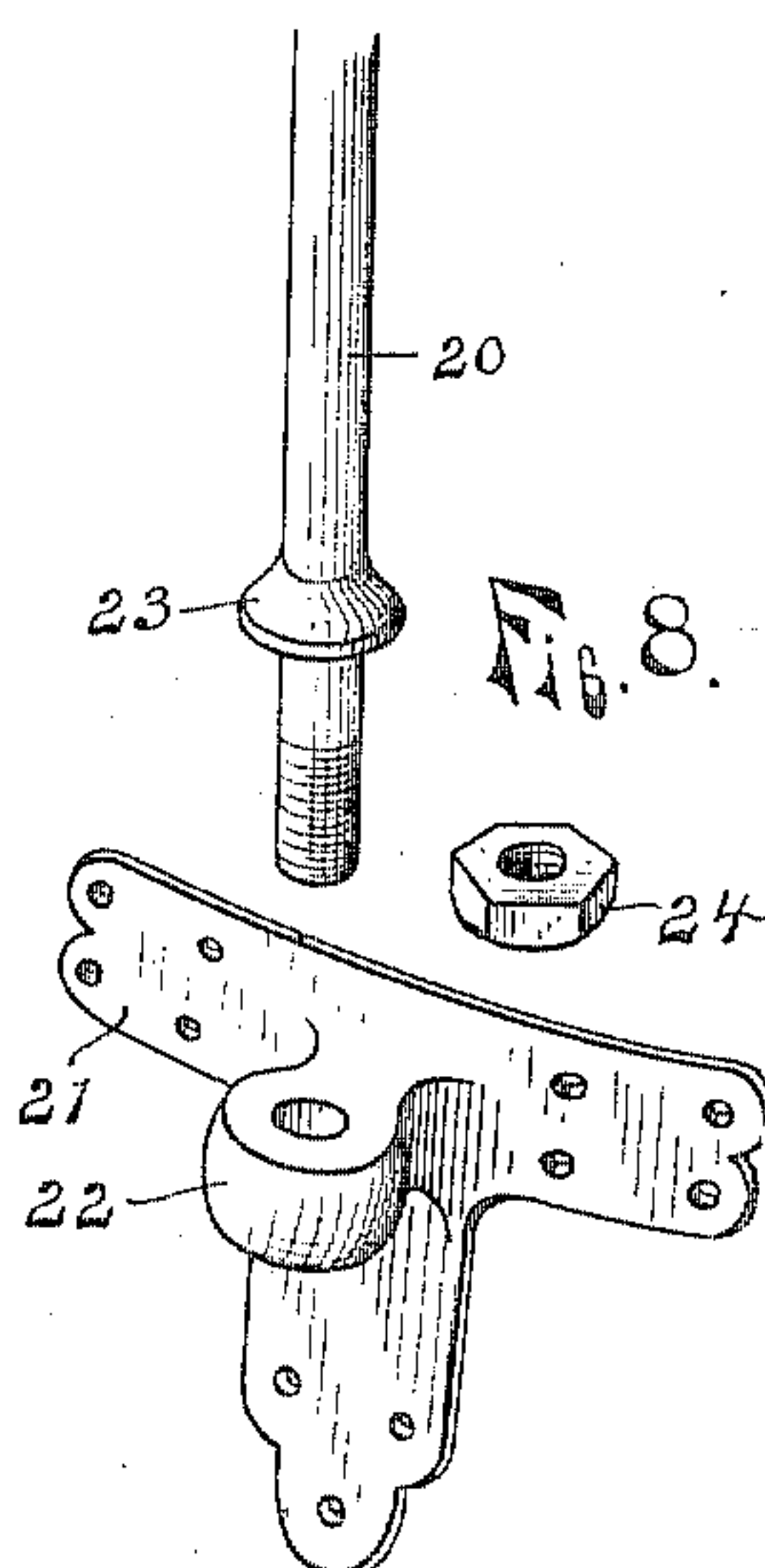
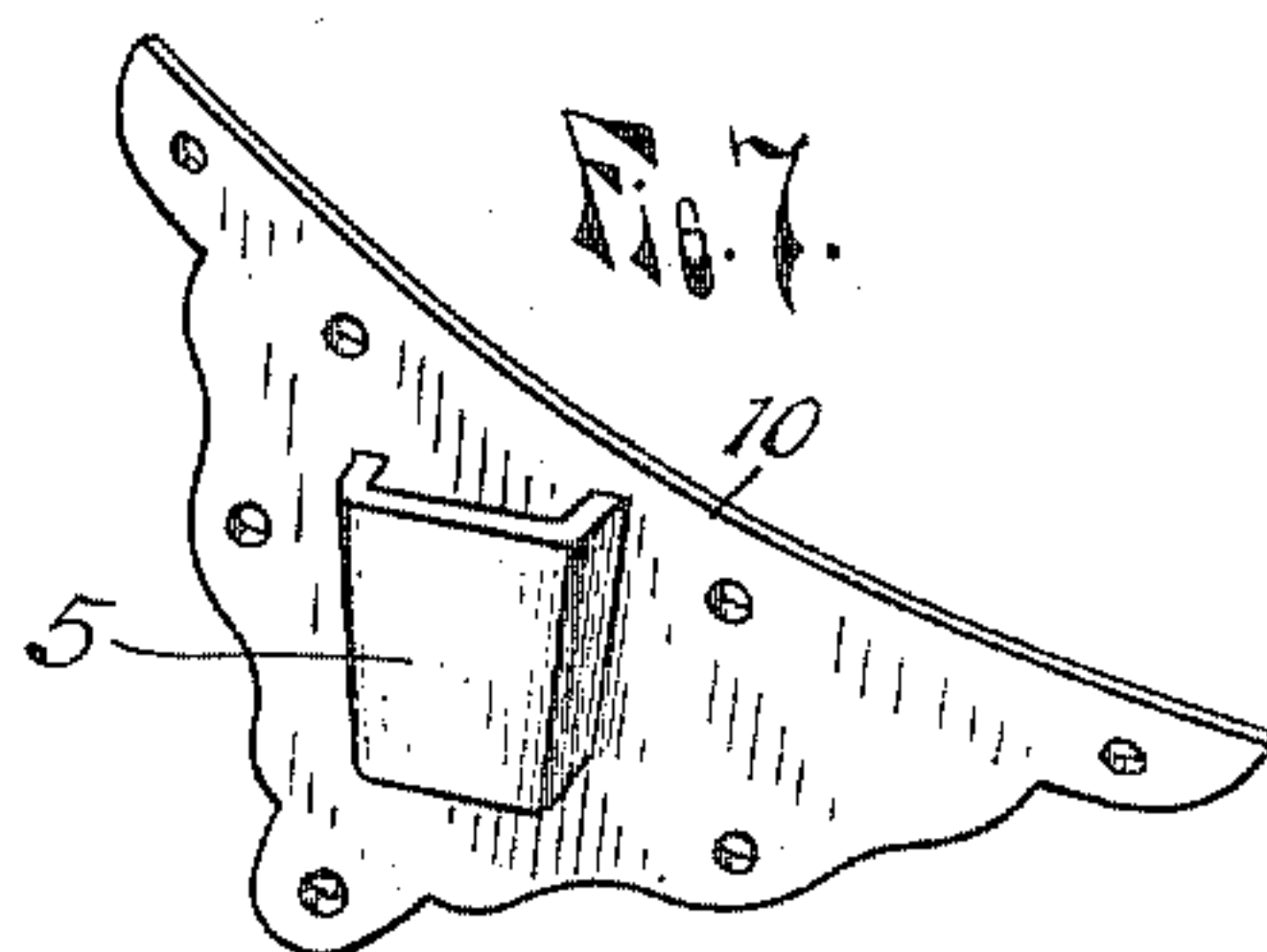
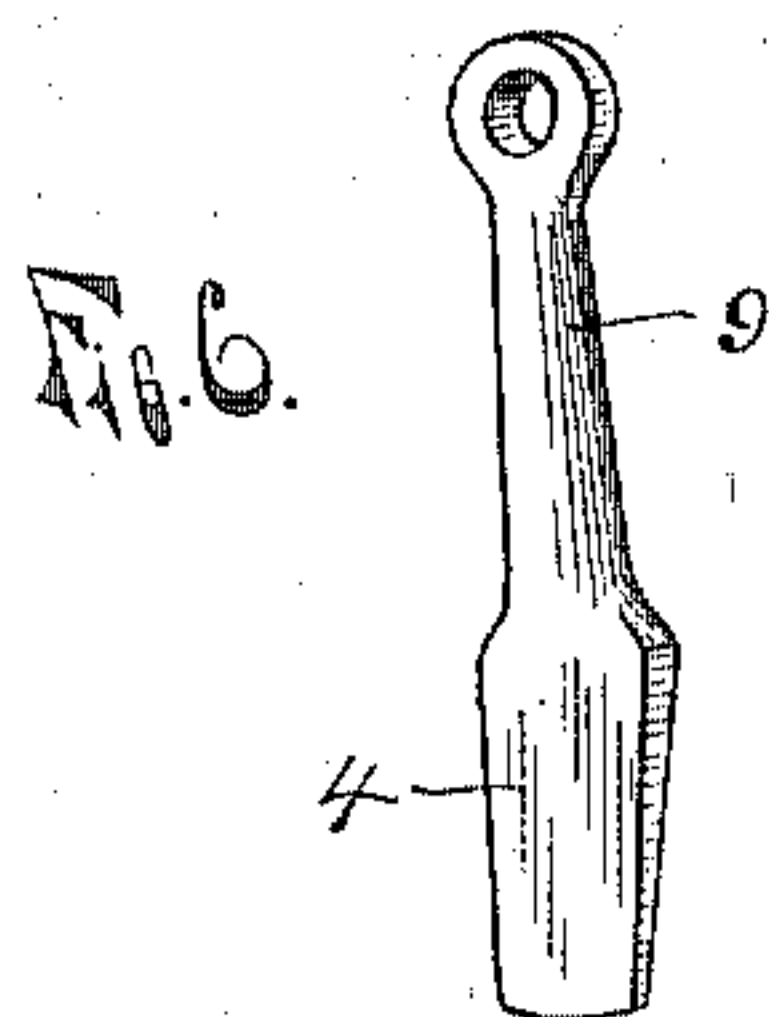
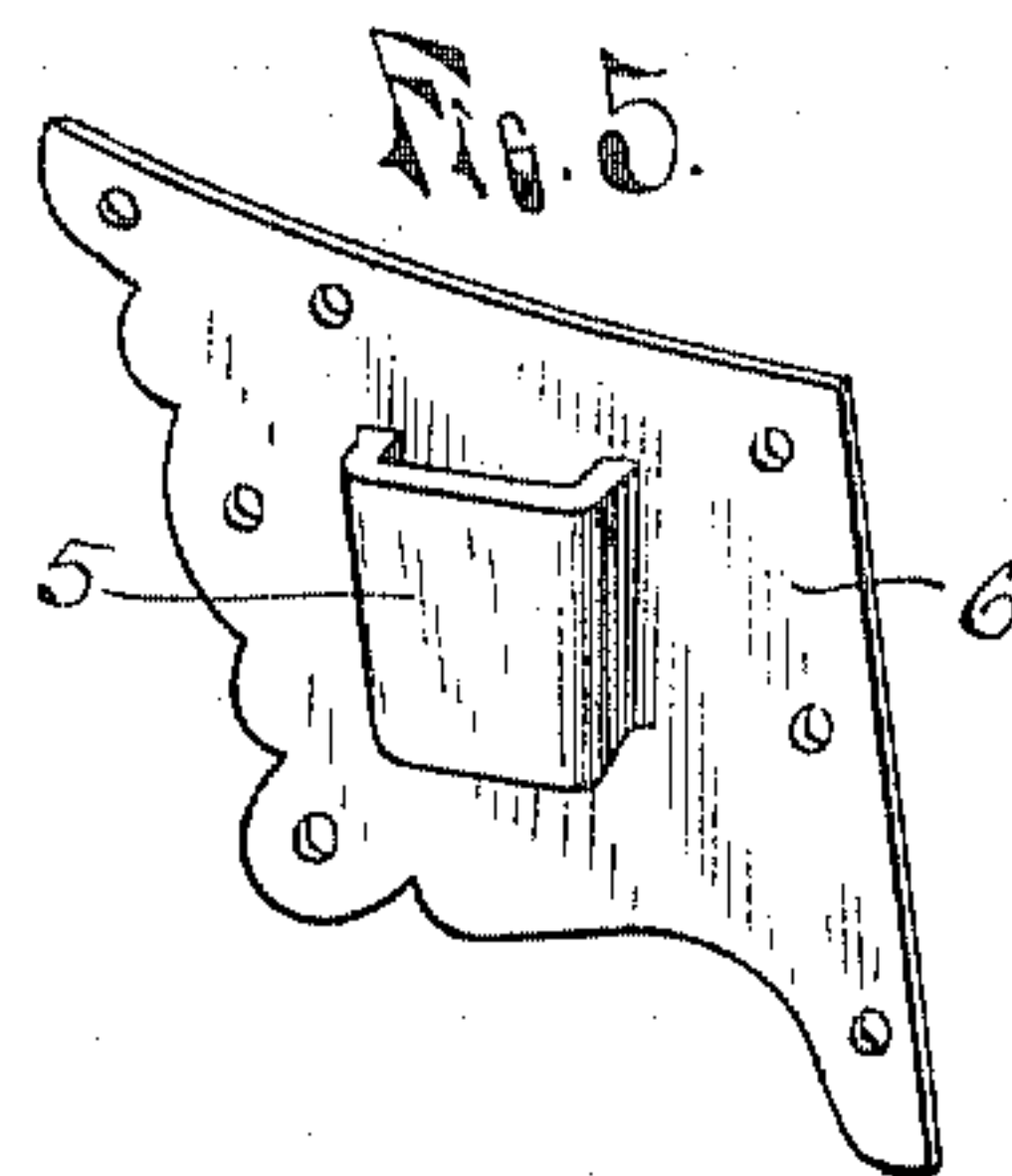
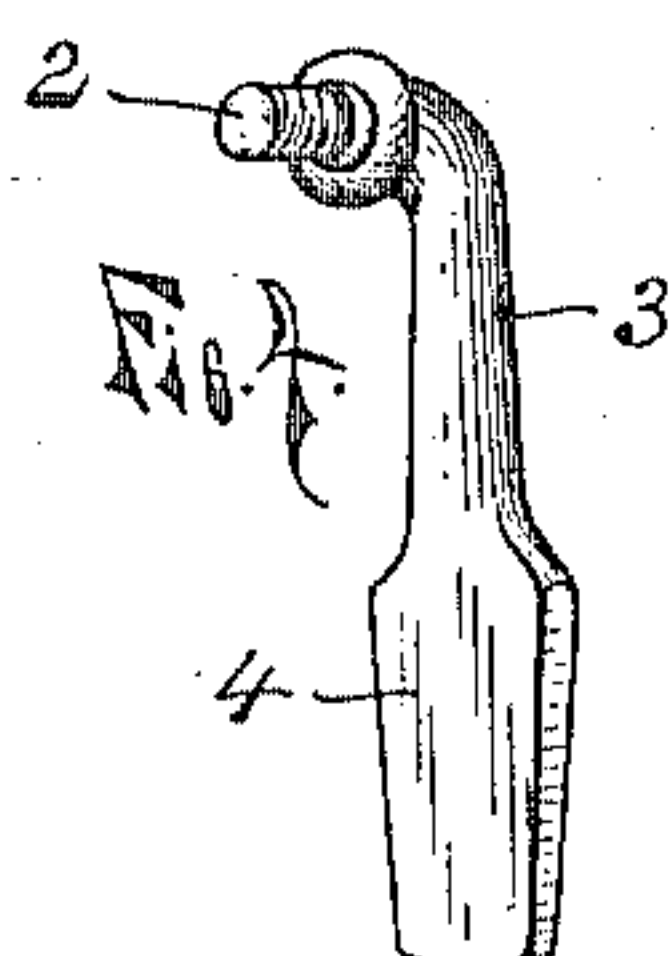
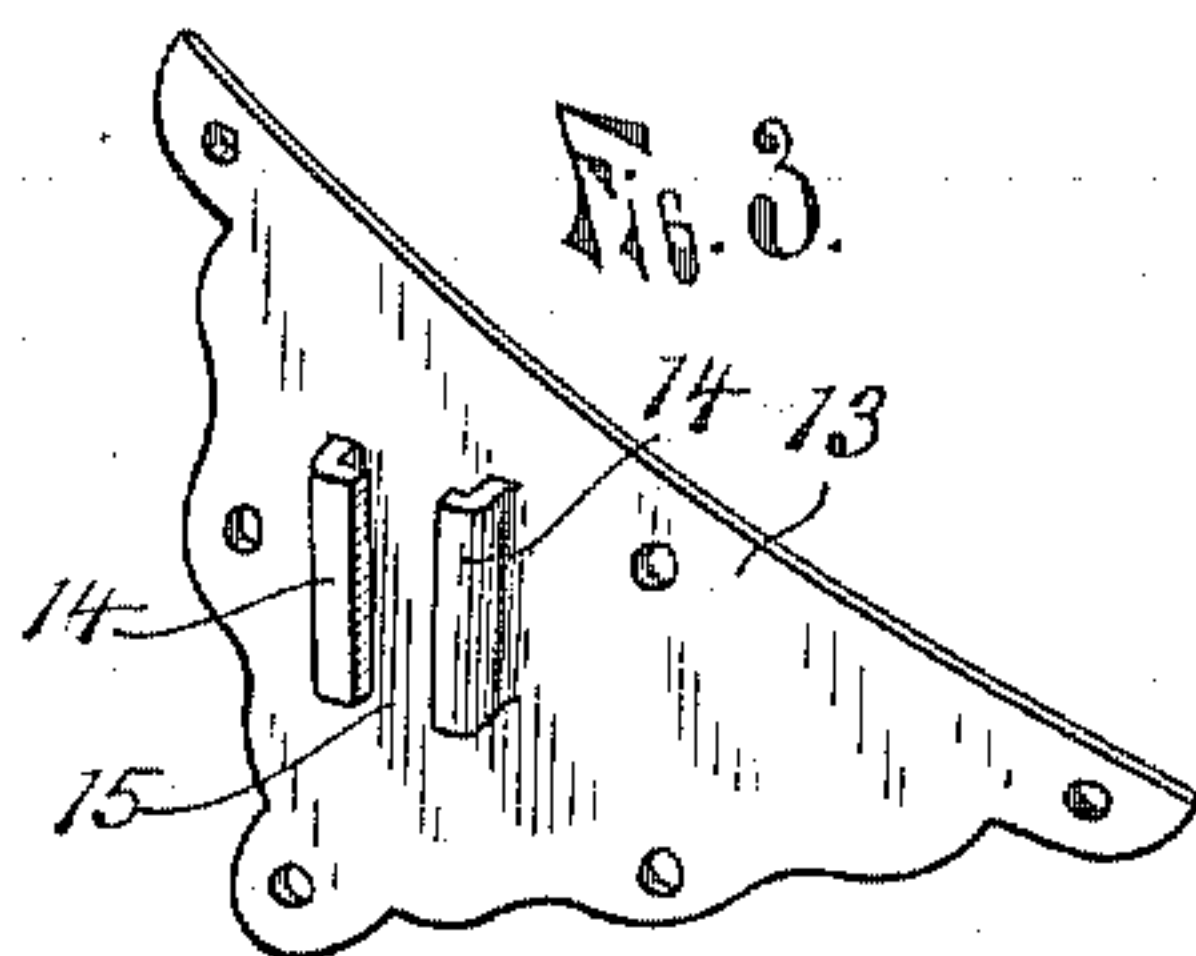
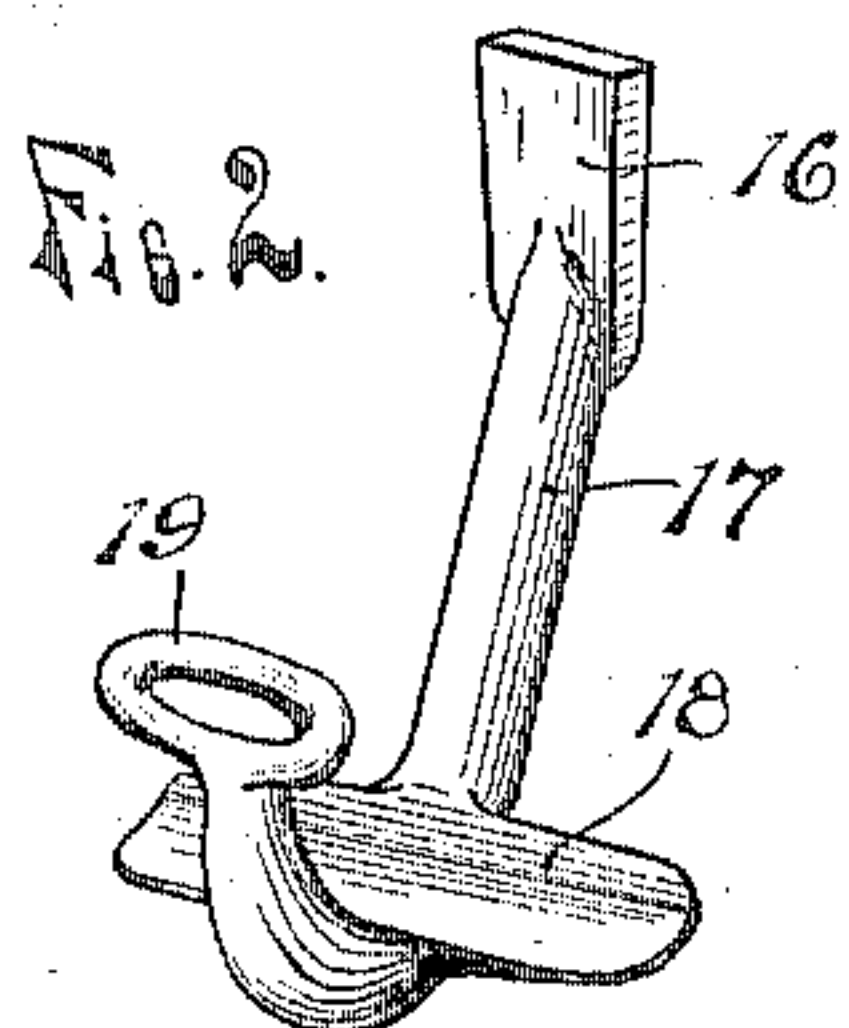
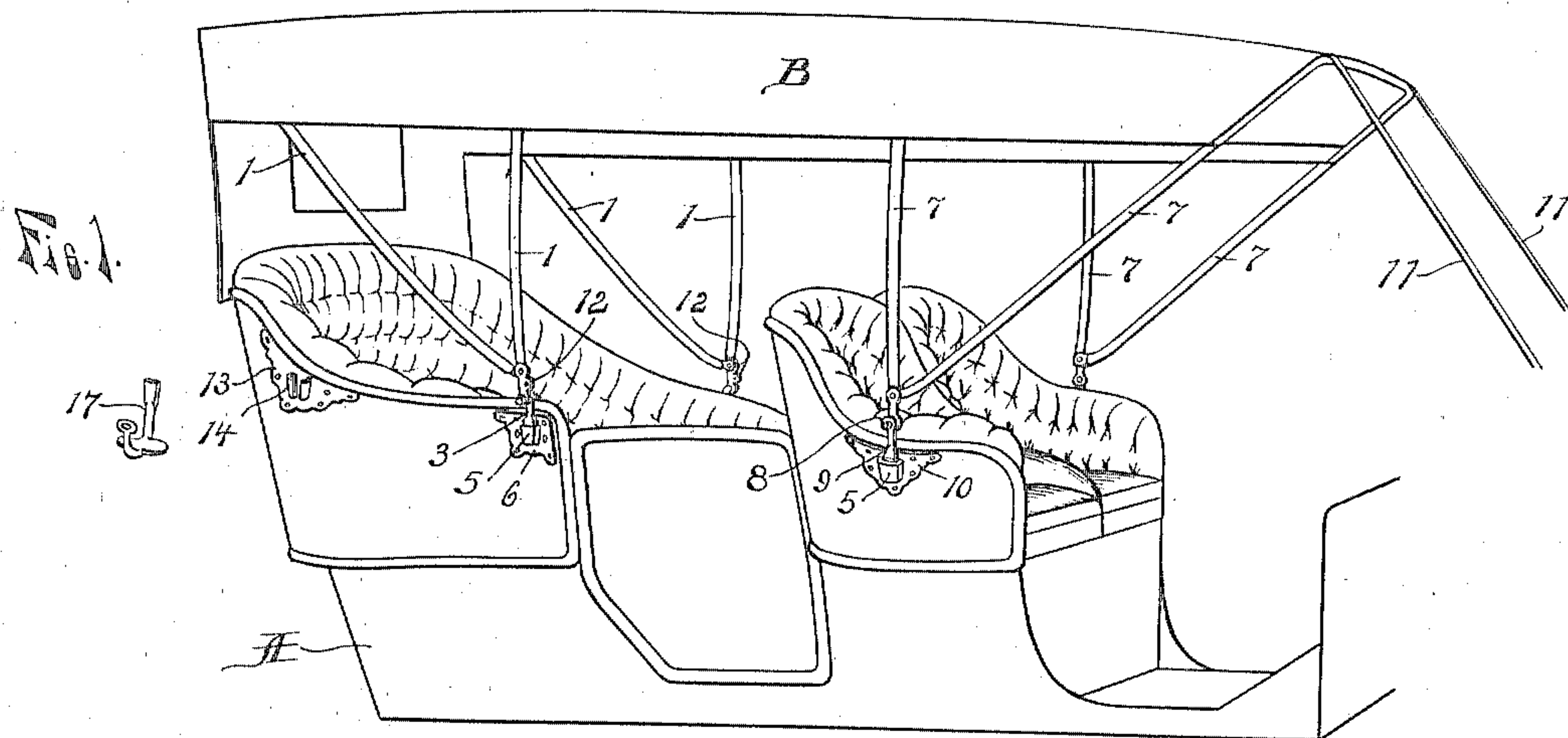


No. 817,517.

PATENTED APR. 10, 1906.

W. C. RANDS.  
MEANS FOR ATTACHING CANOPY TOPS.

APPLICATION FILED AUG. 2, 1905.



WITNESSES:  
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# UNITED STATES PATENT OFFICE.

WILLIAM C. RANDS, OF DETROIT, MICHIGAN.

## MEANS FOR ATTACHING CANOPY-TOPS.

No. 817,517.

Specification of Letters Patent.

Patented April 10, 1906.

Application filed August 2, 1905. Serial No. 272,304.

*To all whom it may concern:*

Be it known that I, WILLIAM C. RANDS, a citizen of the United States of America, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Means for Attaching Canopy-Tops, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to an improved means for attaching tops or canopies to the bodies of vehicles, and especially to detachable fastening means for automobile tops or canopies; and the object of the invention is to provide attractive attachments which may be readily secured in the desired position to any finished and upholstered vehicle-body without the necessity of refinishing or reupholstering and which devices are so constructed that the top may be quickly and easily detached therefrom for the purpose of folding or removal.

It is also an object of the invention to provide suitable brackets or hooks to receive and support the top when folded, which hooks may be detached from the body when not in use, and to provide certain other new and useful features, all as hereinafter more fully described, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of an automobile-body provided with an extension-top and showing said top attached to the body by devices embodying this invention. Fig. 2 is a perspective view of one of the supporting-hooks detached, and Fig. 3 a similar view of the socket-plate therefor. Fig. 4 is a perspective view of one of the securing-brackets for the rear bows of the top, and Fig. 5 a similar view of the socket-plate therefor. Fig. 6 is a perspective view of one of the securing-brackets for the front bows of the top, and Fig. 7 a similar view of the socket-plate therefor, and Fig. 8 is a perspective view of a modified construction of plate especially adapted for holding a canopy-top and also showing the lower end of one of the canopy-standards and a securing-nut therefor detached and in perspective.

For convenience of illustration I have shown in Fig. 1 a perspective view of an automobile-body A of a common construction and form having a front and rear seat and side entrance, and a top B of the extension class, which is especially adapted for use upon this style of body and is of the usual

construction, is shown attached to the body; but the several devices for attaching the top to the body and supporting the same illustrated in detail in the other figures may be used upon other forms of body as well or to attach other styles and makes of top or canopy.

As shown in the drawings, the rear bows 1 of the top, which are pivotally united near their lower ends, are provided with an eye for the engagement of a laterally-extending screw-threaded pivot pin or stud 2 on a bracket 3, which consists of an upwardly-extending shank portion formed at its lower end into a flat and tapered or wedge-shaped portion 4, adapted to fit into a tapering socket 5, formed on a socket-plate 6. This plate is secured, by means of screws, to the outer surface of the body at the desired place and is shaped to fit the curve of the body at that point and to present an ornamental appearance. The forward bows 7 are also pivotally united near their lower ends, and the downwardly-extending end of one of said bows is formed with a laterally and outwardly projecting pin or stud 8 to engage an opening or eye in the upper end of a bracket 9, which is formed with a lower wedge-shaped and tapered end the same as the bracket 3. A socket like the socket 5 is formed on a socket-plate 10 to receive the wedge-shaped end of said bracket 9, said plate being substantially the same as plate 6, except that it is formed to suit the particular place at which it is secured to the body.

The top may be folded in the usual manner by first loosening the guys 11, then disengaging the pins 8 from the brackets 9, carrying the forward bows 7 back to the bows 1, engaging said pins with eyes 12 on the forward side of said bows 1, and then folding all rearwardly over the back of the rear seat. To support said top in its folded position, a socket-plate 13, shaped to conform to the curve of the seat-backs near its upper edge is secured to said back by screws and is formed with two opposing angle-flanges 14, extending outward from its face, with a space 15 between to form a split and tapering socket to receive the flattened and wedge-shaped end 16 on the supporting hook or bracket 17. The shank of the hook passes through the slot 15 when the end 16 is engaged with its socket and extends downward and outward at an inclination to the plate 13 and is formed with an upwardly-curved outer end forming



the hook to receive the bows of the top. At the bottom of the hook the same is formed with laterally-extending portions forming a seat 18 for the bows, and the extreme outer end of said hook is formed with an eye or loop 19, through which a strap may be passed to secure the bows together and within the hook. If these hooks were permanently secured to the body, they would be in the way and present an unsightly appearance when the top is up; and therefore they are made easily detachable, so that they may be slipped from their sockets and stored in the body when the top is raised. For the same reasons the brackets 3 and 9 are set in sockets, so that they may be quickly detached, leaving the body free from projecting parts when the top is removed, and the detachability of the brackets 3 greatly facilitates the removal of the top, as it is not necessary to take off any bolts or nuts.

Where a canopy-top having perpendicular standards 20 is used, I prefer to provide a plate 21, which may be so formed as to adapt it to be secured in the desired place upon the outer surface of the body, and on this plate is an outwardly-projecting bearing or socket 22 to receive the end of the standard, which is formed with a collar 23 to engage the upper surface of the bearing and limit the distance which the standard may project there-through. The lower end of the standard is preferably screw-threaded to receive a nut 24 to engage the under side of the bearing and firmly secure the standard therein.

By providing the socket-plates adapted to be secured to the outer surface of the body the finished and upholstered body may be easily provided with a top at any time, as it is not necessary, as is ordinarily done, to iron the body for the top before it is upholstered or finished. These plates are secured by screws to the body, and therefore before so securing them they may be adjusted in any direction on the surface of the body to level and square up the top, thus greatly facilitat-

ing the work, and by designing the plates to suit the particular body and place of attachment thereto they form an ornamental trimming which greatly adds to its appearance.

Having thus fully described my invention, what I claim is—

1. The combination of a plate adapted to be secured to the outer surface of a vehicle-body and formed to conform to the shape of said surface, a socket on said plate, a hook-shaped bracket formed with a wedge-shaped end to engage the socket, and a seat for the bows of a vehicle-top formed at the bottom of the hook.

2. The combination of a plate adapted to be secured to the outer surface of a vehicle-body and formed to conform to the shape of said surface, outwardly-extending angle-flanges on the plate with a space between their adjacent edges and forming an open socket, and a downwardly and outwardly extending hook-shaped bracket provided with a wedge-shaped end to engage the socket and formed with an eye at one end to receive a strap.

3. The combination of a plate adapted to be secured to the outer surface of a vehicle-body and formed to conform to the shape of said surface and provided with holes for screws, outwardly-extending angle-flanges on the plate with a space between their adjacent edges and forming an open tapering socket, a hook-shaped bracket adapted to extend outwardly and downwardly from the socket when secured therein, a wedge-shaped end on the bracket to engage the socket, a loop on the outer end of the hook, and laterally-extending portions on the hook forming a seat for the bows of a vehicle-top.

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

WILLIAM C. RANDS.

Witnesses:

OTTO F. BARTHEL,  
ADOLPH BARTHEL.