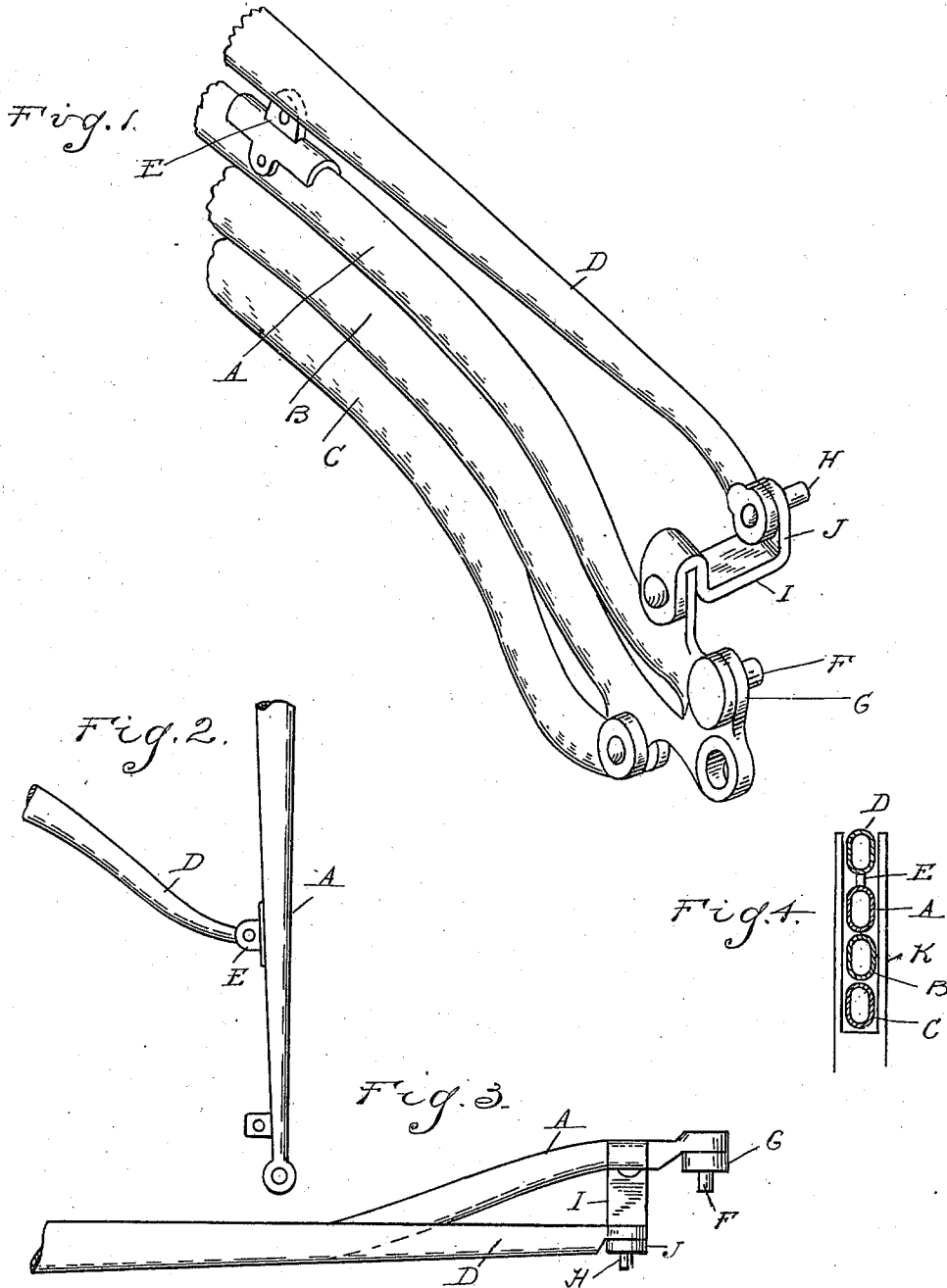


C. E. WALTERS.
CANOPY TOP FOR VEHICLES.
APPLICATION FILED MAR. 24, 1910.

963,098.

Patented July 5, 1910.



Witnesses

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UNITED STATES PATENT OFFICE.

CHARLES E. WALTERS, OF DETROIT, MICHIGAN, ASSIGNOR TO MICHIGAN STEEL BOAT COMPANY, OF DETROIT, MICHIGAN, A CORPORATION OF MICHIGAN.

CANOPY-TOP FOR VEHICLES.

963,098.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CHARLES E. WALTERS, 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 Canopy-Tops for Vehicles, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention relates to canopy tops for vehicles, such as automobiles, and more particularly to that type in which the bows are disengageable from their separate supports, and are in engagement with each other when the top is collapsed. It is usual to provide an inclined brace rod attached to the front bow for supporting the forwardly-projecting hood of the canopy, and when the top is collapsed this rod is disengaged from its normal bearing on the bow and is reengaged with a lower bearing, which permits of folding the rod in parallelism with the bow. Thus, where the bows have straight sides they may all be arranged in exact alinement with each other and with the brace rod, but where the bows are flared, the top being of greater width than the supporting base, the brace rod will not aline with the bows. This is for the reason that the brace rod is straight, while the bows are curved inward at their lower ends, and when the brace is engaged with the bearing near the lower end of the bow it will stand obliquely in relation to the other members. This is objectionable, and prevents the engagement of the bows with parallel guide bearings, as is possible where all of the members are in exact alinement.

My invention is designed to overcome this objection, and to this end the invention consists in the construction as hereinafter set forth.

In the drawings—Figure 1 is a perspective view of the bows and brace assembled in position for storing; Fig. 2 is a side elevation of the front bow and brace in normal relation where the top is in use; Fig. 3 is a plan view of the parts arranged as in Fig. 1; and Fig. 4 is a cross section showing the members in engagement with the guide frame or holder.

A is the bow for the forward seat, and B the bow for the rear seat of the vehicle, the

latter being provided with a hinged bow C, which normally inclines rearward.

D is a brace for supporting the forwardly-projecting hood which, when the canopy is extended, engages a bearing E upon the bow A. This bearing is a considerable distance above the lower end of the bow and is upon the flared portion thereof.

In the collapsed position of the parts, as shown in Figs. 1, 3 and 4, the bow A is arranged in alinement with the bow B, with its pintle F engaging a socket G in the latter bow. The brace D also has its pintle H disengaged from the bearing E, so as to permit the folding in parallelism. Inasmuch, however, as the bows A and B are flared and curved inward at their lower ends, the brace D cannot aline therewith, and if the bearing for attaching the brace to the bow in collapsed position were at the usual point the brace would lie obliquely in relation to the bows, as before stated. This I have avoided by providing an outwardly-extending arm I on the member A, having an apertured bearing J at its outward end for engagement with the pintle H, this bearing being alined with the bearing E. Thus the upper portion of the bows and the brace lie in the same vertical plane, and, as shown in Fig. 4, may be arranged within the parallel guides or holder K on the vertical frame.

What I claim as my invention is:

1. In a canopy top for vehicles, the combination with a flaring bow, of an inclined brace member detachably engaging the bearing on the flaring portion of the bow, and an offset bearing on the lower portion of the bow for engagement with said brace in collapsed position.

2. In a canopy top for vehicles, the combination with a bow having its lower end curved inward, of an inclined brace detachably engaging a bearing on said bow above the curved portion thereof, and an arm extending laterally from the inwardly curved portion of the bow having a second bearing for engagement with the brace in alinement with the upper bearing.

3. In a canopy top for vehicles, the combination with a plurality of flared bows for engagement with separated supports and having a detachable engagement with each other, of a brace detachably engaging a

bearing on one of said bows in the flared portion thereof, and a lateral projection on the lower or contracted portion of said bow having a second bearing for said brace in
5 alinement with said upper bearing.

4. In a canopy top for vehicles, the combination with a bow having an inwardly-curved lower supporting end, of an arm projecting laterally and outwardly from the
10 lower end of said bow and inclined brace, and bearings for the detachable engagement

of said brace respectively upon the portion above the curve and at the outward end of said laterally-projecting arm, said bearings being alined with each other. 15

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

CHARLES E. WALTERS.

Witnesses:

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