J. H. BROOKS.

VEHICLE COVER.

APPLICATION FILED OCT. 28, 1907.

900,350. Patented Oct. 6, 1908.

Fig. 1.

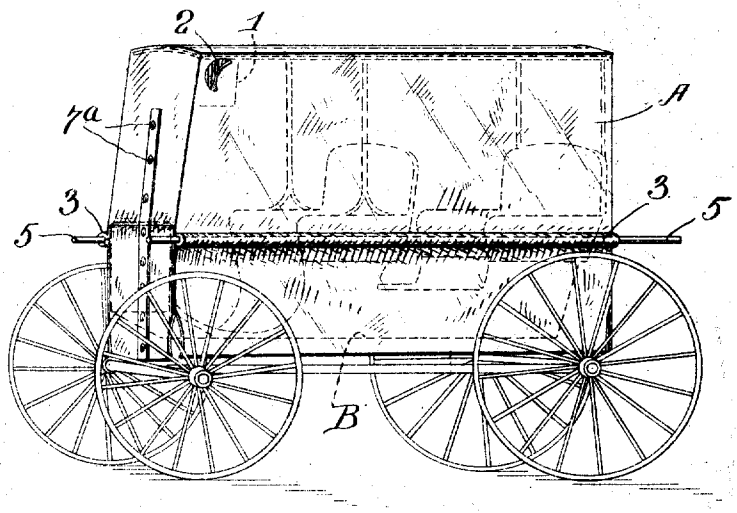
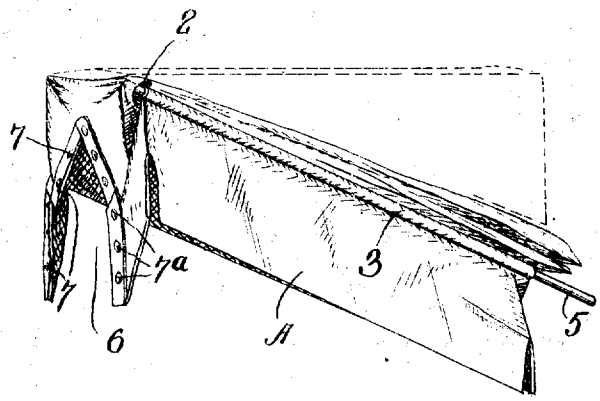


Fig. 2.



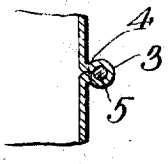


Fig. 3.

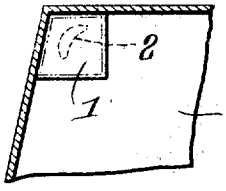


Fig. 4.

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UNITED STATES PATENT OFFICE.

JOHN H. BROOKS, OF POCAHONTAS, IOWA.

VEHICLE-COVER.

No. 900,350. Specification of Letters Patent. Patented Oct. 6, 1908.

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To all whom it may concern:

Be it known that I, JOHN H. BROOKS, a citizen of the United States, residing at Pocahontas, in the county of Pocahontas and State of Iowa, have invented certain new and useful Improvements in Vehicle-Covers, of which the following is a specification.

This invention relates to covers for all kinds of vehicles, such as top buggies and surreys, automobiles and the like; and it has for its object to provide a device of this class which shall possess superior advantages in point of simplicity, durability and general efficiency.

Vehicle covers as ordinarily constructed are usually made of textile material, sometimes waterproof in order to render the cover more effective; said covers being in the nature of hoods or bags made of suitable size and shape to envelop the vehicle that is to be protected. Great difficulty is frequently experienced in applying these covers, and removing them from the structures that are to be protected, especially where the work is to be performed in localities accessible to the wind or currents of air which may take hold of the loose folds of the material; in the case of large vehicles or structures it is frequently a difficult task for two or more men to apply or to detach a cover without injuring the latter or the top of the vehicle.

A principal object of the present invention is to provide a vehicle cover with means whereby it may be conveniently and easily manipulated and applied or detached, as may be required; and with these and other ends in view which will readily appear as the nature of the invention is better understood, the same consists in the improved construction and novel arrangement and combination of parts, which will be hereinafter fully described and particularly pointed out in the claims.

In the accompanying drawing has been illustrated a simple and preferred form of the invention; it being, however, understood that no limitation is necessarily made to the precise structural details therein exhibited, but that changes, alterations and modifications within the scope of the invention may be resorted to when desired.

In the drawing:—Figure 1 is a perspective view showing a vehicle to which has been applied a cover embodying the invention. Fig. 2 is a perspective view showing the cover lifted from the vehicle. Fig. 3 is a transverse vertical sectional detail view, taken through one side of the cover. Fig. 4 is a vertical sectional detail, taken through the upper front portion of the cover.

Corresponding parts in the several figures are denoted by like characters of reference.

The cover A consists of a hood or bag made in the usual manner of flexible or textile material, which may be treated in any suitable manner to render it waterproof; said cover being of suitable size and shape for the vehicle for which it is intended.

Upon the sides of the cover, adjacent to the upper front corners, are formed pockets, which may be constructed of flaps or pieces, 1, of suitable material, stitched or otherwise firmly secured in position interiorly upon the sides of the cover, and accessible through slits or apertures, 2, in the latter; these slits or apertures, which have been shown for the purposes of illustration as being crescent shaped, may be of any convenient or appropriate shape, and it will be very obvious that they may be bound, strengthened or reinforced in any desired manner and with any suitable material, either textile, leather, metal, or whatever may be deemed suitable for the purpose; although it has not been deemed necessary to illustrate such binding or reinforcement in the drawing, in which it has been endeavored to show the invention in its simplest embodiment. It is furthermore desired to be particularly understood that the construction of these pockets may, within the scope of the invention, be greatly varied, even to the extent of constructing said pockets in the nature of sockets of suitable material secured exteriorly upon the sides of the cover adjacent to the upper front corners; but no modifications have been shown in the drawing for the reason that the variations in form and structure which would be entirely within the scope of the invention are practically without number, and limited only by the ingenuity of the manufacturer of the device.

Longitudinally upon the two sides of the cover, at suitable distances from the lower edges thereof, there are formed tubular rolls, 3, which may be conveniently made by folding or doubling the material of the cover upon itself, and stitching, as indicated at 4 (see Fig. 3), said tubular rolls being for the reception of rods or bars, 5, of wood or other suitable material, which constitute handles whereby the cover may be manipulated.

These handle-bars are preferably of such length as to project at the front and rear ends of the cover, as clearly seen in Fig. 1. These "handle-bars", as they may be appropriately designated, serve, however, not only as handles whereby the cover may be manipulated,—as will be presently more fully described—,but also as weights and stretchers whereby the sides of the cover will be kept taut and smooth when the cover is in operative position upon a vehicle or object to be covered, and as rollers upon which the flexible cover may be wound or rolled, for storage or shipment.

Regarding the attachment to, or connection with, the cover of the handle-bars or rods 5 it is, again, desired to be understood that numerous modifications wholly within the scope of the invention, may be resorted to, although such modified forms have not been illustrated. Thus, for example, the bars might be strung through slits or apertures formed in the cover; or rings or sleeves might be secured upon the sides of the cover for the reception of the rods or bars. The latter might even be secured, by nails, tacks, tie-cords or other fastenings directly upon the sides of the cover although for reasons which will presently appear, it is desirable that the rods or bars be movably or slidably connected with the cover; but no limitation is made regarding the manner of or means for establishing the connection. Moreover, these rods or bars may be either solid or tubular, and of any desired shape or cross-section.

The cover, when used for a vehicle, is preferably provided at its front end with a vertical slit, 6, extending upward from the lower edge; the marginal edges of said slit being provided with suitable fastening members, 7, 7^a, whereby they may be connected as shown in Fig. 1.

The operation and advantages of this invention will be readily understood from the foregoing description taken in connection with the drawing hereto annexed. Assuming the cover to be in position upon a vehicle, as shown in Fig. 1, and the edges of the slit 6 having been disconnected, the operator standing in rear of the vehicle, grasps the projecting rear ends of the handle-bars and, tilting the latter, inserts their front ends into the pockets at the upper front corners. By properly manipulating the handle-bars the cover may now be bodily lifted from the vehicle, and that without the least danger of catching and tearing the cover upon projecting corners or otherwise, and without scratching or marring the vehicle. The cover when removed may be rolled upon the handle-bars—the latter being first removed from the pockets and placed in juxtaposition—and it may then be stood up in a corner, placed upon a convenient shelf, or otherwise stored in small space, and in such a manner as to be ready for use when wanted. To apply the cover, it is unrolled and the front ends of the handle-bars having been adjusted in the pockets, said bars are grasped by their rear ends and manipulated to lift the cover bodily over the vehicle, after which it is lowered into position, and the sides of the slit 6 connected.

The weight of the handle-bars will keep the cover stretched and taut, and close to the sides of the vehicle so as to exclude fowls, cats and other animals which, when covers of ordinary construction are used, are very liable to get in beneath the cover and foul the vehicle.

With ordinary covers, it is practically impossible for one man to apply the cover to a top vehicle, such as a surrey, especially outdoors and in windy weather, without injuring the cover or the vehicle, or both, owing to the awkward shape and the great surface presented to the wind; a cover constructed in accordance with my invention, may be easily and successfully manipulated. The improved cover is not only applicable to automobiles and top vehicles, but the invention may with excellent results be applied to covers for open wagons and, in fact, to all kinds of flexible covers used for the protection of vehicles and other structures. The device may be manufactured in many various grades, of different materials, but may be very simply and efficiently made at a cost but slightly exceeding that of the ordinary cover, while its advantages will readily commend themselves to those accustomed to using this class of devices. The improved cover is not liable to be torn; and, being rolled instead of folded when not in use, there is little danger of its becoming creased and broken, and for these reasons its life will be greatly lengthened.

Having thus described my invention, I claim:—

1. A flexible detachable cover for vehicles and the like, and rigid handle-bars connected lengthwise with the two sides of said cover.

2. A flexible detachable cover for vehicles and the like, and rigid handle-bars slidably connected with the two sides of said cover.

3. A flexible detachable cover for vehicles and the like, and rigid handle-bars connected slidably lengthwise with both sides thereof.

4. A flexible cover for vehicles and the like having pockets adjacent to its upper front corners, and handle-bars connected with the sides of the cover.

5. A flexible cover for vehicles and the like having pockets adjacent to the upper front corners, and handle-bars connected slidably lengthwise with the sides of the cover.

6. A flexible cover for vehicles and the like having suitably disposed pockets, and pocket-engaging handle-bars movably connected with the sides of the cover.

7. A flexible cover for vehicles and the like having suitably disposed pockets and tubular rolls formed lengthwise upon the sides of the cover, in combination with pocket-engaging handle-bars slidably mounted in said rolls.

8. A flexible detachable cover having rigid longitudinal handle members at both sides, said handle members exceeding the length of the cover and projecting at the ends.

9. A flexible cover, handle members exceeding the length of the cover slidably connected with the sides thereof, and pocket-flaps secured upon the sides of the cover, the latter being provided with slits through which the front ends of the handle-bars may be entered into the pockets.

10. A flexible cover having sides provided with longitudinal tubular rolls, pocket-flaps secured interiorly upon the sides of the cover adjacent to the upper front corners where slits are formed adjacent to said flaps, and handle members fitted slidably in the tubular rolls and exceeding the length of the cover.

11. A flexible cover provided at its front end with a vertical slit extending from the bottom upward, fastening members upon the marginal edges of said slit, suitably disposed pockets upon the sides of the cover, and handle members slidably connected with the sides of the cover and exceeding the length of the latter.

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

JOHN H. BROOKS.

Witnesses:
F. W. LINDEMON,
J. H. ALLEN.