

No. 706,816.

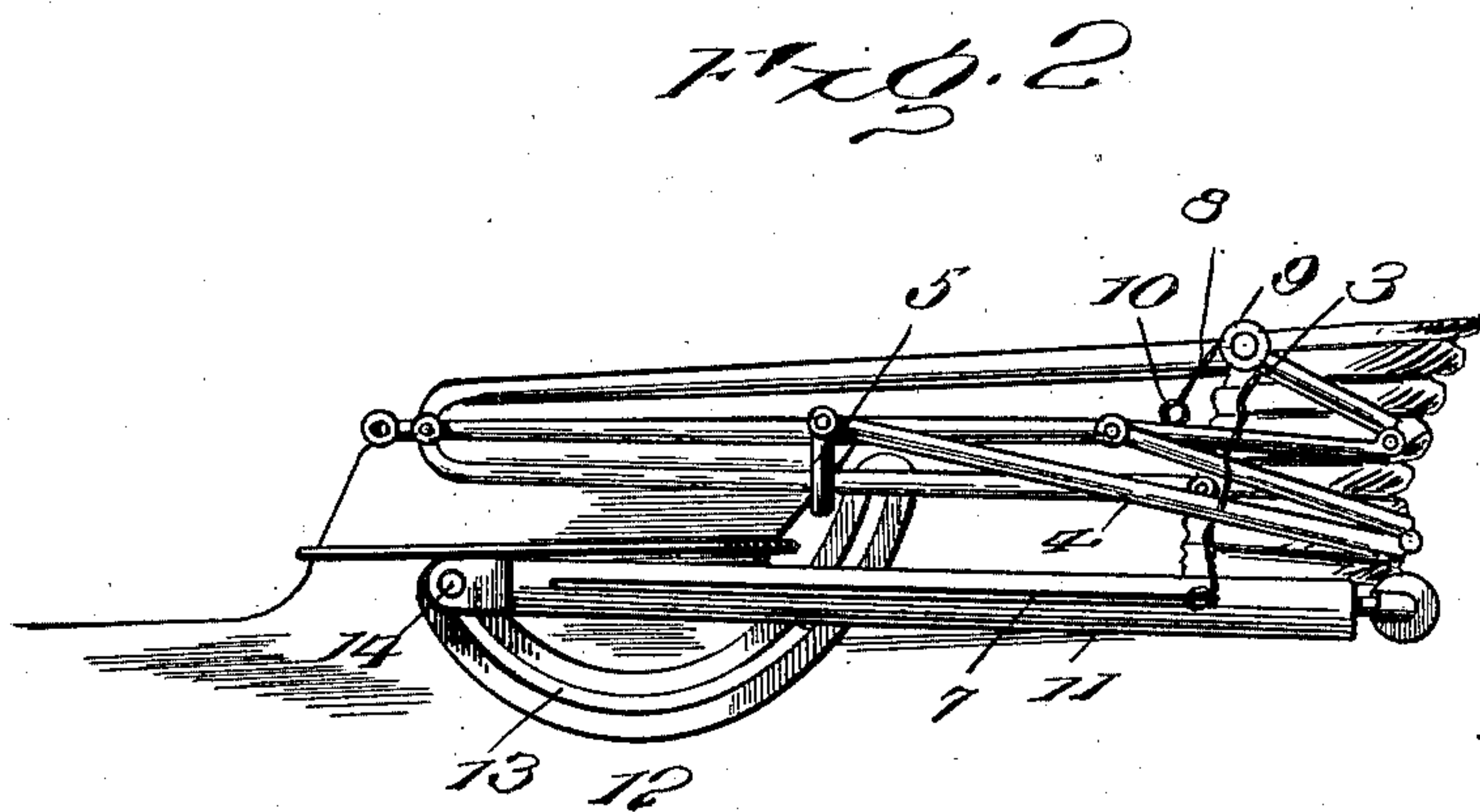
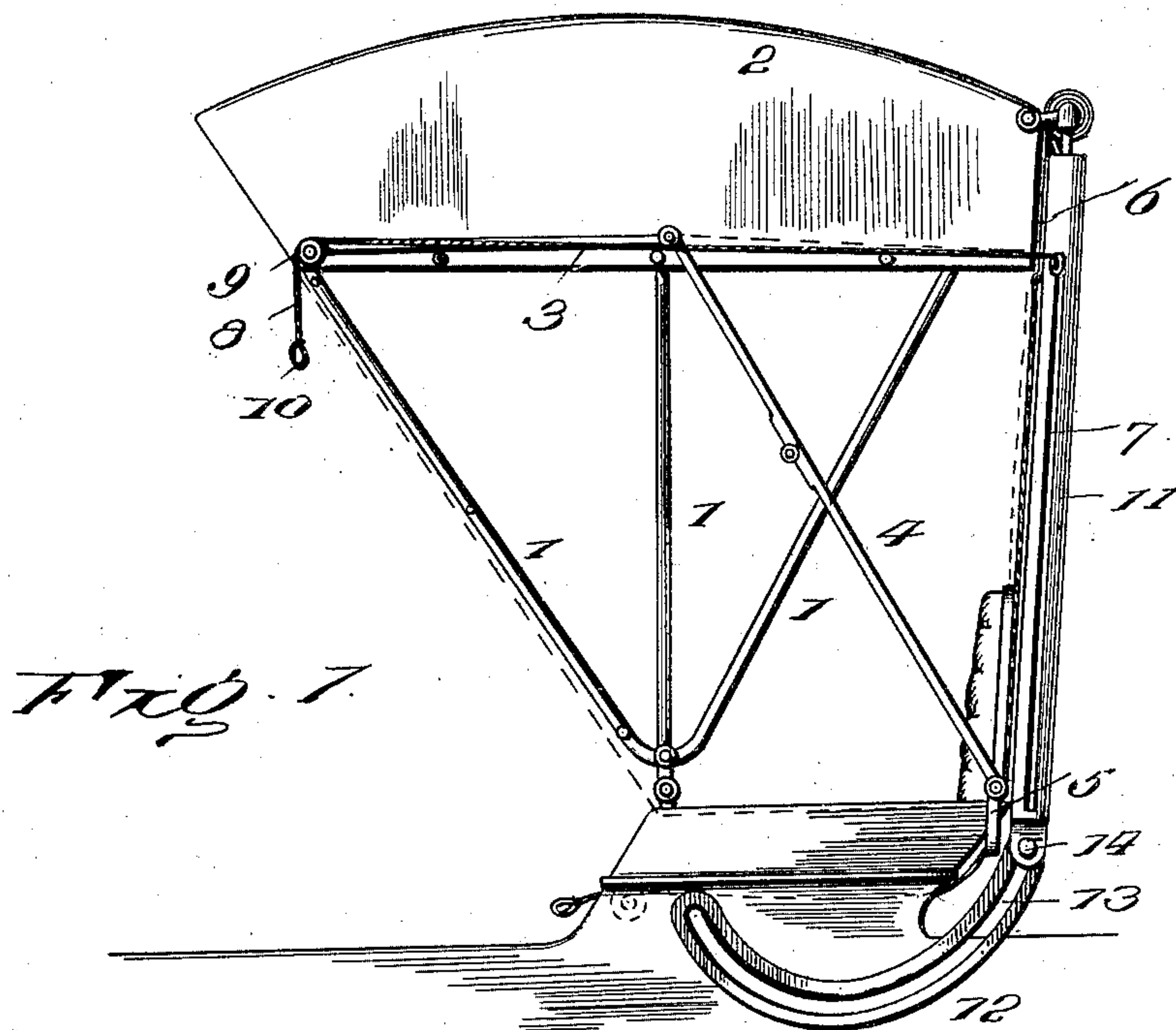
Patented Aug. 12, 1902.

L. GILLASPY.  
VEHICLE TOP.

(Application filed June 5, 1902.)

(No Model.)

2 Sheets—Sheet 1.



Inventor

Leonard Gillaspv

Witnesses

*George A. Watt*

*R. H. Racey*

Attorneys

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2 Sheets—Sheet 2.

Fig. 3

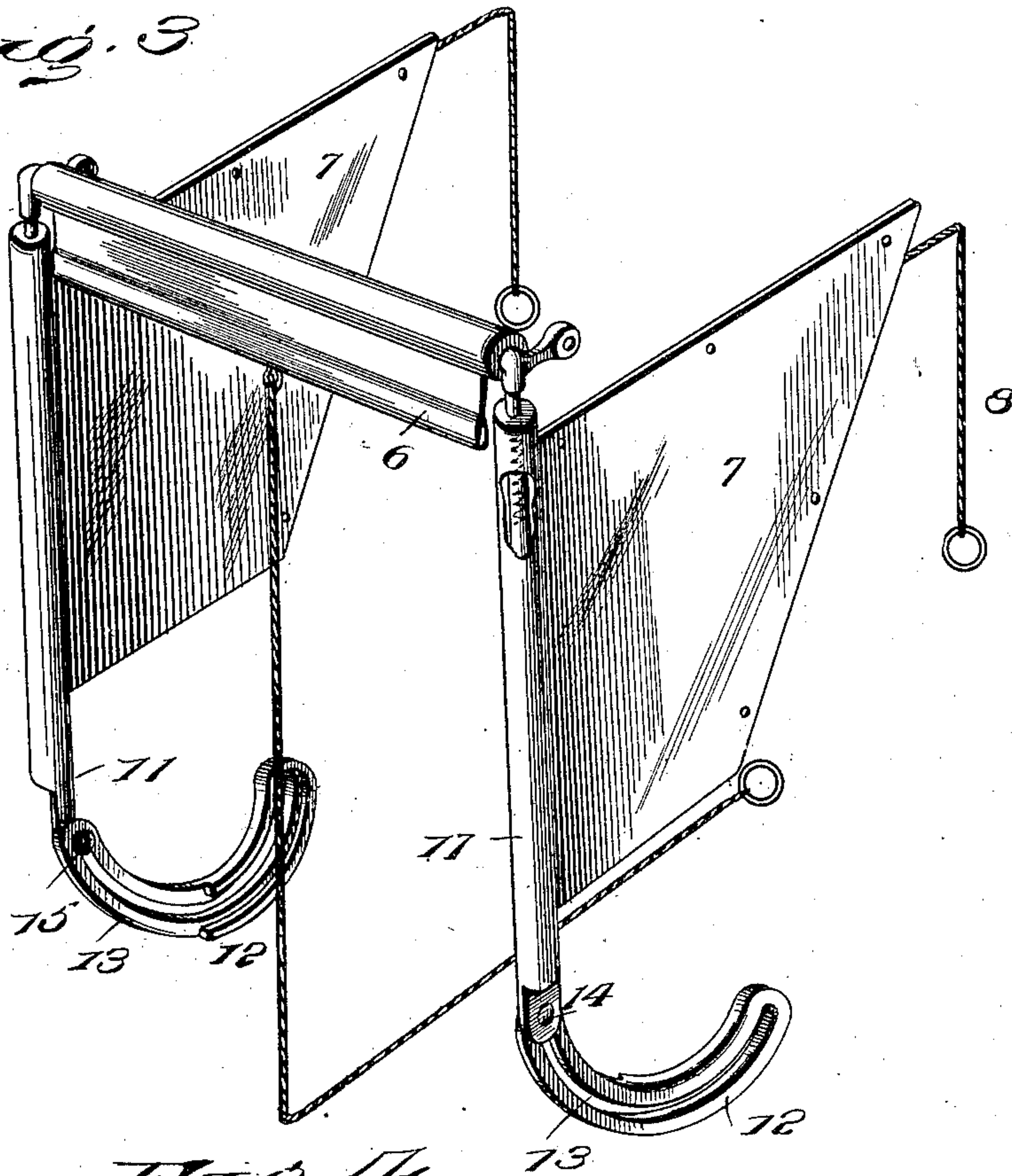


Fig. 4

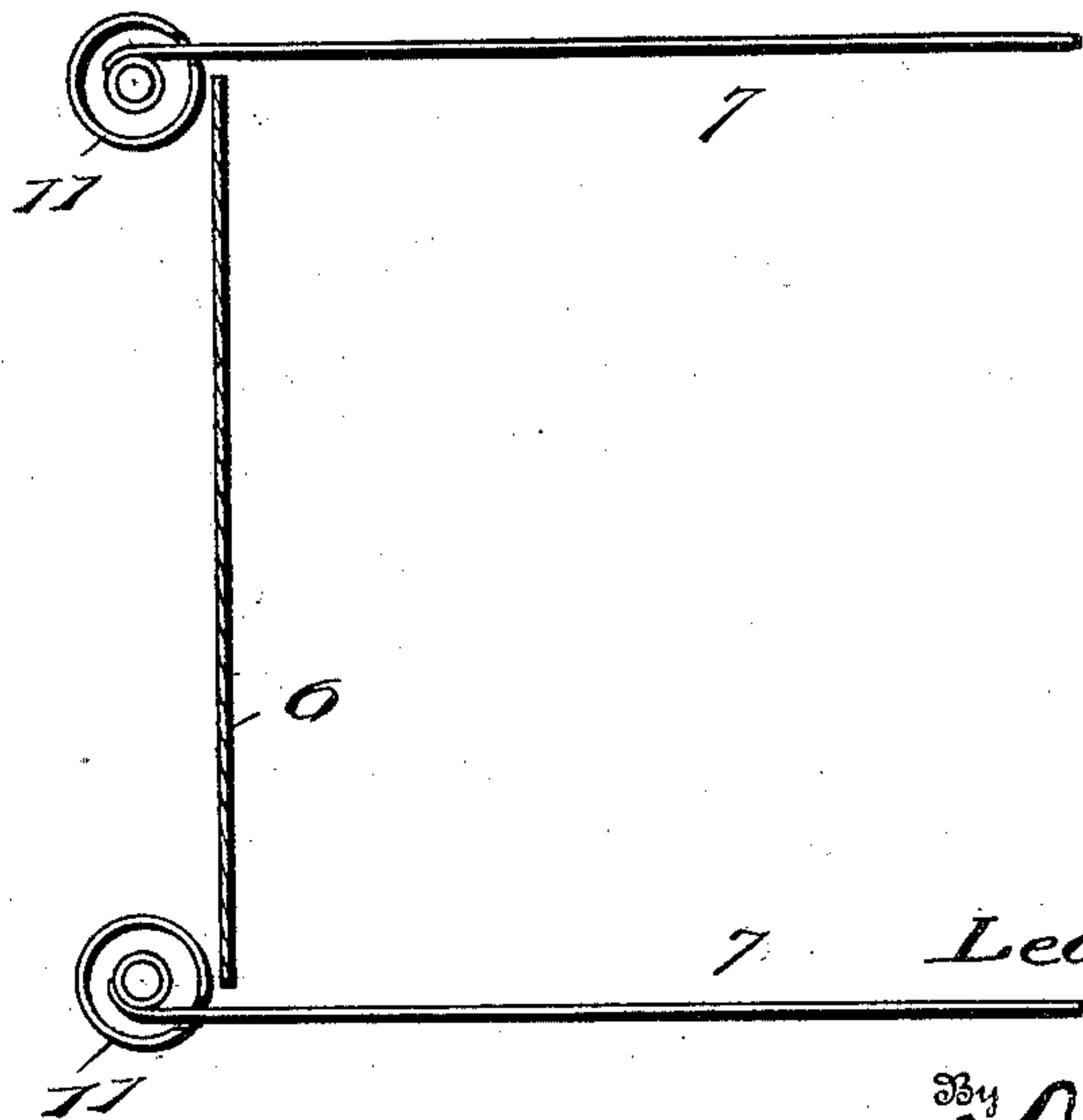
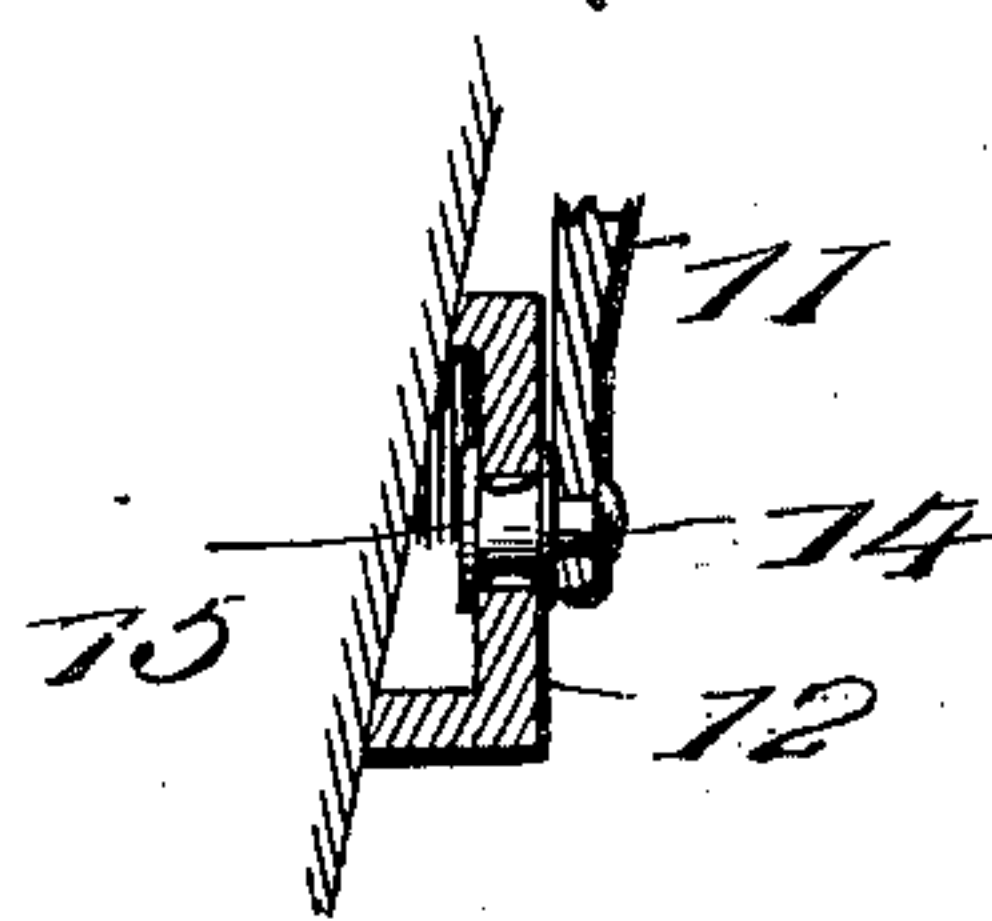


Fig. 5



Inventor

Leonard Gillaspay.

Witnesses

*John Smith*  
George A. Watt.

By *R. B. Racey*

Attorneys



# UNITED STATES PATENT OFFICE.

LEONARD GILLASPY, OF STURGEON, MISSOURI, ASSIGNOR OF ONE-HALF  
TO DAVID A. MAYER, OF STURGEON, MISSOURI.

## VEHICLE-TOP.

SPECIFICATION forming part of Letters Patent No. 706,816, dated August 12, 1902.

Application filed June 5, 1902. Serial No. 110,332. (No model.)

*To all whom it may concern:*

Be it known that I, LEONARD GILLASPY, a citizen of the United States, residing at Sturgeon, in the county of Boone and State of Missouri, have invented certain new and useful Improvements in Vehicle-Tops; and I do hereby 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.

This invention has relation to vehicle-tops, and most particularly to the curtains for protection against the sun and storms, the purpose being to utilize spring-rollers upon which the curtains are adapted to wind or roll, so as to be out of the way and yet conveniently at hand and in position to be drawn to afford the desired protection at a moment's notice.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and drawings hereto attached.

While the essential and characteristic features of the invention are susceptible of modification, still the preferred embodiment of the invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of a vehicle-top extended and showing the position of the side curtain when drawn by dotted lines. Fig. 2 is a view similar to Fig. 1, showing the top folded. Fig. 3 is a perspective view of the parts embodying the invention, the side curtains being extended and the vehicle-top omitted. Fig. 4 is a plan section of the back and side curtains, showing the position of the side rollers and their housings. Fig. 5 is a detail view showing the means for supporting the lower end of a housing for a side roller.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The vehicle-top is of the folding type and comprises a series of bows 1, a canopy 2, comprising a top and quarters covering the upper portion of the bows, and braces 3 and 4. A rest 5 projects outward from each side of the vehicle-body to receive the lowermost bow

and support the top when folded in an approximately horizontal position, as shown in Fig. 2.

In accordance with this invention the back curtains 6 and side curtains 7 are adapted to wind upon spring-rollers of any type of construction, said spring-rollers being suitably housed or incased, so as to protect the curtains when rolled. The spring-rollers are mounted in their respective housings or casings in any convenient way, and said housings are fixed to the vehicle-top in any selected was so long as substantial mountings are provided.

The side curtains 7 have their front ends inclined, as shown most clearly in Fig. 3, to conform to the inclination of the front bow, as shown in Fig. 1. These curtains 7 are of a depth so as to close the space between the lower edge of the quarters of the top and the ends of the seat. When the curtains are extended or drawn forward, they are secured to the front bow and to the lower edge portion of the quarters by suitable fastening means, such as commonly resorted to in devices of this character. In order to admit of the curtains being drawn forward conveniently, a cord 8 is attached to the upper corner of each and passes over a guide-pulley 9 near the upper end of the front bow, said cord having a ring or pull 10 at its front end to be grasped when it is required to draw the curtains forward. The spring-rollers are not provided with any detent mechanism such as common in spring shade-rollers. Hence the side curtains when extended and fastened are under tension and are held taut and free from wrinkles. As soon as the side curtains are raised they are wound upon their respective rollers by the spring coöperating therewith, the side housings or casings 11 being slotted to receive the said curtains.

The lower end of each housing 11 is mounted in a curved guide 12, secured to a side of the vehicle-body and having a slot 13, in which travels the connection 14, applied to the lower end of the housing, and which in the present instance consists of a pin provided with a roller 15, the latter traveling in the said slot 13. The guide 12 is of such relative length and curvature as to admit of the housing turn-

ing so as to occupy an approximately horizontal position, as indicated in Fig. 2, and come below the seat, so as to be out of the way. The curved guideway 12 may be of  
5 any construction so long as it permits of the housing 11, coöperating therewith, occupying the positions shown in Figs. 1 and 2.

Having thus described the invention, what is claimed as new is—

10 In a folding vehicle-top, spring-rollers applied to said top at the rear of its sides and

movable therewith, the lower ends of said rollers being movable in curved lines, a guide for the lower ends of the rollers, and side curtains adapted to wind upon the said rollers, 15 substantially as set forth.

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

LEONARD GILLASPY. [L. S.]

Witnesses:

A. B. CARTER,  
THOS. A. SIMS.