Nov. 4, 1924. 1,514,381

A. GRAY

TOP FOR SINGLE DECK OMNIBUSES

Filed Sept. 20, 1923

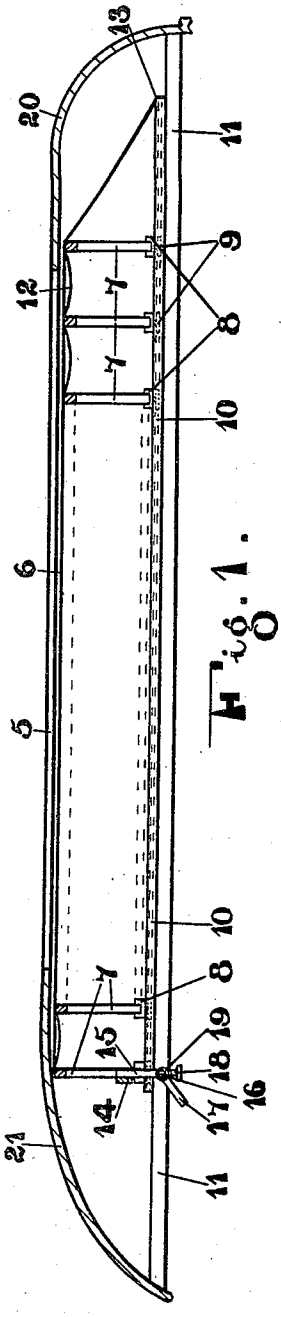


Fig. 1.

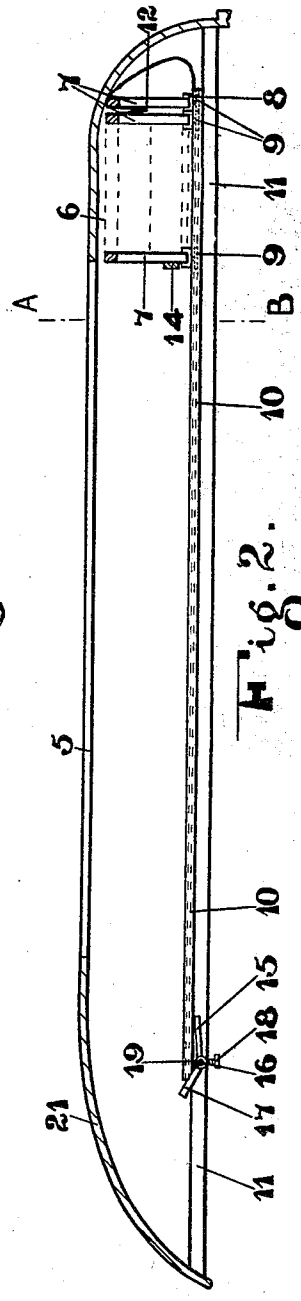


Fig. 2.

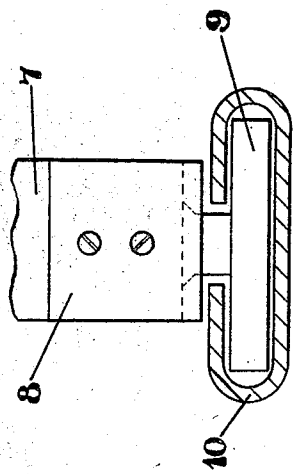


Fig. 4.

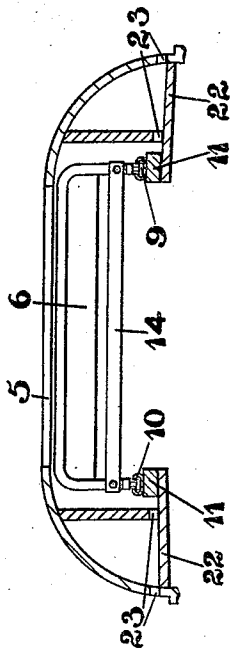


Fig. 3.

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UNITED STATES PATENT OFFICE.

ALBERT GRAY, OF CARDIFF, WALES.

TOP FOR SINGLE-DECK OMNIBUSES.

Application filed September 20, 1923. Serial No. 663,839.

To all whom it may concern:

Be it known that I, ALBERT GRAY, a subject of the King of Great Britain, residing at 8 Penarth Road, Cardiff, South Wales, have invented a new and useful Improvement in Tops for Single-Deck Omnibuses, of which the following is a specification.

This invention comprises an improved hood for single deck omnibuses and other road vehicles and has for its object to provide a hood which is easily operated and arranged to give an open top to the omnibus or other vehicles when desired.

Referring to the drawings,

Figure 1 is a diagrammatic longitudinal section of this invention showing the cover extended, closing the opening in the roof.

Figure 2 is a similar view to Figure 1 with the covering collapsed, showing an open roof.

Figure 3 is a diagrammatic cross-section at A—B in Figure 2, whilst

Figure 4 is a section of the track showing one of the brackets to which the supports are attached in position in the track.

In carrying the present invention into practice as shown upon the accompanying drawings the roof of the omnibus or the like is provided with a rectangular opening 5, when it is desired to close the opening the hood 6 which is made of a suitable flexible waterproof material is drawn across said opening. The hood 6 is mounted upon a series of hoop shaped sticks 7, these hoop shaped sticks are provided at their extremities with brackets 8, which are provided with guide members 9, operating in the tracks 10 which are mounted upon the main roof runners 11 of the omnibus or like vehicle. The tracks 10 may be of any suitable section but they are preferably of channel-section having an overhanging top portion which holds the guide members 9 in position as shown at Figure 4. The hoop shaped sticks 7 are connected together by strips of webbing or like material 12, positioned at right angles to said hoop shaped sticks; two strips of webbing being preferably provided and positioned so that there is one strip on either side of the hoop shaped sticks, thereby limiting the extension of said sticks and keeping them in position with respect to the hood 6. The flexible hood 6 is secured at its rear end 13 to any suitable part of the roof, whilst the front end is secured to the first hoop shaped stick. In order to facilitate the opening and closing of the hood, the first, of the hoop shaped sticks is provided with a bar 14 for facilitating the extending or collapsing of the hood.

In order to stretch the hood when brought to its closed position, as seen in Figure 1 a lever 15 is mounted upon the bar 16 which preferably extends the whole width of the body and is adapted to be brought into engagement with the inner side of the bar 14 and by exerting pressure on the handle 17 the flexible hood is made taut. In order to hold the hood 6 in this position, a spring controlled plunger 18 is adapted to enter into one of a series of holes formed in the boss 19 of the handle 17, thereby retaining the hood in its extended position as shown in Figure 1.

Arranged at the rear of the roof is a housing 20 which is adapted to receive the hoop shaped sticks and flexible hood when they are collapsed as shown in Figure 2. The forward end of the roof is provided with a housing 21 which is adapted to receive the forward end of the hood 6 and to provide a sufficient amount of roof to overhang and prevent the rain being driven in.

The rain water which collects on the top of the hood 6 will run down on to the boards 22 and drain off through the apertures 23.

If desired the housing for the collapsible hood may be situated in the front end of the roof.

This invention provides a roof with an entirely open space when desired and thereby permits of a plentiful supply of fresh air for the passengers.

What I claim is:—

1. A hood for single deck omnibuses and other road vehicles comprising in combination a rigid roof having an aperture therein, said roof forming part of the vehicle body, parallel tracks mounted below the top of said rigid roof, hoop sticks having downwardly depending sides mounted in said tracks and slidable thereon, and a flexible cover mounted on said hoop sticks and adapted to cover the top and sides of the same and so arranged that the top of the cover lies substantially level with the rigid roof top.

2. A hood for single deck omnibuses and other road vehicles comprising in combination a rigid roof having an aperture therein, said roof forming part of the vehicle body, parallel tracks mounted below the top of

said rigid roof, hoop sticks having downwardly depending sides mounted in said tracks and slidable thereon, a flexible cover mounted on said hoop sticks and adapted to cover the top and sides of the same and so arranged that the top of the cover lies substantially level with the rigid roof top, and means for allowing the water to drain off the roof of the vehicle.

3. A hood for single deck omnibuses and other road vehicles comprising in combination a rigid roof having an aperture therein, said roof forming part of the vehicle body, parallel tracks mounted below the top of said rigid roof, hoop sticks having downwardly depending sides mounted in said tracks and slidable thereon, a flexible cover mounted on said hoop sticks and adapted to cover the top and sides of the same and so arranged that the top of the cover lies substantially level with the rigid roof top, means for allowing the water to drain off the roof of the vehicle and a housing forming part of the roof of the vehicle adapted to receive the supports and flexible cover when collapsed.

In testimony whereof, I have signed my name to this specification.

ALBERT GRAY.