

No. 882,232.

PATENTED MAR. 17, 1908.

O. E. & H. L. BURG.

VEHICLE TOP.

APPLICATION FILED MAR. 26, 1906.

2 SHEETS—SHEET 1.

Fig. 1.

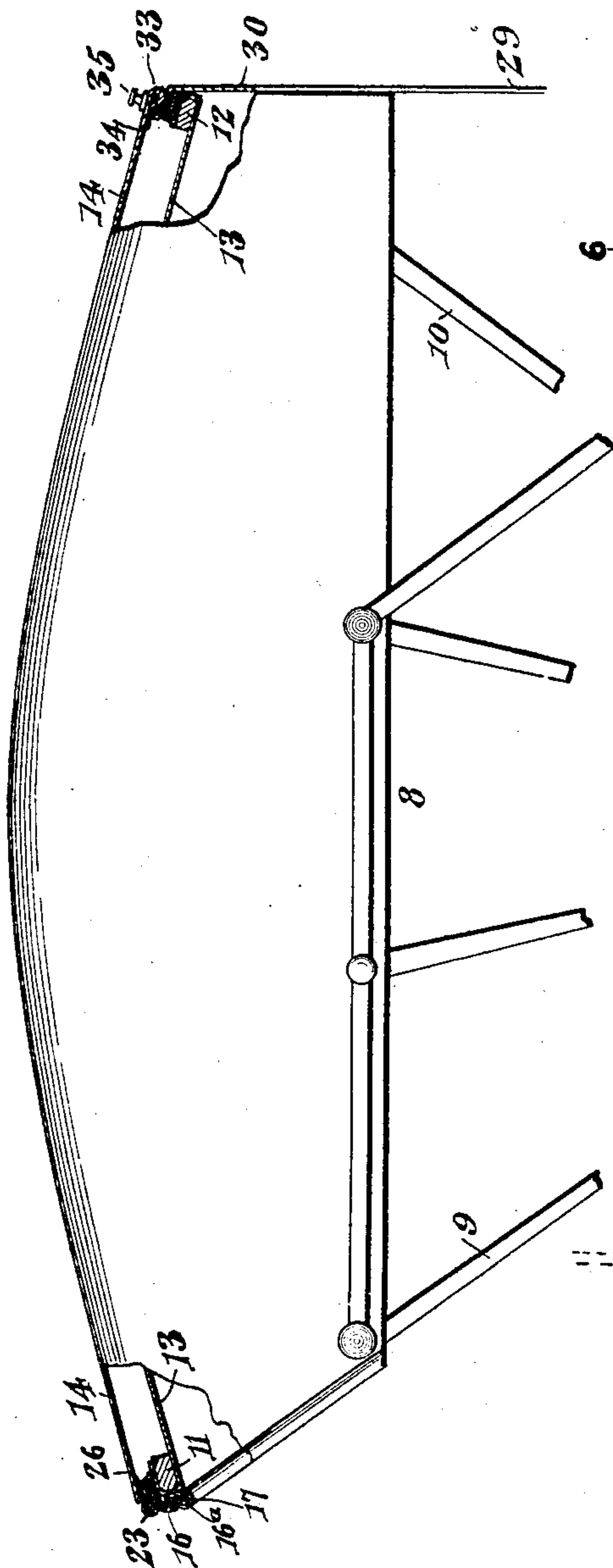


Fig. 3.

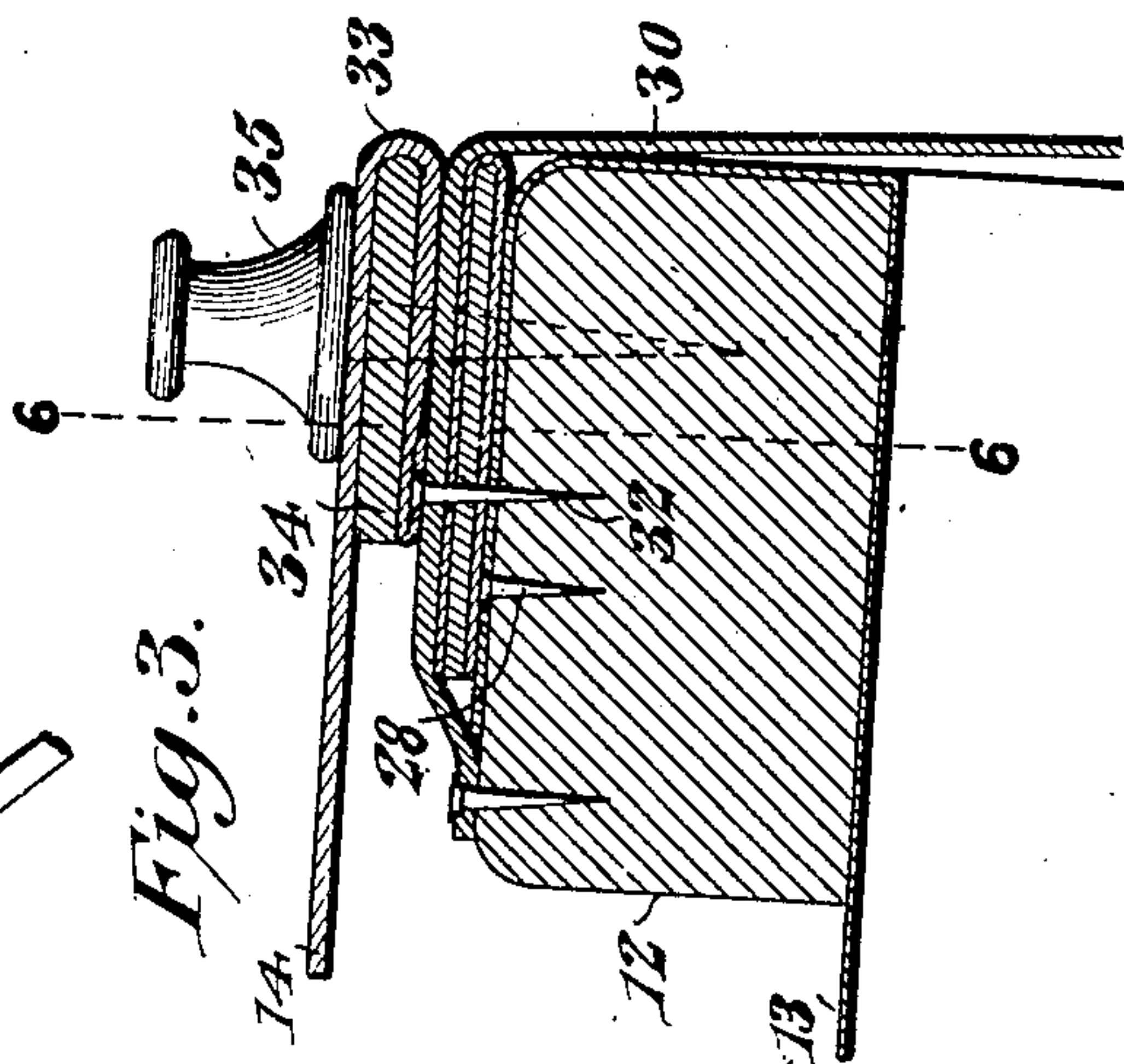
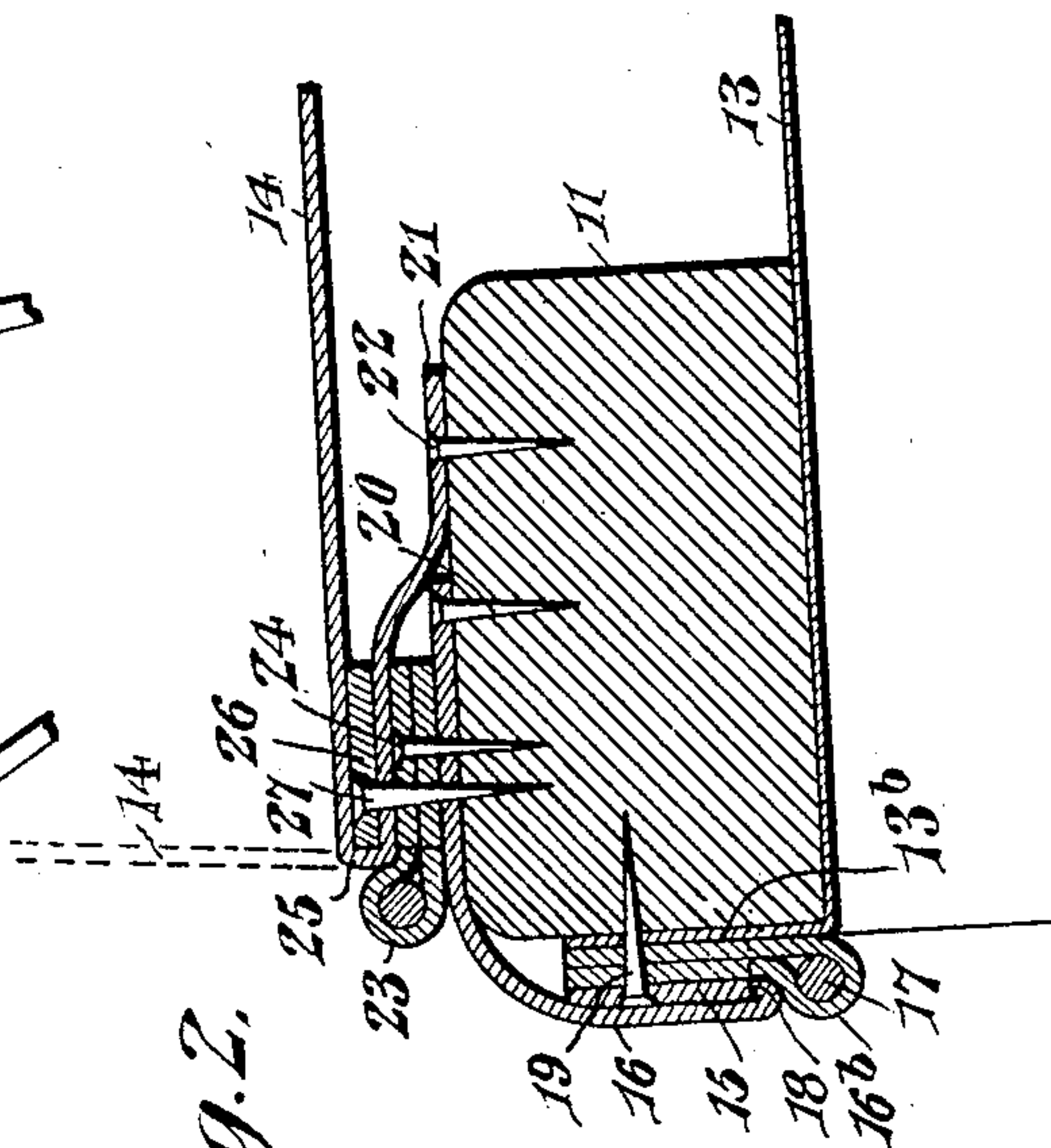


Fig. 2.



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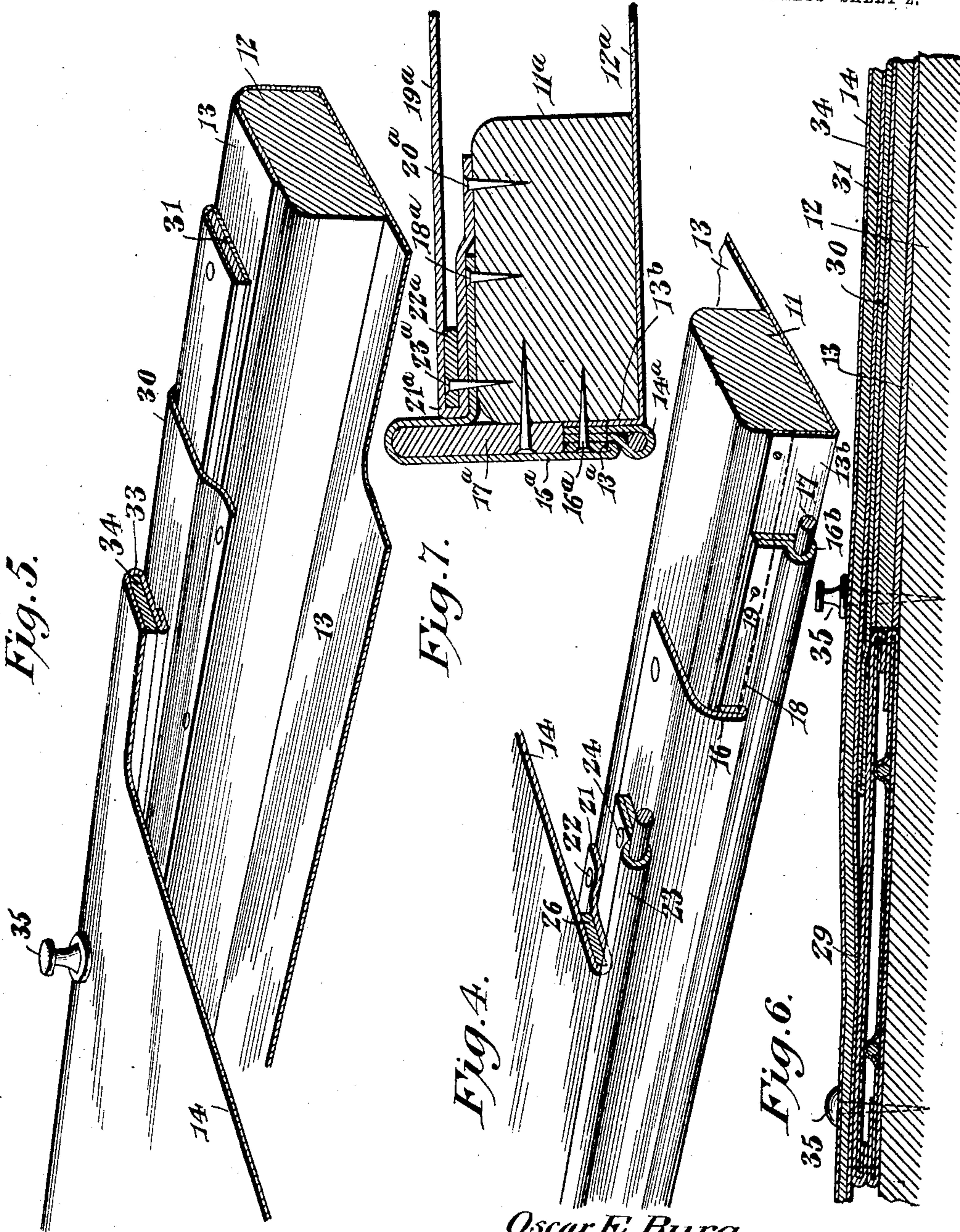
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

OSCAR EDWIN BURG AND HOMER LYNN BURG, OF DALLAS CITY, ILLINOIS.

VEHICLE-TOP.

No. 882,232.

Specification of Letters Patent.

Patented March 17, 1908.

Application filed March 26, 1906. Serial No. 308,071.

To all whom it may concern:

Be it known that we, OSCAR EDWIN BURG and HOMER LYNN BURG, citizens of the United States, residing at Dallas City, in the county of Hancock and State of Illinois, have invented a new and useful Vehicle-Top, of which the following is a specification.

This invention relates more particularly to the valances and means for fastening the terminals of the deck or cover to the bows or other supporting bars of a vehicle top.

It is a well known fact to those skilled in the art that the decks or covers as ordinarily made have exposed fasteners against which the strain is brought, so that said decks or covers become torn. In some of the structures also the parts are stitched, and the stitching is exposed. Moreover this exposed stitching is so located that the water sets or settles directly against the same, causing the thread to soon rot, so that the parts become unfastened.

The present invention aims to overcome these various objections, first, by covering and protecting the fasteners almost completely from the elements, secondly, by so arranging and constructing the fastening means that the strain of the deck or cover, instead of being localized against the heads of a number of fasteners, is distributed along continuous lines substantially the width of the deck or cover, and thirdly, in arranging the stitching so that it is substantially inclosed and protected from the deleterious influences of the elements.

The preferred embodiment of the invention is illustrated in the accompanying drawings, wherein—

Figure 1 is a side elevation of a top, portions of which are shown in section and illustrating the novel fastening means and valances. Fig. 2 is a detail sectional view on an enlarged scale through the front fastening means and valance. Fig. 3 is a corresponding view through the rear fastening means and valance. Fig. 4 is a detail sectional perspective view of the front structure. Fig. 5 is a similar view of the rear structure. Fig. 6 is a detail longitudinal sectional view substantially on the line 6—6 of Fig. 3. Fig. 7 is a detail sectional view of a slightly modified form of front valance.

Similar reference numerals designate corresponding parts in all the figures of the drawings.

In the embodiment illustrated, the top

designated generally by the reference numeral 8, is supported as is ordinarily the case upon bows, the front and rear bows being designated respectively 9 and 10, which bows include the cross supporting bars 11 and 12. A head lining 13 and a deck or cover 14 is supported on and inclose the cross bars of the bows. The means for fastening the lining and deck or cover, and the valances employed are preferably as follows: The front terminal portion 13^b of the lining 13 is associated with a terminal portion 15 of a valance cover 16, which valance cover may be of any suitable material. A bead or welt 16^b for ornamental purposes comprises a loop surrounding a core 17, the loop having its terminals interposed between the terminal portions 13^b and 15 of the lining and valance cover. These associated parts are fastened together by stitching 18, or by any other suitable means. By the term "bead or welt", it will of course be understood that an ornamental trimming of any character may be employed. The lining, as shown, extends beneath the front cross bar 11, and the terminal portions are arranged against the front sides thereof, being secured by a plurality of suitable fasteners 19. The valance cover 16 is then turned upwardly over the stitching 18, over the fasteners 19, and has its terminal portions located on the top of the cross bar, being preferably secured by fasteners 20.

The deck or cover 14, which may be of any desired or well known material, has its front terminal margins 21 secured in rear of the upper end of the valance cover 16 by fasteners 22, but it may be fastened upon the valance cover if desired. As this part is fastened before the deck or cover 14 is otherwise secured, it will be apparent that the same may be readily applied, the said deck or cover being thrown forwardly, as indicated in dotted lines in Fig. 2. Another ornamental bead or welt 23 is located on the upper portion of the valance cover 16, and is secured in place by fasteners 24 passing therethrough, through the valance cover 16 and into the top of the cross bar 11. The deck or cover 14 is formed into a loop 25, which is located over the fastened portion of the welt or bead 23, and consequently over the portion of the valance cover 16 that is secured on top of the cross bar 11. Within this loop is placed a clamping strip 26 of any desired material, such as leather, cardboard or wood, and the strip 26 and cross bar 11

thus have portions of the deck or cover, portions of the welt or bead 23 and portions of the valance cover 16 located between them. Fasteners 27 pass through the clamping strip 5 26 into the cross bar 11, and consequently through the underportion of the deck or cover, through the welt or bead 23 and through the valance cover 16. The main body of the deck or cover is then turned over the clamping 10 strip and over the fasteners 27. After the front valance is thus formed, the deck or cover and the lining is secured to the cross bar 12 of the rear bow 10. The head lining 13 is brought around beneath the bow rearwardly over upon the top of the same, being 15 suitably secured, as for instance, by fasteners 28. The back stays 29 and back curtain 30 are then placed in position and fastened, one of said stays and a portion of the curtain 20 being illustrated in Fig. 6. A filling bar 31 is preferably located on the cross bar 12 between the back stays and beneath the curtain. The deck or cover 14 is then brought rearwardly, and its rear end is secured by 25 fasteners 32, which pass through the upper ends of the back stays and back curtain and into the top of the cross bar 12. Enough fullness is allowed to said deck or cover, however, to permit its being looped rearwardly, 30 as shown as 33, to thereby cover the fasteners 32, and permit the insertion into the loop of a clamping strip 34. Said strip thus brings the deck or cover to the proper degree of tautness. In the present form, fasteners 35 35 are afterwards passed through the deck or cover, through the clamping strip 34, and the various elements arranged beneath the same into the top of the cross bar 12, but the strip 40 may be attached by bolts running through the bow, but not through the upper layer of the deck or top.

It will be evident that in this structure, the 40 fasteners, with the exception of those finally applied and designated 35, are entirely covered, as is also the stitching 18. Consequently these parts are thoroughly protected from the elements, and are not liable to rot 45 or tear. Another decided advantage is the employment of the clamping strips 26 and 34 in the particular relation shown, for the strain of the deck or cover is brought against these strips, which being continuous, distribute 50 such strain throughout the width of the cover and eliminate to a very material degree the danger of tearing the deck or cover from its fastenings. Moreover, the water can run freely from the structure and will not set against any fasteners or thread. It may be made highly ornamental without in any 60 manner affecting its efficiency.

To indicate how the structure may be modified, attention is invited to Fig. 7, where in the front cross bar is shown at 11^a, the lining 12^a, has sewed to it at 13^a, a rib or welt 65 14^a, and a valance cover 15^a. These parts

are secured to the front of the cross bar by fasteners 16^a, and the valance cover 15^a is passed over a filler 17^a of suitable material and is attached by fasteners 18^a to the top of the cross bar. The deck or cover 19^a has its 70 front end secured by fasteners 20^a to the top of the cross bar, and is formed into a loop 21^a that extends over the secured portion of the valance cover 15^a and contains a clamping strip 22^a. This strip is held in place by fasteners 23^a passed therethrough through the 75 portions of the deck or cover and the valance cover located beneath the same and into the top of the cross bar 11^a. This structure has all the advantages of that already described, 80 as will be apparent from an inspection of Fig. 7, and a comparison of the same with Fig. 2. Further description thereof is consequently believed to be unnecessary.

From the foregoing, it is thought that the 85 construction, operation, and many advantages of the herein described invention will be apparent to those skilled in the art, without further description, and it will be understood that various changes in the size, shape, pro- 90 portion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

Having thus fully described our invention, 95 what we claim as new, and desire to secure by Letters Patent is:—

1. In a vehicle top, the combination with a supporting bar, of a lining, a valance cover, means fastening the lining and valance cover 100 together independently of the supporting bar, means other than said fastening means and covered by the valance cover for securing the same and the lining to the supporting bar, a deck or cover, and means for securing 105 the deck or cover and the valance to the upper portion of the supporting bar.

2. In a vehicle top, the combination with a supporting bar, of a lining, a valance cover, stitching connecting the lining and valance 110 cover, fasteners passing through the secured portions of the lining and valance cover into the bar, said valance cover being doubled over the stitching and the fasteners and having its upper portion located on the bar, 115 a deck or cover located on the bar, and fastenings passing therethrough and through the valance cover.

3. In a vehicle top, the combination with a supporting bar, of a lining, a valance cover, stitching connecting the lining and valance 120 cover, fasteners passing through the secured portions of the lining and valance cover into the front portion of the bar, said valance cover being doubled over the stitching and 125 the fasteners and having its upper portion located on top the bar, a deck or cover having a looped portion located on top the bar over the portion of the valance cover disposed thereon, a clamping strip arranged in 130

the loop and covered thereby, and fasteners passing through the strip, the portion of the deck or cover arranged beneath the same, through the valance cover, and into the bar.

5 4. In a vehicle top, the combination with a carriage top bow including a cross bar, of a valance cover extending over the front face of the bow and having its upper margin located on the top of the bow, a deck or cover 10 having a looped portion located on top of the bow and upon the said margin of the valance cover, fasteners securing the under edge of the same to the cross bar in rear of the valance, a strip located in said loop and 15 over the margin of the valance cover, and fasteners passing through the strip, and through the portions of the deck or cover and valance cover located beneath the same, into the top bow.

20 5. In a vehicle top, the combination with a carriage top bow having a cross bar, of a deck or cover having a loop located on and fastened to the cross bar, a strip slipped into said loop from the inner side and located on 25 the bar, and fasteners passing through the deck or cover from the exterior thereof, through the strip, through the portion of the deck or cover located beneath the strip, and into the cross bar of the bow.

30 6. In a vehicle top, the combination with spaced bars, of a deck or cover having one end portion secured to one bar, the other end portion of the deck or cover being looped over and secured to the other bar, a clamp- 35 ing and stretching strip located in the said looped portion, and fasteners securing the strip to the bar over which the loop is lo-

cated, said fasteners passing through the portions of the deck or cover located beneath the strip.

40 7. In a vehicle top, the combination with spaced bars, of a deck or cover having one end portion looped and located over one bar, fasteners passing through the loop from the inside thereof into the bar, a clamping strip 45 located in said loop, fasteners securing the strip to the bar, the other terminal portion of the deck or cover being reversely looped and secured to the other bar, a clamping strip located in the latter loop, and fasteners 50 securing the strip to the adjacent bar.

8. In a vehicle top, the combination with spaced bars, of a deck or cover having one end portion looped and located over one bar, fasteners passing through the loop from the 55 inside into the bar, a clamping strip located in said loop, other fasteners passing through the strip and loop into the bar and covered by the loop fasteners securing the other end portion of the deck or cover to the other bar, 60 said deck or cover being doubled over the latter fasteners and looped over the bar, a clamping strip located in the latter loop, and fasteners passing through the loop from the outside through the strip into the bar. 65

In testimony, that we claim the foregoing as our own, we have hereto affixed our signatures in the presence of two witnesses.

OSCAR EDWIN BURG.
HOMER LYNN BURG.

Witnesses:

MICHAEL NEVILLE,
F. W. BURG.