

W. I. PECK.
Carriage Tops.

No. 141,377.

Patented July 29, 1873.

Fig 1.

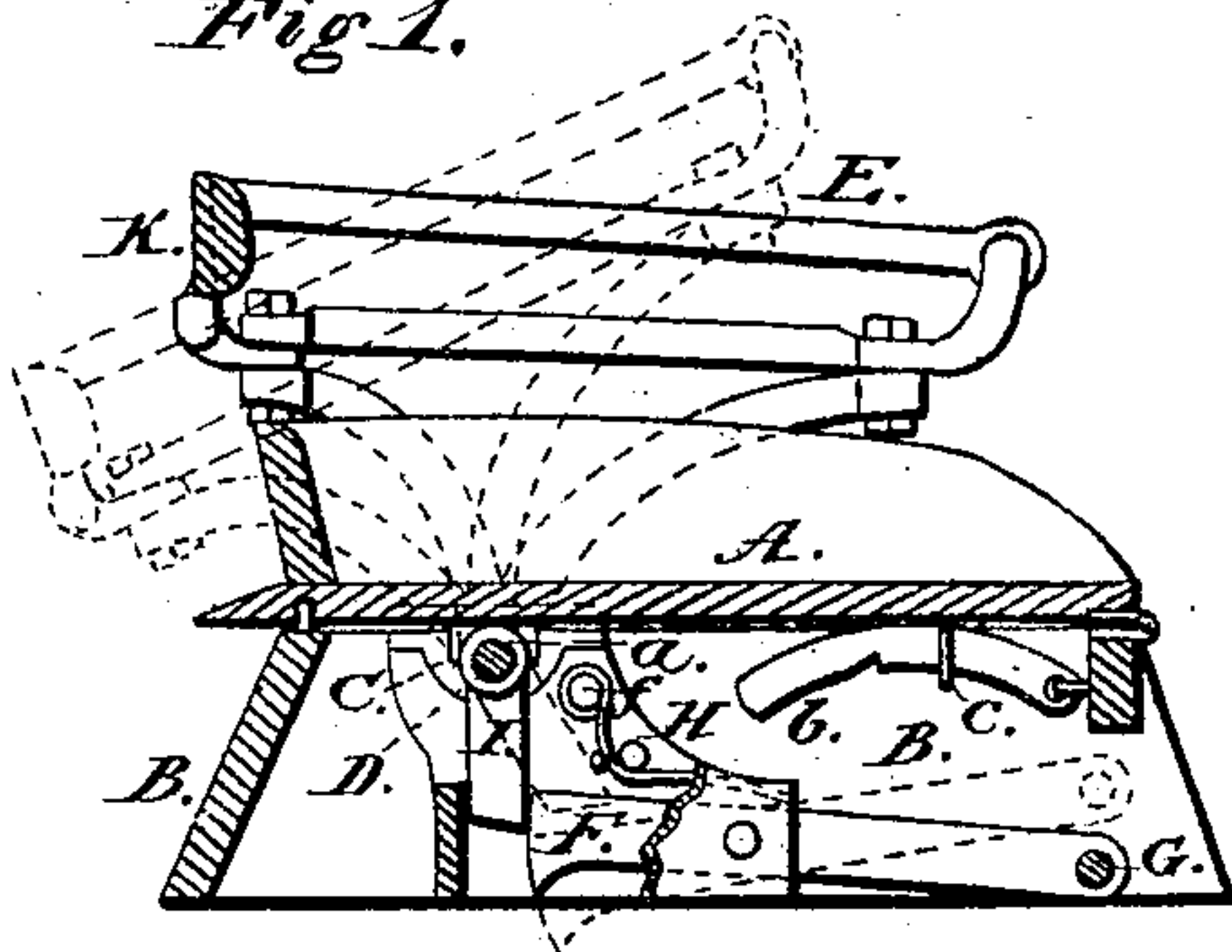


Fig 2.

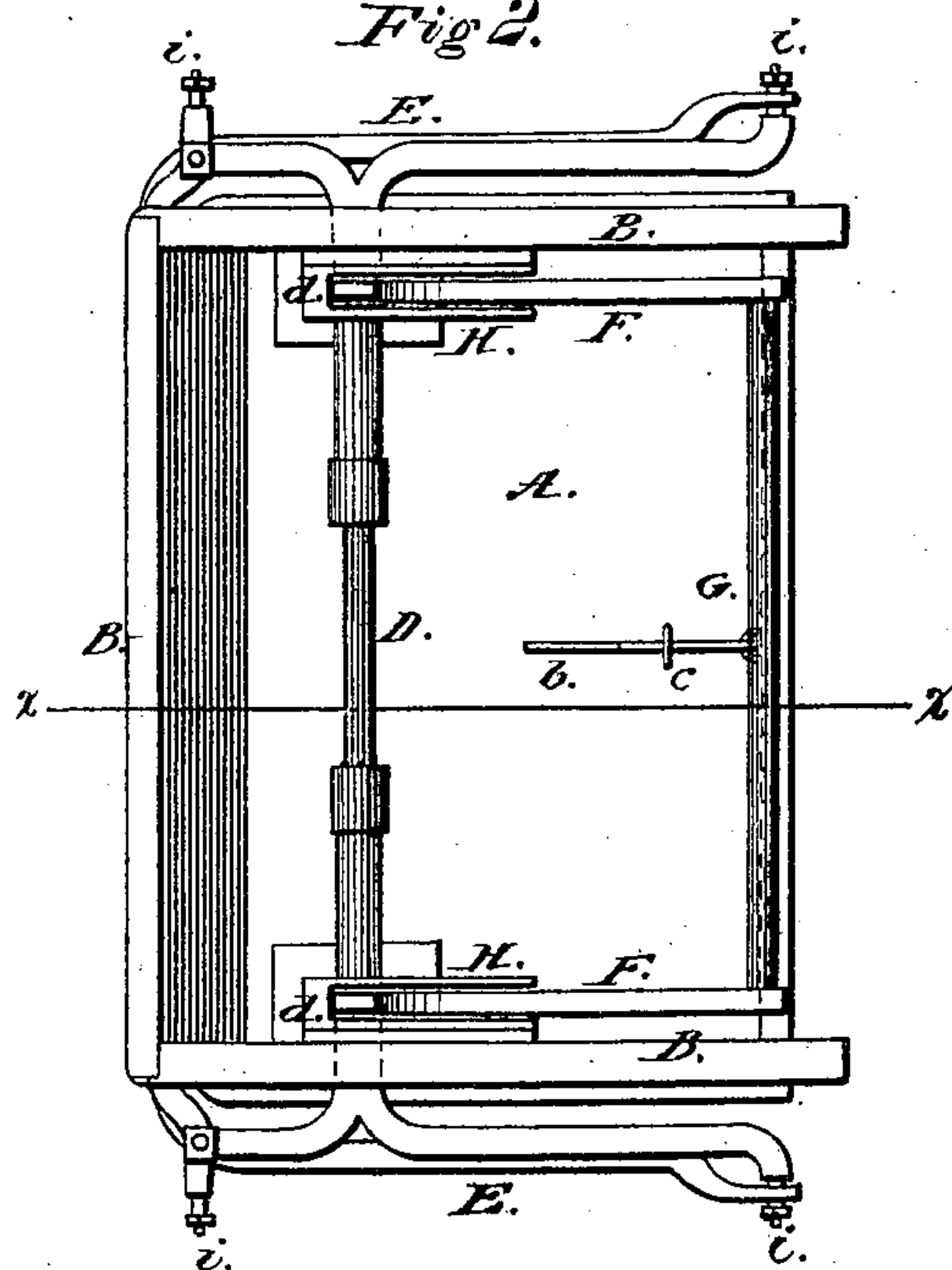
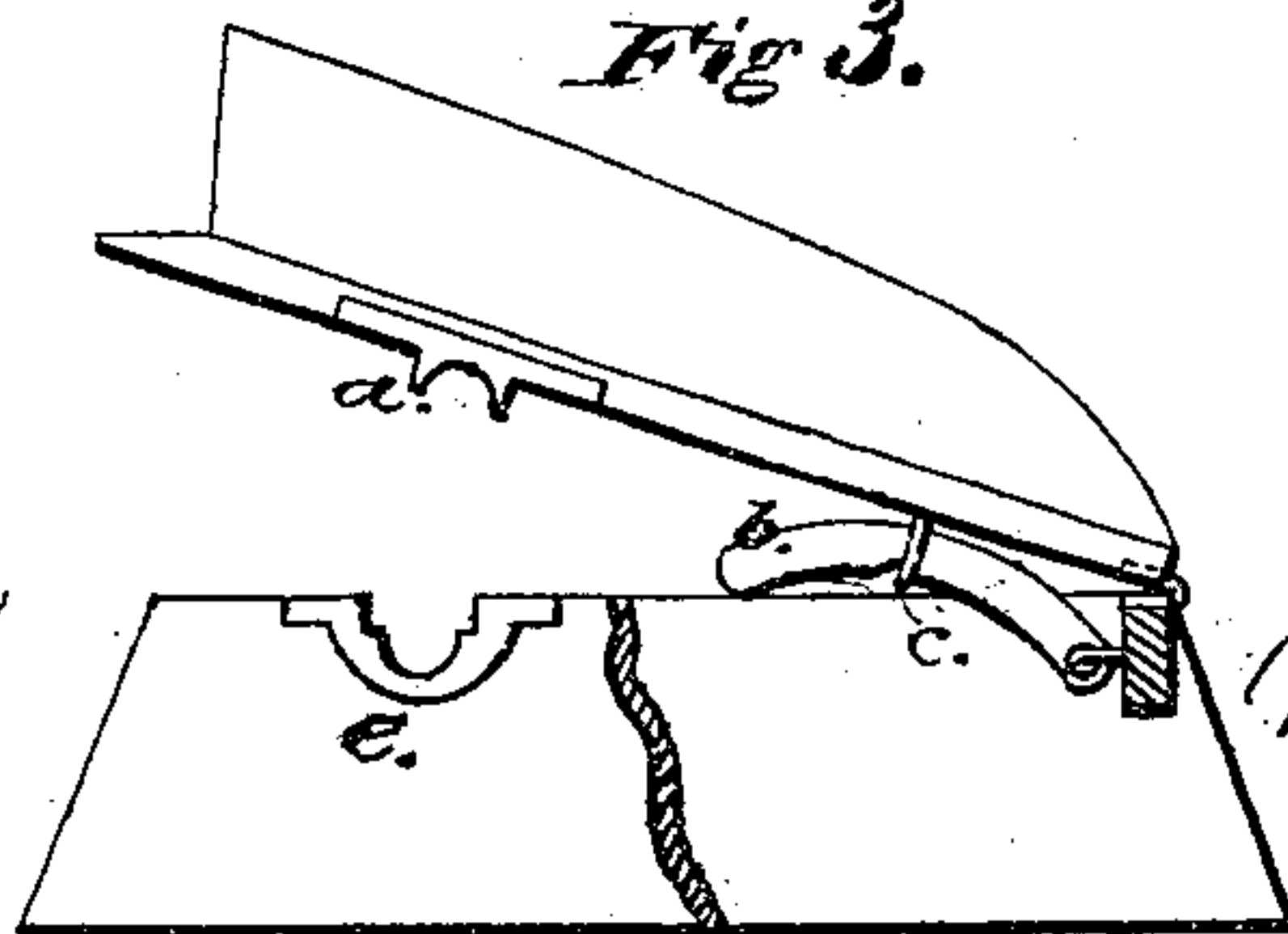


Fig 3.



Witnesses.

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WAYNE I. PECK, OF CARTHAGE, NEW YORK.

IMPROVEMENT IN CARRIAGE-TOPS.

Specification forming part of Letters Patent No. **141,377**, dated July 29, 1873; application filed May 5, 1873.

To all whom it may concern:

Be it known that I, WAYNE I. PECK, of Carthage, Jefferson county, and State of New York, have invented a new and useful Improvement in Carriage or Wagon Seats and Top; and I hereby declare the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, with letters of reference marked thereon, forming a part of this specification.

My improvement consists in a carriage or wagon seat, as constructed and arranged in combination with a frame for the support and adjustment of a top as a weather-protector, as the seat may be used with or without said top. It consists, first, of an ordinary box-seat, provided with hinges in front, so that the seat proper may be lifted without disconnecting it from its frame, it being held up by a metallic arc, provided with a notch which engages a staple from the under side of said seat. The second part of my device consists of a metallic frame, provided with proper bolts and nuts to receive and hold a folding top, the same being applied to the first part of my device when it is desirable to have a cover in inclement weather. This attachment, forming the second part of my invention, is provided with a means by which it may be thrown half back at will of the driver, the mechanism of which will be fully described hereafter.

Figure 1 is a transverse sectional view on line *xx* of Fig. 2. Fig. 2 is a plan or view from below to show the mechanism under the seat. Fig. 3 is a side elevation, with part of box broken away and seat lifted preparatory to introducing the top frame into its place.

Similar letters of reference denote like parts in all the figures.

A is the seat, and B the box supporting the same. Journal-boxes *c c* are formed on the ends of the seat-box to receive and form proper bearings for the bar D, which connects and forms a part of the frame for the cover-top. Caps *a a* are attached to the end of the seat A, which fit snugly over the journal-boxes *c*, and are intended to hold the bar D in position. The metallic notched arc or hook *b* is

attached, by a staple, to the front strip of the seat. It is provided with one or more notches, which catch on the staple *c* attached to the bottom of the seat when the same is lifted to receive the frame for the top. The seat is hinged to the front strip with suitable hinges to prevent it from sliding from the box when it is lifted. The top-frame connecting-bar D has attached to it, on either side, arms or dogs I, which project downward, and enter a space or socket formed between the stops *d* and the ends of top levers F F. The levers F F are connected, by a hand-bar, G, and have their fulcrums in the socket-frames H. Strap-springs *f* are secured to the sides of socket-frames, and bear against the top levers F F to hold them against the dogs I when the top frame is to be held upright.

When the frame is to be thrown back the person occupying the seat has but to lay hold of the bar and lift it to release the dogs I, and allow the top to fall back of its own weight, or, if necessary, with a slight pressure against the back.

The seat proper is provided with flaring pieces, which form a back and arms conducive to the comfort of the person driving. The top frames are connected by a cushion, K, which forms a complete back-rest. The frame is also provided with bolts *i i i i* to secure the bows of the carriage-top.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The hinged seat A, having the notched arc or hook *b* and staple *c*, for the purpose of holding the seat up while bringing the frame E in position, as set forth.

2. The carriage-top frame composed of the sides and cushion-back K, connecting-bar D, with dogs I, as described, and for the purpose set forth.

3. The top frame E, bar D, journal-boxes *a c*, arms or dogs I, socket-frames H, levers F F with hand-bar G, and springs *f*, all combined and arranged as described, and for the purpose set forth.

WAYNE ISAAC PECK.

Witnesses:

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