W. F. C. BUESING.

VEHICLE TOP.

APPLICATION FILED DEC. 11, 1916.

1,357,220.

Patented Nov. 2, 1920.

2 SHEETS—SHEET 1.

Fig. 1.

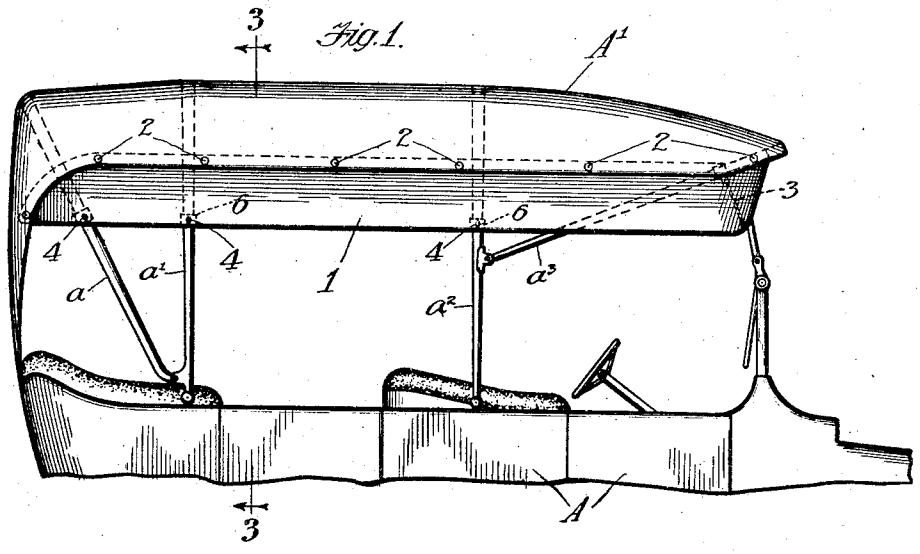
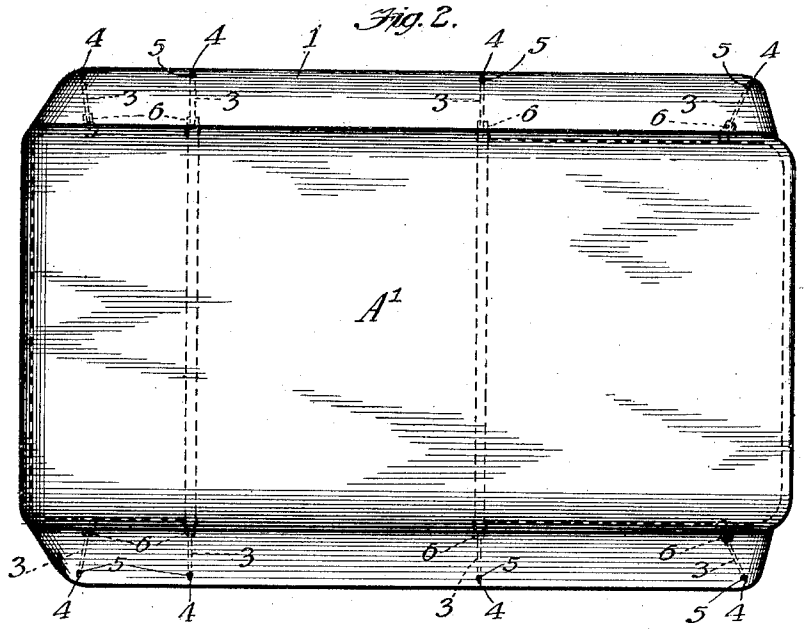


Fig. 2.



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2 SHEETS—SHEET 2.

Fig. 3.

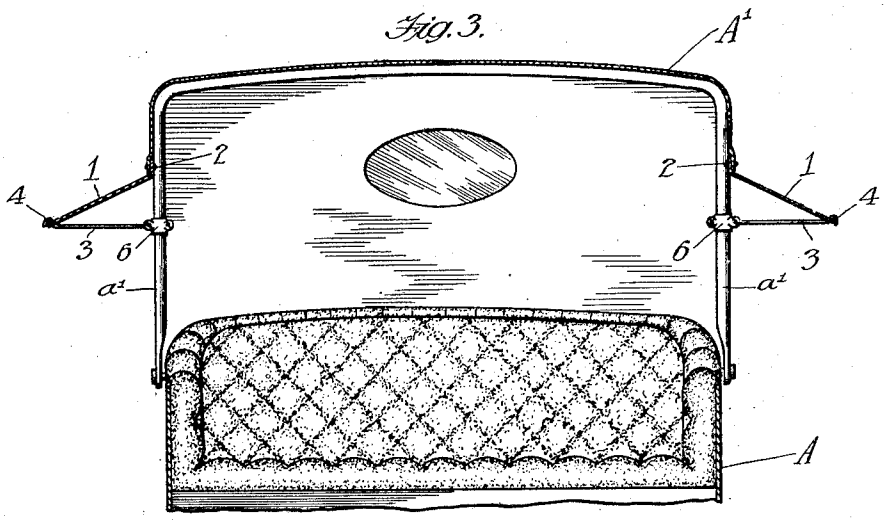


Fig. 4.

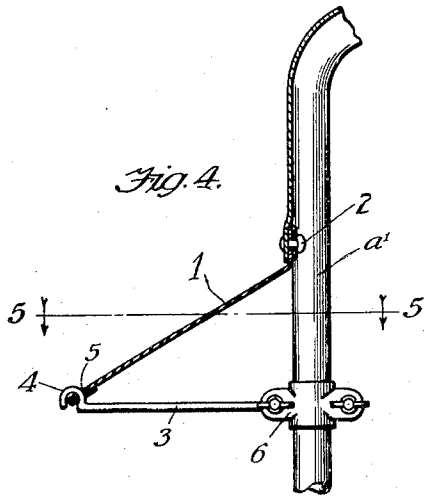


Fig. 5.

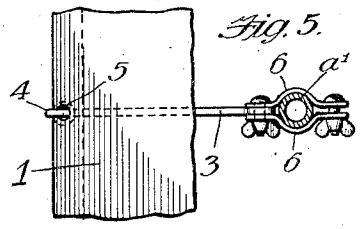
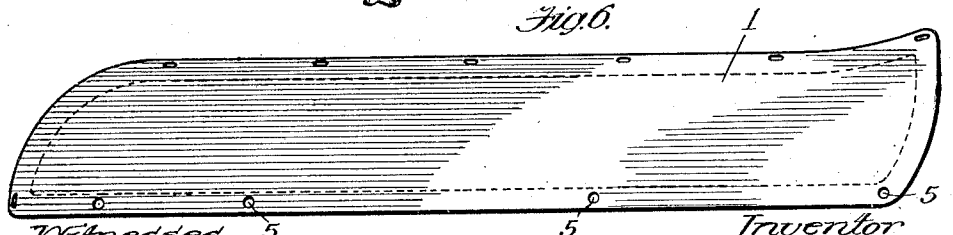


Fig. 6.



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UNITED STATES PATENT OFFICE.

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VEHICLE-TOP.

1,357,220. Specification of Letters Patent. Patented Nov. 2, 1920.

Application filed December 11, 1916. Serial No. 136,330.

To all whom it may concern:

Be it known that I, WILLIAM F. C. BUESING, a citizen of the United States, and resident of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Vehicle-Tops, of which the following is a specification.

This invention relates to vehicle tops.

The object of the invention is to increase the protection from the weather—both from sun and rain—afforded passengers, the upholstered portions of the car and the contents of the car by the usual forms of canopy tops now in general use.

I attain the foregoing object by means of what, for purposes of convenient reference, may be designated a shield, which forms a lateral extension at the lower edge of the top proper. My invention also comprises the various other features and details of construction hereinafter described and claimed.

In the accompanying drawings, in which my invention is fully illustrated,—

Figure 1 is a partial side view of a car body having a usual form of canopy top equipped with my improved weather shield.

Fig. 2 is a top plan view of the top equipped with a shield, shown in Fig. 1.

Fig. 3 is a sectional elevation on the line 3—3 of Fig. 1.

Fig. 4 is an enlarged fragmentary view illustrating the means for supporting the shield.

Fig. 5 is a fragmentary, sectional, top plan view on the line 5—5 of Fig. 4; and

Fig. 6 is a side view of the shield at one side of the vehicle top detached therefrom and extended.

Referring now to the drawings, A designates the body of a motor vehicle, A′ a canopy top therefor and a, a', a^2 and a^3 the frame members for supporting said canopy top, all of which are old and well known in the art and may be of any usual or desired construction and will be readily understood from the drawings without a description thereof in detail.

In accordance with my invention, the protection from the weather afforded occupants of the car and the contents thereof by the canopy top A′ is increased by a shield 1 secured to each lateral edge of the canopy top, preferably by means of usual turn buttons 2, and which extends outwardly and preferably downwardly therefrom. The outer edges of said shields 1 are supported by bracket arms 3 secured to different frame members a, a', a^2 and a^3, there being preferably one of said bracket arms on each of said frame members. As shown, the edges of the shield 1 are connected to the bracket arms 3 by means of hooks 4 formed at the outer ends of said bracket arms which are adapted to engage eyelets 5 in the edges of said shield. I do not, however, desire to limit myself to the particular means shown for attaching said shield to said bracket arms, as my invention contemplates any desired or approved means for this purpose.

In the preferable construction shown, also, the bracket arms 3 are attached to the frame members by usual clamp clips 6, best shown in Figs. 4 and 5, said bracket arms being preferably pivoted to one of the clamping screws of said clips. Said attaching means may, however, be variously modified and I do not, therefore, desire to limit myself to the particular means for this purpose shown in the drawing.

While said shields 1 may be made of any desired width, I prefer to make them of such width that their edges will extend about even with the mud guards and foot boards of the machine, thus practically eliminating all danger of damaging said shield by striking the tops of other automobiles and other objects in passing them.

To provide for removing the shield 1, if desired for any purpose, as when it is desired to "let down" the top, said shield is preferably made in detachable sections, as shown. My invention, however, contemplates making said shield integral with the top A′, if for any reason desired. Said shield will preferably be made of the same material as the top A′.

To prevent as far as possible all side pull on the bracket arms 3, particularly the extreme bracket arms, the free edges of said shields 1 are attached at both ends to the main portion of the vehicle top and the extreme brackets are applied thereto at short distances from the ends thereof. Said brackets will thus act primarily as spreaders, the lengthwise pull on the free edges of said shields due to the spreading action of said brackets being sustained almost wholly by the top proper at the points where said free edges are attached thereto.

As shown, the rear ends of the free edges of said shields are attached directly to the main portion of the vehicle top and are

straight from their rear ends to the front supporting brackets, from which points they are inclined at abrupt angles to their points of attachment to the top proper, being, as shown, attached to the frame member a^3.

With the described construction, it is obvious that the formation of gaps or openings between the rear ends of said shields and the edges of the main portion of the vehicle top will also be effectually prevented.

I claim:

A top for a vehicle comprising a top proper and shields which project laterally therefrom, a lateral edge of each of which is fixedly attached to a rigid part of the top proper, means for supporting said shields in extended position comprising bracket arms pivoted to frame members of the vehicle top the outer ends of which are connected to the free edges of said shields, and means for securing said bracket arms in adjusted positions, the ends of the free edges of said shields being connected to fixed parts of the top proper, the relation being such that pivotal movement of said bracket arms to extend said shields will subject the free edges of said shields to tension which will be transmitted to the parts or portions of the top proper to which the ends of the free edges of said shields are attached, thus relieving said bracket arms from practically all side stresses, substantially as described.

In testimony, that I claim the foregoing as my invention, I affix my signature in the presence of two subscribing witnesses this 6th day of December, 1916.

WILLIAM F. C. BUESING.

Witnesses:

EDNA A. OLAISON,

ARTHUR B. FRAMKE.