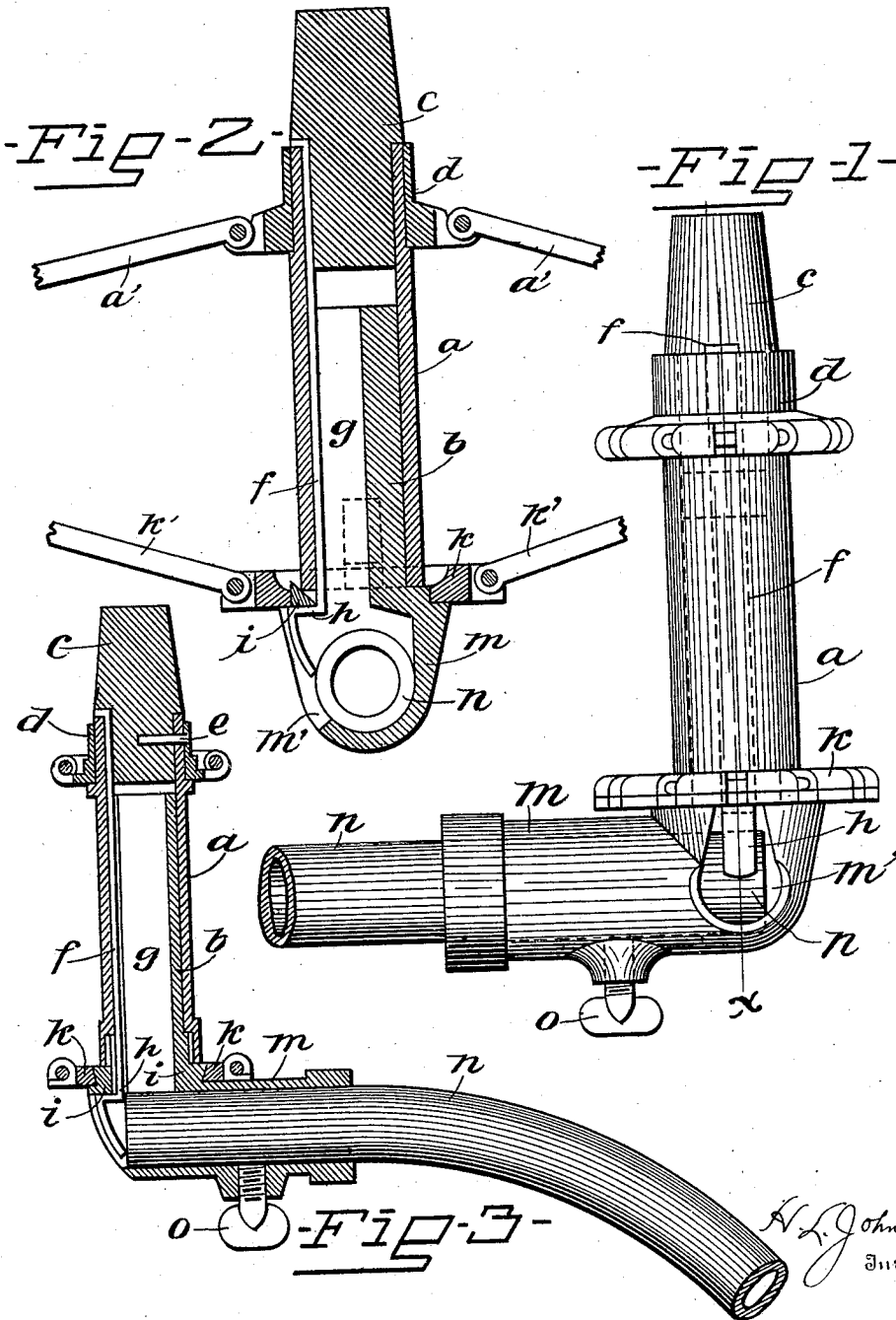


No. 828,482.

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H. L. JOHNSTON.
SUPPORT FOR VEHICLE CANOPIES.
APPLICATION FILED FEB. 1, 1906.



Witnesses
Matthew Seibler.
C. W. Theobald.

By

H. L. Johnston,
Inventor
R. J. M. Canty,
Attorney

UNITED STATES PATENT OFFICE.

HERBERT L. JOHNSTON, OF TROY, OHIO, ASSIGNOR TO THE HOBART ELECTRIC MANUFACTURING CO., OF TROY, OHIO.

SUPPORT FOR VEHICLE-CANOPIES.

No. 828,482.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, HERBERT L. JOHNSTON, a citizen of the United States, residing at Troy, in the county of Miami and State of Ohio, have invented certain new and useful Improvements in Supports for Vehicle-Canoopies; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

15 This invention relates to improvements in supports for vehicle-canoopies, and has for its object safe means for preventing the accidental detachment of the parts from their support under the vibrations due to the moving vehicle, all as will be hereinafter more fully described and claimed.

Preceding a detail description of the invention reference is made to the accompanying drawings, of which—

25 Figure 1 is a side elevation of my improved canopy-support, showing the parts interlocked against accidental detachment. Fig. 2 is a sectional view on the line *x* of Fig. 1. Fig. 3 is a sectional view showing a slight modification.

In a detail description of the invention similar reference characters indicate corresponding parts.

35 *a* designates the outer runner, having upon its upper end a notcher *d*, to which the ends of the canopy-ribs *a'* are attached, said ribs being connected at their outer ends to the canopy (not shown) in the usual manner.

40 *b* designates the stem, which is integral with the socket and which projects into the runner *a*. The said stem has a longitudinal opening *g*, which extends a substantial distance into the stem. This opening runs the full length of the stem and communicates with the interior of the socket *m*. At the point between the socket *m* and the stem *b* there is an annular portion or flange *i*, which receives a crown-piece *k*, to which the stretchers *k'* are connected at their inner ends. The 50 annular portion or flange *i* of the socket also supports the runner *a*. On the interior of the runner *a* there is placed an elongated plate-spring *f*, which is securely maintained

on the interior of the runner and in alinement with the opening in the stem *b* by means of a 55 plug *c*, which is forced into the top of the runner and binds the upper end of the spring against the interior of the runner. This plug also affords means for attaching the notcher *d* by means of a suitable number of 60 pins *e*. The lower end *h* of the spring *f* terminates in a shoulder which interlocks with the annular portion or flange *i* of the socket, said spring projecting into the socket at the rear end thereof. In the construction 65 shown in Fig. 3 the lower end *h* of the spring is held in engagement with said annular portion or flange *i* by the extreme end of the supporting-arm *n*, which is projected into said socket. The said arm is secured in such 70 position by a set-screw *o*, and it will be understood that said arm is of a sufficient length and proper curvature to reach to the usual support in the vicinity of the vehicle-seat. As shown in Fig. 3, the end of the support- 75 ing-arm engages the spring at the rear of the socket. The construction shown in Figs. 1 and 2 is slightly different. The lower end of the spring projects into the socket at one side thereof, and the supporting-arm *n* engages said 80 spring on one side of said arm. The spring is in a similar manner held against the annular portion or flange *i*. The socket *m* has an opening *m'* in a side thereof below the annular portion *i* in order to enable the finger to 85 engage the spring at the lower end to unlock it from said annular portion when it becomes necessary to detach the canopy. In the same manner the finger engages the end of the spring from the rear of the socket, as shown 90 in Fig. 3. The spring *f* is preferable as a means for holding the runner in engagement with the socket and stem; but a latch may serve the same purpose by pivoting it at its upper end within the runner and above the 95 stem, such latch being substantially the shape of the spring *f*.

Having described my invention, I claim—

1. In a support for vehicle-canoopies, a runner, a socket having a stem projected into 100 said runner and an annular portion or flange forming a support for the runner, a spring on the interior of the runner having its lower end terminated in a shoulder lying within the socket and below said annular portion or 105 flange; and a supporting-arm projected into

the socket and engaging the lower end of said spring to hold it in contact with the annular portion or flange, and means for binding said supporting-arm within the socket.

- 5 2. In a support for vehicle-canopies, a socket having a stem and an annular portion or flange lying between said socket and said stem a crown surrounding said annular portion or flange, a runner inclosing the stem and supported upon said annular portion or flange, said runner having a longitudinal opening therein, a spring on the interior of the runner and in line with the opening in the stem, said spring having its lower end terminated in a shoulder to engage the annular portion or flange of the socket, and a supporting-arm projected into the socket and engaging said spring to hold the same in contact with said annular portion or flange.
- 20 3. In a support for vehicle-canopies, a socket having a slotted stem projected therefrom and an annular portion or flange at the base of said stem, said socket having an opening in a side thereof, a runner inclosing the stem and supported upon said annular portion or flange, a spring on the interior of said runner in line with the slot in the stem, said spring having its lower end terminated in a shoulder to interlock with the annular portion or flange of the socket, the lower end of said spring being accessible through the opening in the side of the socket, and a support-

ing-arm projected into said socket and engaging on one side thereof the end of the spring to hold it in contact with the annular portion or flange of the socket. 35

4. A support for vehicle-canopies consisting of a runner, a socket having a recessed stem projected into said runner, and an annular portion or flange at the base of said stem and upon which the runner is supported, a crown-piece attached to said annular portion or flange, means securable within the runner and adapted to lock said runner with the socket below the annular portion or flange, and a supporting-arm for said socket, the same being projected into the socket and engaging the means for locking the runner in position. 40

5. In a support for vehicle-canopies, a runner, a socket member having a recessed stem projected into said runner, an annular flange at the base of said stem and upon which the runner is supported, a crown-piece attached to said flange, and means adapted to lock the runner with the socket member, the said means being projected into the socket member, substantially as specified. 45

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

HERBERT L. JOHNSTON.

Witnesses:

ELSTON C. BROWN,
J. M. SPENCER.