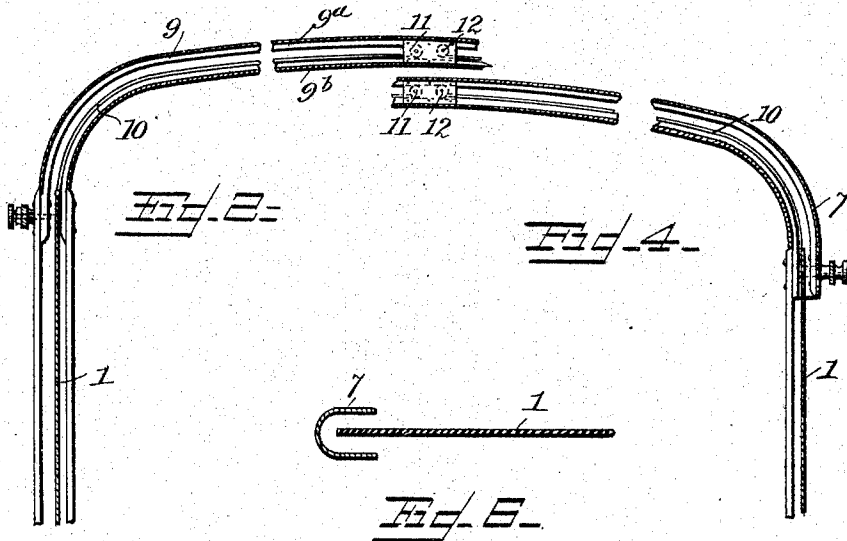
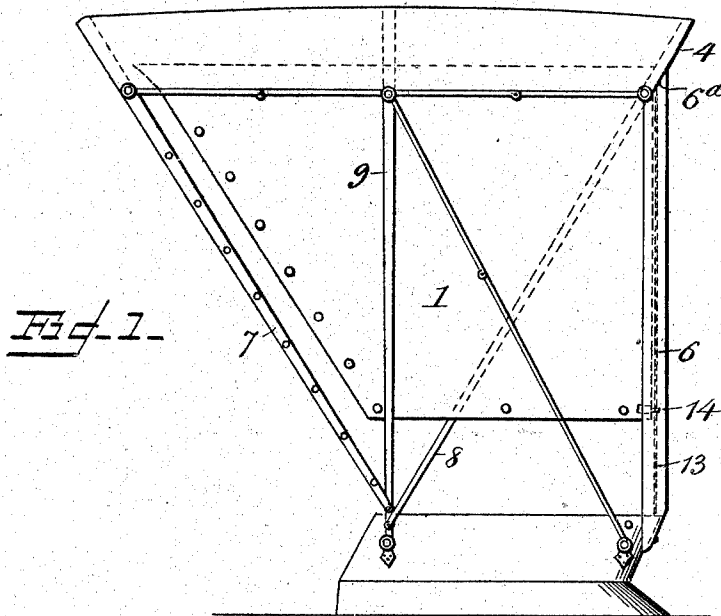


G. F. BREWSTER.
VEHICLE TOP.
APPLICATION FILED JUNE 19, 1909.

965,864.

Patented Aug. 2, 1910.

2 SHEETS—SHEET 1.



WITNESSES:

F. L. Ourand

P. C. Ratledge

INVENTOR

George F. Brewster

BY

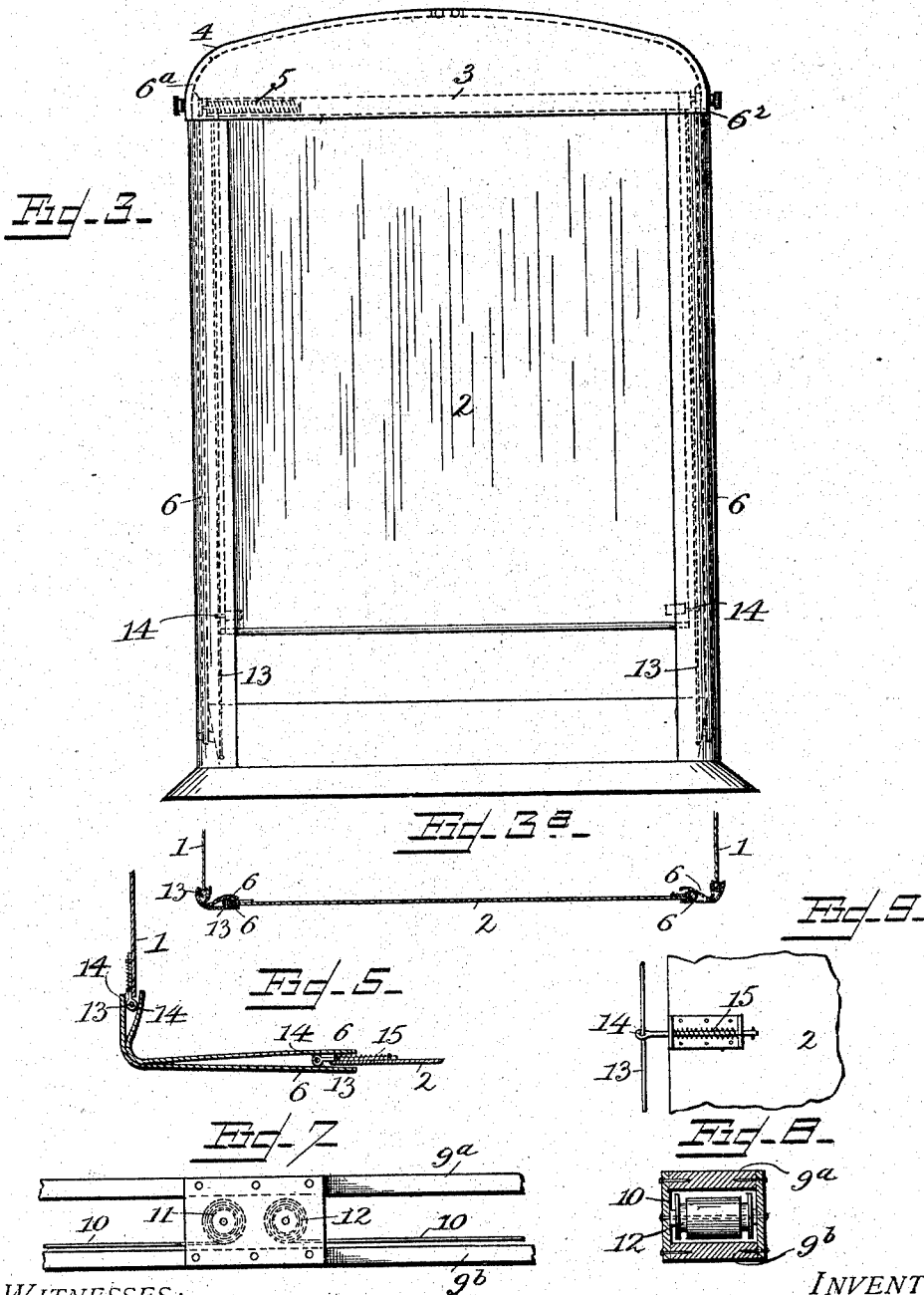
Ernest Dufour

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INVENTOR

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UNITED STATES PATENT OFFICE.

GEORGE FARQUHAR BREWSTER, OF CHANDLER, OKLAHOMA.

VEHICLE-TOP.

965,864.

Specification of Letters Patent.

Patented Aug. 2, 1910.

Application filed June 19, 1909. Serial No. 503,239.

To all whom it may concern:

Be it known that I, GEORGE FARQUHAR BREWSTER, citizen of the United States, residing at Chandler, in the county of Lincoln and State of Oklahoma, have invented certain new and useful Improvements in Vehicle-Tops, of which the following is a specification.

My invention relates to improvements in vehicle-tops.

It has for its object to conveniently and suitably suspend in place the curtains employed particularly for storm purposes as well as to exclude sunshine and wind; also to facilitate or expedite adjusting the same when in use to any desired elevation or entirely out of the way thereafter; and to carry out these ends in a simple, economic and effective manner.

Said invention consists of certain features or instrumentalities substantially as hereinafter fully disclosed and defined by the claims.

In the accompanying drawing illustrating the preferred embodiment of my invention—Figure 1 is a side view thereof. Fig. 2 is a broken face view of the central bow. Figs. 3, 3^a represent a rear view and a plan view of the rear curtain and its spring-controlled roller, together with the guiding means therefor. Fig. 4 is a detailed view of the front bow. Fig. 5 is a horizontal section through the curtain guiding means later described, disclosing a side curtain and the back or rear curtain, both curtains being partly broken away. Fig. 6 is a horizontal section produced through either a front bow or a rear bow including one of the lateral or side curtains. Fig. 7 is an enlarged detailed side view, showing more particularly the spring-controlled rollers including the suspending tape or medium for a side curtain. Fig. 8 is a longitudinal section of one of said rollers. Fig. 9 is a broken detailed side view of one of the resilient connections between the lateral curtains and the guide-strips therefor.

In carrying out my invention, I dispose or suspend the side curtains 1 and the back or rear curtain 2 suitably in position from the vehicle-top bows, instead of storing them away in the bottom of the vehicle, under the seats, as is now practiced, the disadvantages and inconveniences of which are apparent. The rear or back curtain is applied and suitably connected at its upper end to a spring-

controlled roller 3 suitably supported within the rear or back bow 4, its spring 5 being housed within said roller and having its ends suitably secured to said roller and said back bow, respectively, the action of which is to provide for rolling the curtain and allowing its adjustment at any desired elevation, or unrolling and lowering the curtain to the desired point, as circumstances may call for by suitably manipulating or grasping and pulling upon the curtain. Said curtain has its lateral edges received by and guided between strips 6 suitably secured to the top frame work, while to the lower end of said curtain is connected a weighting rod or bar for the retention of said curtain in uncrumpled or unlinked condition, the ends of said rod also extending into, and guided between said strips or pieces 6. These latter are, as usual, of rubber and cloth, with the members two in number, constituting the guiding means for each curtain lateral edge, suitably secured together intermediate of their longitudinal edges. These strips are arranged for the reception also of the adjacent lateral edges of the side-curtains 1, being extended around the inner rear corner portions of the top-frame as at 6^a, and having spaced-apart forwardly facing edges, for that purpose, thus forming a tight fit or joint at these points between the curtains and said strips.

The forward and rear bows 7, 8 are of approximately U-shape having their concavities presented toward each other, while the central or intermediate bow 9 consists of duplicate members 9^a, 9^b suitably secured together and spaced apart. The foregoing allows of securing the lining to the lower members of the U-formed bows 7, 8 and to the corresponding member of the intermediate bow 9 and of securing the top-cover to the upper members of said bows 7, 8 and to the corresponding member of said intermediate bow, and of providing a space between said lining and cover for the reception of the lateral or side curtains as they are raised or elevated. The side curtains 1 are suitably suspended in position each having connected thereto one end of a tape 10, or other suitable suspending means, the opposite ends of the tapes or suspending means being connected to spring-controlled rollers 11, 12 suitably hung or journaled in position between the duplicate members of the intermediate bow 9, about centrally thereof, the action of the springs

of which rollers is to provide, as in the like suspended back-curtain, for raising or elevating said side-curtains or lowering the same as may be required, by suitably manipulating the latter, as will be readily appreciated.

Light strong wires or guides 13 are suitably strung in position, having their upper ends secured to the upper part of the back-bow, near its center and one wire extended downwardly at each side, said wires having their lower ends secured to the top-frame, at the corresponding ends of the strips 6 and passing between the members of said strips and through eyelets 14 having spring-clasp connections 15 with the lateral or side curtains, at their rear longitudinal edges, for the suitable retention of the curtains in place between said strips. Said spring-clasp connections 15 allow of deflections in the movement of the curtains which may arise by reason of the contact of the latter with any irregularities in the plane of said movement.

When the side curtains are pulled down to their lowest point they are so secured or held by suitably buttoning the front edges thereof to studs or buttons suitably provided therefor upon the front bow, which it is obvious, may be done without alighting from the vehicle. The lower button holes of the curtains are sufficiently removed from the bottom edge thereof to allow said edge

to overlie the edge of the seat. Also like means or contrivances for the guidance and retention in place of the lateral curtains at their forward edges are in practice applied to the extreme forward-end bow.

I claim—

1. A vehicle top of the character described, comprising a back-curtain, spring-controlled means for suspending said curtain in position, strips connected together and adapted to receive the lateral edges of said curtain, guiding wires fixed in position and passing between the members of said guiding strips, eye-ended rods receiving said wires and attached to the lateral edges of said back-curtain and spring-clasp connections between said eye-ended rods and said curtain.

2. A vehicle top of the character described, embracing lateral curtains, spring-controlled means for suspending said curtains in position, guiding means for said curtains, including suitably strung wires, eye-ended rods receiving said wires and spring clasp connections between said eye-ended rods and said curtains.

In testimony whereof I affix my signature, in presence of two witnesses.

GEORGE FARQUHAR BREWSTER.

Witnesses:

W. C. WOLFE,
TIM DENNIS.