No. 880,574. PATENTED MAR. 3, 1908.

J. ROGERS.

VEHICLE TOP.

APPLICATION FILED OCT. 7, 1907.

Fig. 1.

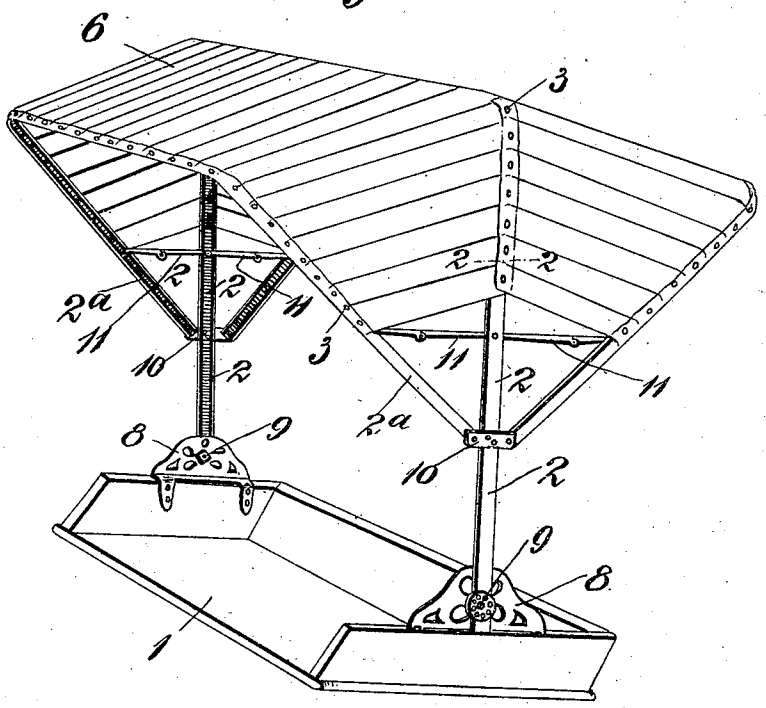


Fig. 2.



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JAMES ROGERS, OF CHICAGO, ILLINOIS.

VEHICLE-TOP.

No. 880,574. Specification of Letters Patent. Patented March 3, 1908.

Application filed October 7, 1907. Serial No. 396,256.

To all whom it may concern:

Be it known that I, JAMES ROGERS, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Vehicle-Tops, of which the following is a specification.

This invention relates to vehicle tops, and is particularly applicable or useful in the construction of automobiles, although it may be used on vehicles in general.

A feature of the invention is the use of channel or angle bars for making the bows, as well as convenient means for attaching the cloth or cover to the bows.

The invention is illustrated in the accompanying drawings in which

Figure 1 is a perspective view of a top embodying the invention. Fig. 2 is a section on the line of 2—2 of Fig. 1.

The invention is illustrated in connection with a wagon top, but it may be readily applied to automobiles and the like with the necessary changes in the supporting structure.

In the drawings, 1 indicates the wagon seat having brackets 8 fixed to the ends thereof, and the main bow, 2, is pivotally connected to the bracket by bolts and hand nuts at 9. The folding or swinging bows 2^a are pivotally connected with the main bow by means of brackets 10, and the cloth or cover 6 extends over and is secured to the said bows, the parts being supported by folding braces 11. Each bow is formed of a strip or bar of channel metal bent to proper shape, and with the flanges presented inwardly, and the cloth is secured to the bows by means of pronged rivets or fasteners 3, the heads of which are on the outside of the top and which extend through the cover and through holes in the bows and are clenched on the inside, between the flanges of the channel irons. Inasmuch as the clenched ends of the fasteners are located in the space between the flanges, there is little or no likelihood of clothing catching on the clenched ends, and there is also less chance of the hands of the rider being injured by the points of the fasteners than if the bows were flat on both sides. The channel metal gives a very rigid structure, which is much more durable than plain bars or rods and less expensive than tubular bows. By making the fasteners of flexible metal the cloth can be removed and renewed without trouble, while the appearance from the outside is not objectionable.

I claim:

A vehicle top having bows formed of channel metal with the flanges presented inwardly, a cover over the bows, and fasteners extending through the cover and the bows and clenched on the inside of the bows between the said flanges.

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

JAMES ROGERS.

Witnesses:

NELLIE FELTSKOG,

H. G. BATCHELOR.