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VEHICLE-TOP CONSTRUCTION.


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To all whom it may concern:

Be it known that I, WILLIAM MARSHALL, a citizen of the United States of America, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Vehicle-Top Constructions, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates generally to vehicle tops and refers more particularly to tops designed for vehicle bodies of the closed type.

One of the essential objects of the invention is to provide a strong and durable top having a deck that is preferably formed of laminated kraft paper.

Another object is to provide a metal rail that is preferably provided with means for supporting the deck upon the top frame of the vehicle body and is also provided with means for receiving and conveying away water draining off from the deck of the top.

A further object is to provide simple and effective means for concealing the joint between the deck of the top and the metallic rails.

Still another object is to provide a vehicle top that is simple in construction and which can be manufactured at a comparatively low cost.

With the above and other objects in view the invention consists in certain novel features of construction, combinations and arrangements of parts as will be more fully described and particularly pointed out in the appended claims.

In the accompanying drawing:

Figure 1 is a vertical sectional view through a top construction embodying my invention. Figure 2 is a fragmentary perspective view thereof. Figure 3 is a fragmentary perspective view of a slightly modified form of construction. Figure 4 is a fragmentary perspective view of another modified form of construction. Figure 5 is an enlarged fragmentary sectional view through the top deck shown in Figure 2.

Referring now to the drawing in which like characters of reference designate corresponding parts through the several views, the numeral 1 designates a top embodying my invention having a deck 2 that is preferably formed of five ply laminated kraft paper which preferably has been treated to represent imitation leather. In order that this deck will be absolutely waterproof, the plies forming the same are preferably connected together by asphalt. The finished sheets are then cut to the desired shape and are secured to the metallic rails 3 which are in turn secured to the metal top frame 4 of the vehicle body.

As shown in Figures 1 and 2 of the drawing the rail 3 is preferably curved slightly transversely throughout its length and is provided at its upper and lower edges with longitudinally extending channel-shaped portions 5 and 6 respectively that are preferably welded to the back 7 and forwardly extending flange 8 of the metal header strip 9. The upper channel preferably receives several strips 10 of laminated kraft paper to which the deck 2 of the top is preferably secured by suitable tacks 11, while the lower channel 6 is designed to receive and convey away the water draining off from the deck 2 and rail 3. For holding the strips 10 in the channel 5 and at the same time providing a flat bearing surface for the deck 2 of the top, the channel 5 is preferably provided at its inner edge with a horizontal outwardly extending flange 12 which preferably extends over the strips 10 and terminates short of the outer wall 13 of the channel to provide a suitable space for receiving the tacks 11. Any suitable means such as the ear 14 may be used to conceal the joint between the rail 3 and the deck 2 of the top. As shown, this beading is preferably of standard construction and is secured to the strips 10 by the same tacks 11 used to secure the deck 2 to the strips 10.

In Figure 3 of the drawing I have shown a slight modification in which the rail is preferably provided with a vertical portion 20 that connects the longitudinally extending channels 21 and 22 respectively. With this construction, the channel 21 preferably opens outwardly and is provided at its upper edge with a depending flange 23 that holds the strips 24 of laminated kraft paper in place, the deck 25 being preferably bent over the upper end wall 26 of the channel 21 and against the flange 23. Suitable tacks 27 are preferably used to secure the depend-
The combination with a channel-shaped frame member, a rail bridging the channel of the frame member and supporting the deck, said rail having a channel-shaped portion upon one side of the frame member for receiving and conveying away the water draining from said deck.

In a vehicle top, the combination with a channel-shaped frame member of a deck above the frame member, a rail bridging the channel of the frame member and supporting the deck, said rail having a channel-shaped portion upon one side of the frame member for receiving and conveying away the water draining from said deck, and means for securing said deck to said rail.

In a vehicle body, the combination with a header, of a drip rail having a channel-shaped portion at its upper edge secured to the header, a deck extending across the channel-shaped portion of the drip rail, laminated plies in the channel-shaped portion of the drip rail, means for holding the plies in position including a flange projecting from a wall of the channel-shaped portion of the drip rail, a beading concealing an edge of the deck, and means for securing the beading and deck to the anchorage member in the channel-shaped portion of the drip rail, means for holding the anchorage member in position including a flange projecting from a wall of the channel-shaped portion of the drip rail, said flange forming a bearing for the deck, a beading concealing an edge of the deck, and means securing the beading and deck to the anchorage member in the channel of said rail.

In a vehicle body, the combination with a channel-shaped header, of a drip rail extending longitudinally thereof having a channel-shaped portion secured to the rear wall of the header, a deck extending over the channel-shaped portion of the rail, an anchorage member for the deck in the channel-shaped portion of the rail, means concealing an edge of the deck, and a common means for securing the deck and concealing means to the anchorage member.

In a vehicle body, the combination with a header, of a drip rail having a laterally extending flange, of a drip rail extending longitudinally of the header having longitudinally extending channel-shaped portions at the upper and lower edges thereof secured respectively to the back and flange of said channel-shaped header, an anchorage member in the upper channel, and a top deck extending across the upper channel secured to said anchorage member.

In a vehicle body, the combination with a header, of a drip rail having a channel-shaped portion at its upper edge secured to said header, a deck extending across the channel-shaped portion of the drip rail, an anchorage member for the deck in the channel-shaped portion of the drip rail, and means for securing the deck to said anchorage member.