W. B. WEST.

REMOVABLE AND COLLAPSIBLE TOP FOR VEHICLES.

APPLICATION FILED APR. 17, 1915.

1,200,556. Patented Oct. 10, 1916.

FIG. 1.

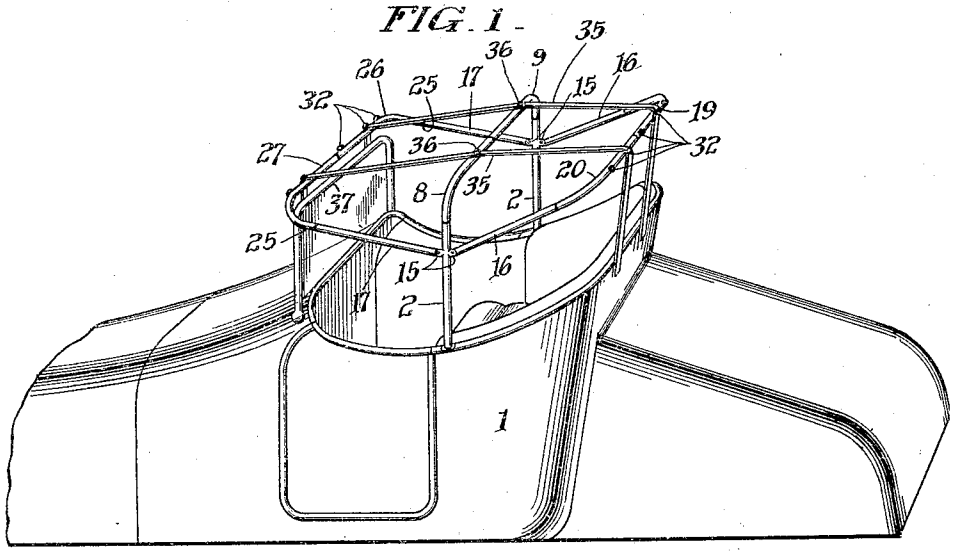


FIG. 2.

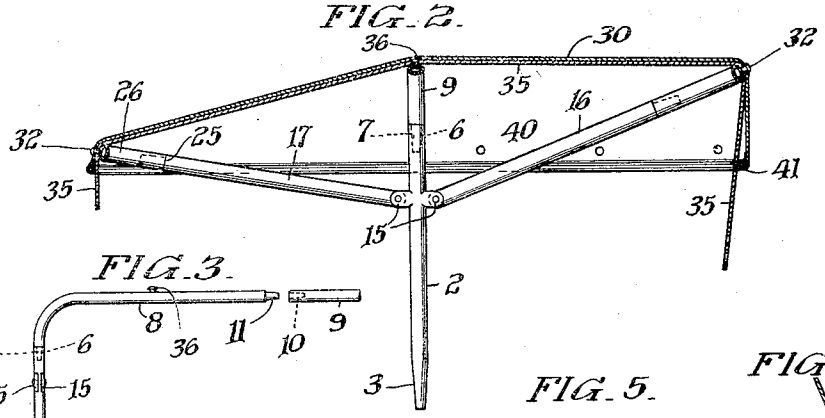


FIG. 3.

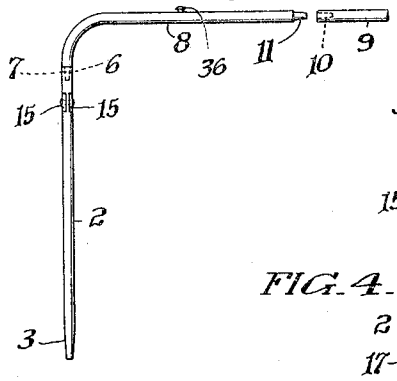


FIG. 4.

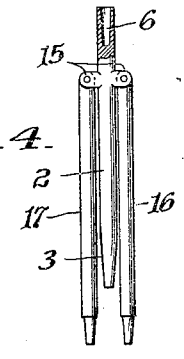


FIG. 5.

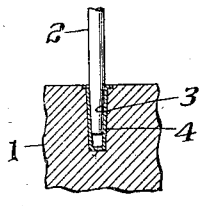
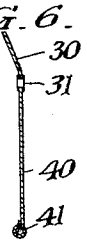


FIG. 6.



WITNESSES

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REMOVABLE AND COLLAPSIBLE TOP FOR VEHICLES.

1,200,556. Specification of Letters Patent. Patented Oct. 10, 1916.

Application filed April 17, 1915. Serial No. 21,959.

To all whom it may concern:

Be it known that I, WILLIAM B. WEST, a citizen of the United States, and a resident of the city of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Removable and Collapsible Tops for Vehicles, of which the following is a specification.

One object of my invention is to provide a top for a vehicle comprising a frame structure consisting of a plurality of members detachably connected with each other and the said frame structure also comprising members which are detachably connected with the body of the vehicle.

The object or purpose of constructing the frame of a plurality of members detachably connected or joined with each other is to permit of the separation of the said members when or as the frame is removed from the body and collecting or gathering them into a bundle and either wrapping them within the cover of the top or not as may be desired so that the frame and cover constituting the top may be transported in the body without taking up an unnecessary amount of space.

A further object of my invention is to provide a top including a frame structure having members which extend forwardly and rearwardly from central supporting members thereof which are detachably connected with the body of the vehicle which forwardly and rearwardly extending members may be held in proper relation to the adjacent portions of the body by means of the top cover, which is secured thereto in cooperation with means depending from the frame and secured to the body or a part rigidly secured thereto.

Other objects and advantages of my invention will be referred to in the description thereof which follows or will be apparent therefrom.

In order that my invention may be more readily and clearly comprehended and understood reference should be had to the accompanying drawings in which I have illustrated one form of a convenient embodiment thereof but it will be understood that changes in the details of construction may be made within the scope of the claims without departing from my invention.

In the drawings:—Figure 1 is a perspective view of a portion of the body of a vehicle provided with a top embodying my invention; Fig. 2 is a longitudinal central sectional view of a vehicle top embodying my invention; Fig. 3 is a view showing a portion of the frame of the top and illustrating certain details of construction; Fig. 4 is a side view of a portion of the frame including a member which is adapted to be connected with the body of the vehicle; Fig. 5 is a view showing a portion of the body in section and illustrating the manner in which the frame is connected with the body; and Fig. 6 is a sectional view of an edge portion of the cover of the top showing one of the eyelets by means of which the cover is secured to the frame.

Referring to the drawings, 1 designates the body of a vehicle, such as an automobile, and 2 designates the opposite side members of a frame structure employed for supporting the cover of the top. The lower ends of the members 2 are tapered as indicated at 3 and are adapted to fit into a tapered socket 4 secured in the top edge of the body of the vehicle. The upper ends of the members 2 are each provided with sockets 6 which receive the reduced ends 7 of the members 8 and 9. The members 8 and 9 meet at about the longitudinal center of the top of the vehicle and one of them, 9, is provided with a socket 10 which receives the reduced projecting end portion 11 of the member 8.

The members 2 are each provided at points adjacent to their upper ends with two pairs of lugs 15 between which the members 16 and 17 are pivoted whereby the said members 16 and 17 are pivotally connected with the members 2 as is clearly shown in the drawings. The members 16 extend rearwardly as indicated in Figs. 1 and 2 of the drawings and are connected with members 19 and 20 in the same manner as the upright supporting members 2 are connected with or joined to the members 8 and 9 and likewise the members 19 and 20 are connected or joined with each other in the same manner as the members 8 and 9 are connected or joined with each other.

The forwardly extending members 17 are connected or joined at 25 with the members 26 and 27. The connection between the members 17 and 26 and 27 and between the two latter members is also made in the same manner as the connection between the members 2 and 8 and 9 and of the latter to each other.

The cover 30 of the top is adapted to rest or be supported at its center transverse line upon the members 8 and 9. Adjacent to its opposite end portions it is provided with eyelets or button holes such as that designated at 31 in Fig. 6 of the drawings which eyelets are adapted to be engaged by buttons or studs 32 upon the rear and front members 19 and 20 and 26 and 27 of the frame. The cover having been secured to the said members in the manner stated the latter are then drawn downwardly or toward the body of the vehicle by means of straps 35. These straps are secured by means of buttons 36 or otherwise to the respective members 8 and 9 of the frame and extend longitudinally of the frame structure passing over the front and rear members 19 and 20 and 26 and 27. The rear ends of the said members are detachably secured to buttons 32 upon the back of the seat with which the body is provided while the forward ends of the said straps 35 are connected to the frame of the wind shield 37 by similar buttons. The front and rear end portions of the straps 35 preferably should be provided with a plurality of eyelets or button holes situated longitudinally thereof to provide for adjusting and tightening the same; that is, if it is desired to draw the cover very tightly over the central supporting members 8 and 9 of the frame the rear and front supporting portions of said frame comprising the members 19 and 20 and 26 and 27 should be drawn down with greater force than when it is intended that the cover shall be left slack or loose.

Assuming that the top, including the frame and cover, is in place, and that it is desired to remove the same, the rear and front ends of the straps 35 should be disconnected from the body and the wind shield. The rear and front supporting members 16, 19 and 20, and 17, 26 and 27 are folded upwardly upon the pivots which connect the members 16 and 17 to the upright supporting members 2. The cover may then be disconnected or unbuttoned from the buttons or studs 32 upon the rear and front members of the frame structure. The various members 2, 8, 9, 19, etc., may be then disconnected from each other and the several members placed together in a bundle and wrapped within the cover and the whole, if desired, placed in a bag and carried along in the vehicle body without taking up an objectionable amount of space. To place the top upon the vehicle body the parts 2 may be first placed in position as shown in Fig. 1 and the several parts 8, 9, 19, etc., joined together after which the cover may be fastened to the studs or buttons 32 either at the front or rear end of the top and then the members 16 and 17 or either folded upwardly so as to cause the members 19 and 20 and the members 26 and 27 to approach each other so that the other end portion of the cover may then be secured to the other studs or buttons after which the members 16 and 17 may be allowed to fall downwardly upon their pivots and secured in such position and held taut or fixed by connecting the opposite ends of the straps 35 to the studs or buttons upon the vehicle body and upon the wind shield thereof. The edges of the cover depend or hang downwardly as indicated at 40 in Fig. 2 of the drawings and in order that the depending edges may be prevented from curling or flapping around unnecessarily I have provided strips of metal, as 41, at the lower edge of such depending edge portion.

The members 26 and 27 constituting the front end portion of the frame of the top and the members 19 and 20 constituting the rear end portion of the frame of the top may respectively be positioned relatively to the top edge of the wind shield and to the top edge of the back of the seat comprised in the body as may be desired merely by positioning the eyelets or button holes 31 the desired distance from each other. If these eyelets or button holes are situated a certain distance from each other the cover resting at its center upon the members 8 and 9 may support the members 19 and 20 and 26 and 27 certain distances above the top edge of the back of the vehicle seat and a certain distance above the top edge of the wind shield 37 whereas if the said eyelets or button holes were situated farther apart from each other these rear and front end members of the frame 19 and 20 and 26 and 27 would assume positions nearer to such edges.

It will be seen, therefore, that I have provided a top for vehicles possessing very advantageous features of construction in that the supporting frame thereof is made up of a plurality of members capable of being readily separated and disconnected from each other and from the body of the vehicle to remove and dismantle the top and also capable of being readily reconnected or rejoined to each other when it is desired to set the top up as it were; and also that I have provided a construction whereby the positions of the front and rear edges of the top with respect to the top edge of the wind shield and back of the seat of the vehicle body respectively may be varied merely by increasing or decreasing the distance between the eyelets or button holes near the front and rear edges of the vehicle cover with which the studs or buttons upon the front and rear portions of the frame are adapted to be engaged.

I claim:—

1. A removable and collapsible vehicle top comprising upright members removably sup-

ported upon the opposite sides of the vehicle body, means extending between the upper ends of the said upright members said means comprising a plurality of members adapted to be connected with and disconnected from each other and the said means being adapted to be connected with and disconnected from the upper ends of said upright members, bow-shaped members extending forwardly and rearwardly from the said upright members said bow-shaped members each comprising a plurality of members adapted to be connected with and disconnected from each other, a cover supported along an intermediate transverse line by said means, means for connecting the opposite end portions of the said cover to the forwardly and rearwardly extending bow-shaped members, and means extending longitudinally of the said top and having connection at its opposite ends with relatively fixed portions of the vehicle body whereby the opposite end portions of the top may be drawn toward and held in substantially fixed relation with respect to the said body.

2. A removable and collapsible vehicle top comprising upright members detachably connected to the opposite sides of the body of a vehicle the upper ends of said upright members being connected with each other by rods detachably connected thereto and with each other, pivoted arms secured to the said upright members adjacent to their upper ends said arms respectively extending forwardly and rearwardly the rear ends of the rearwardly extending arms and the front ends of the forwardly extending arms being connected with each other by members detachably connected therewith and to each other and flexible straps having connection with the rods connecting the upper ends of the said upright members and with the members connecting the rear ends of the rearwardly extending arms and the forward ends of the forwardly extending arms said straps having connection with the vehicle body at points toward the rear and toward the front thereof, substantially as described.

3. A removable and collapsible vehicle top comprising upright members detachably connected to the opposite sides of the body of a vehicle the upper ends of said upright members being connected with each other by rods detachably connected thereto and with each other, pivoted arms secured to the said upright members adjacent to their upper ends said arms respectively extending forwardly and rearwardly the rear ends of the rearwardly extending arms and the front ends of the forwardly extending arms being connected with each other by members detachably connected therewith and to each other and flexible means having connection with the rods connecting the upper ends of the said upright members and with the members connecting the rear ends of the rearwardly extending arms and the forward ends of the forwardly extending arms said means having connection with the vehicle body at points toward the rear and toward the front thereof, substantially as described.

4. A removable and collapsible vehicle top comprising upright members detachably connected to the opposite sides of the body of a vehicle, the upper ends of said upright members being connected with each other by rods detachably connected thereto and with each other, bow-shaped members extending forwardly and rearwardly from said upright members, said bow-shaped members each comprising a plurality of members adapted to be connected with and disconnected from each other, and flexible means having connection with the rods connecting the upper ends of the said upright members and with the members constituting the forwardly and rearwardly extending bow-shaped members, said flexible means having connection with the vehicle body at points toward the front and toward the rear thereof, substantially as described.

In testimony that I claim the foregoing as my invention, I have hereunto signed my name this 14 day of April, A. D. 1915.

WILLIAM B. WEST.

In the presence of—
S. E. GIBBONS,
S. TAYLOR.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."