

J. F. HEGER.
Tops for Vehicles.

No. 166.775.

Patented Aug. 17, 1875.

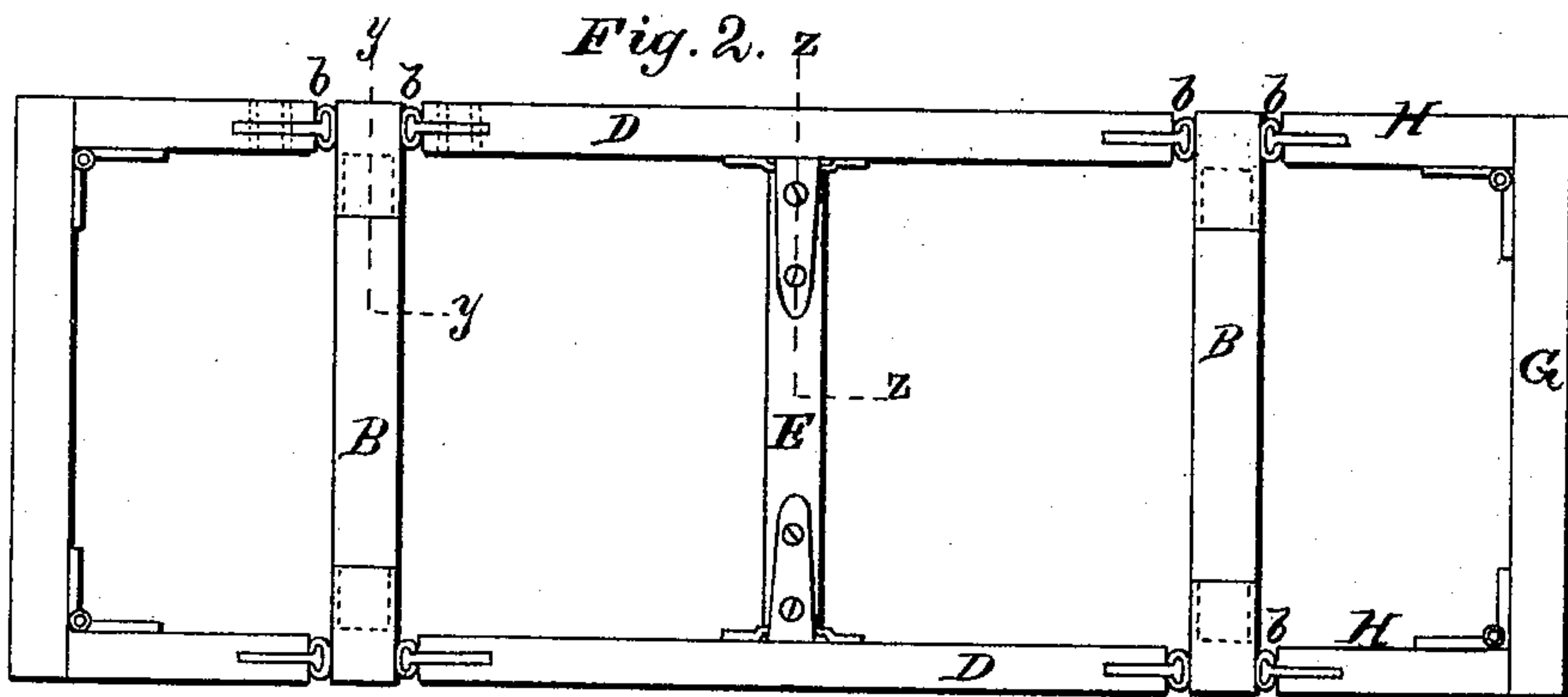
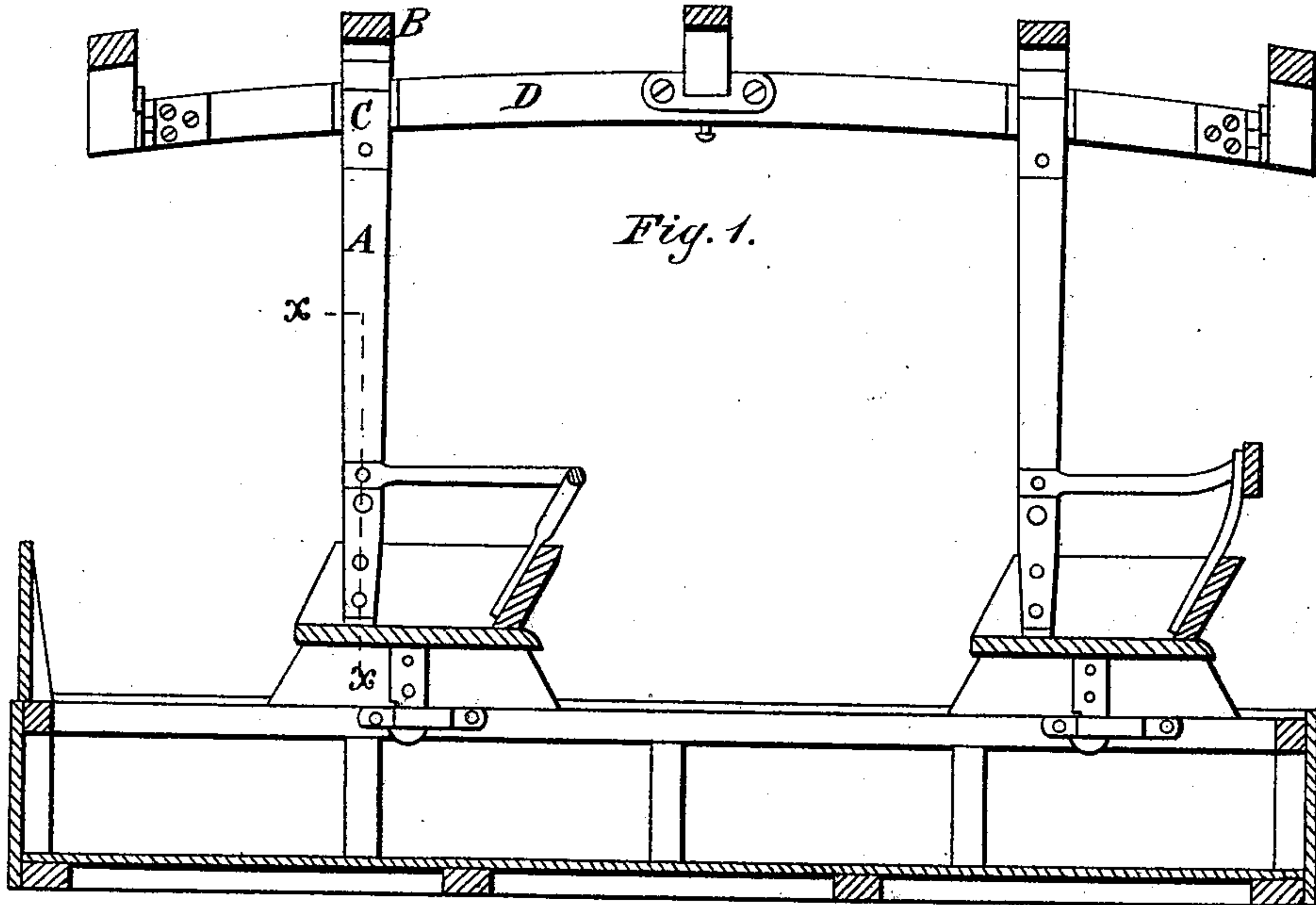


Fig. 3.

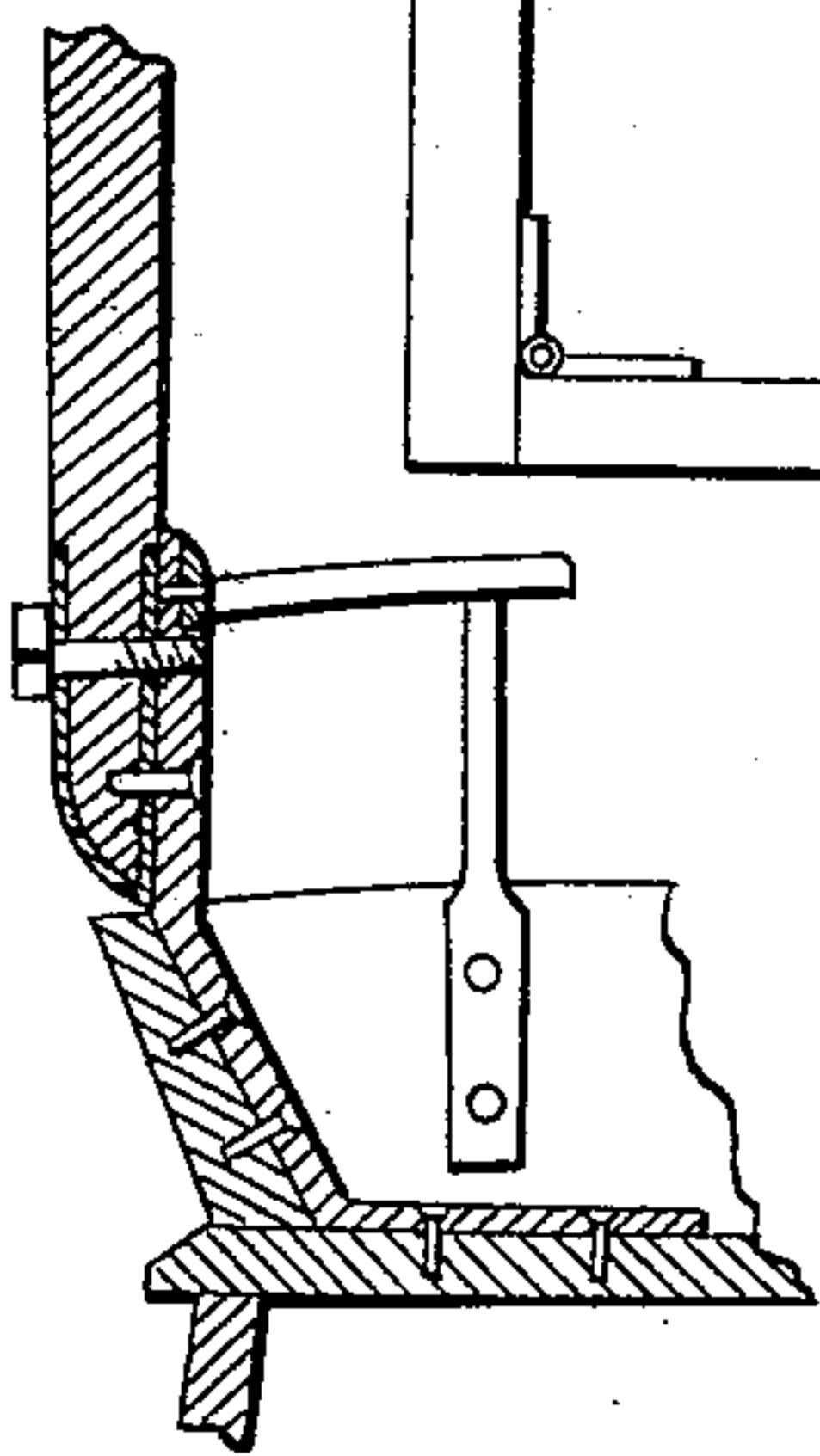


Fig. 4.

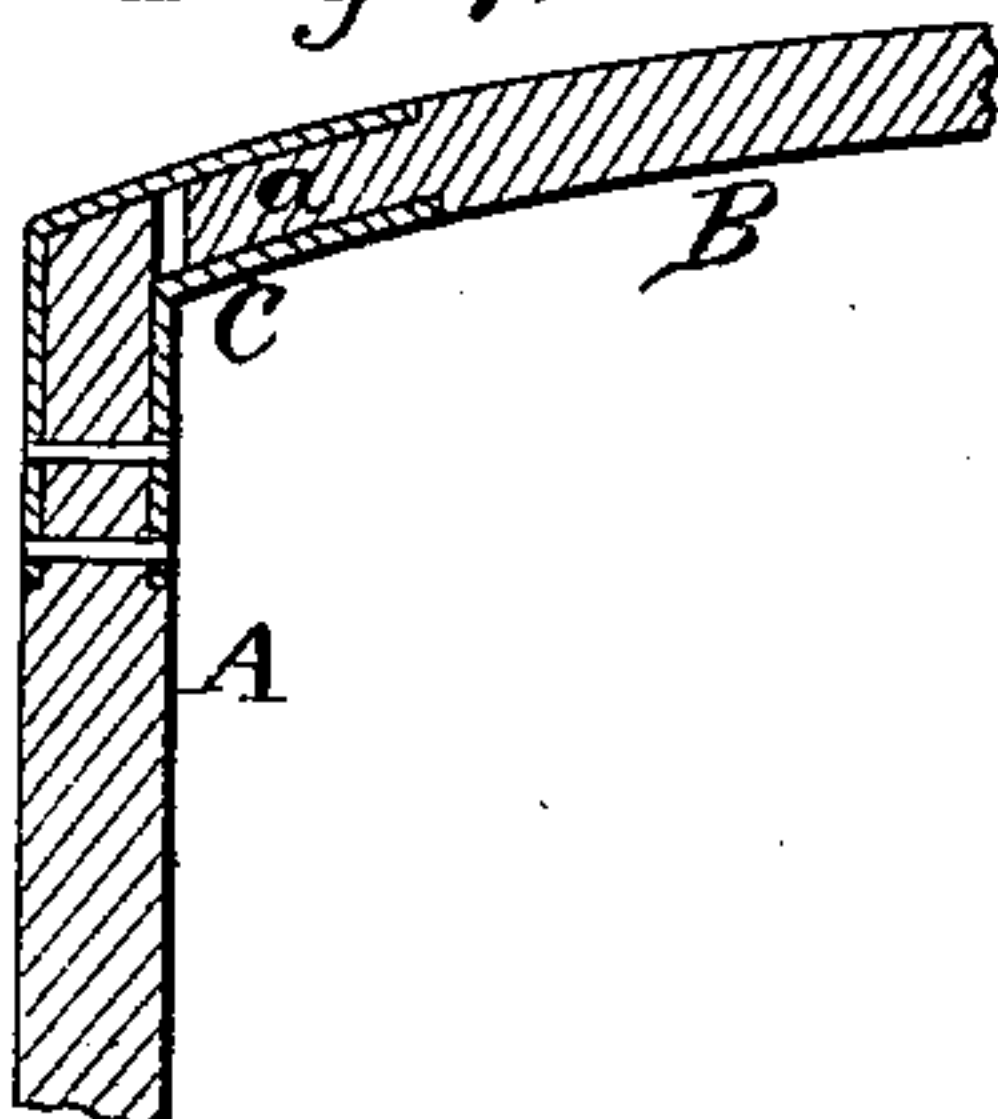
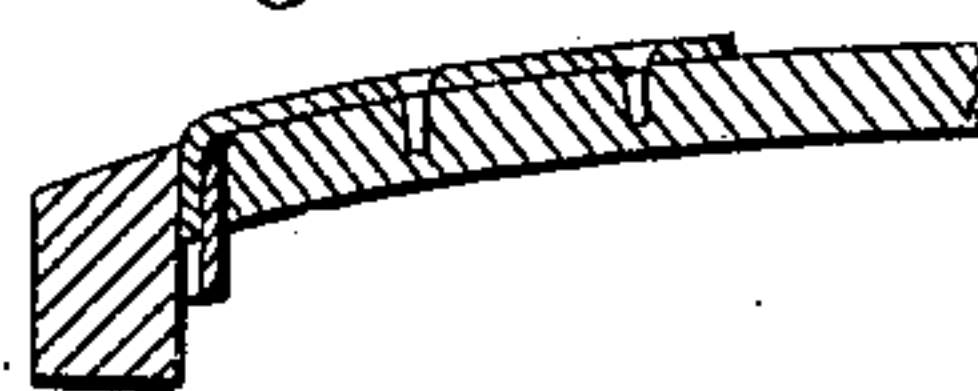


Fig. 5.



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Fig. 6.

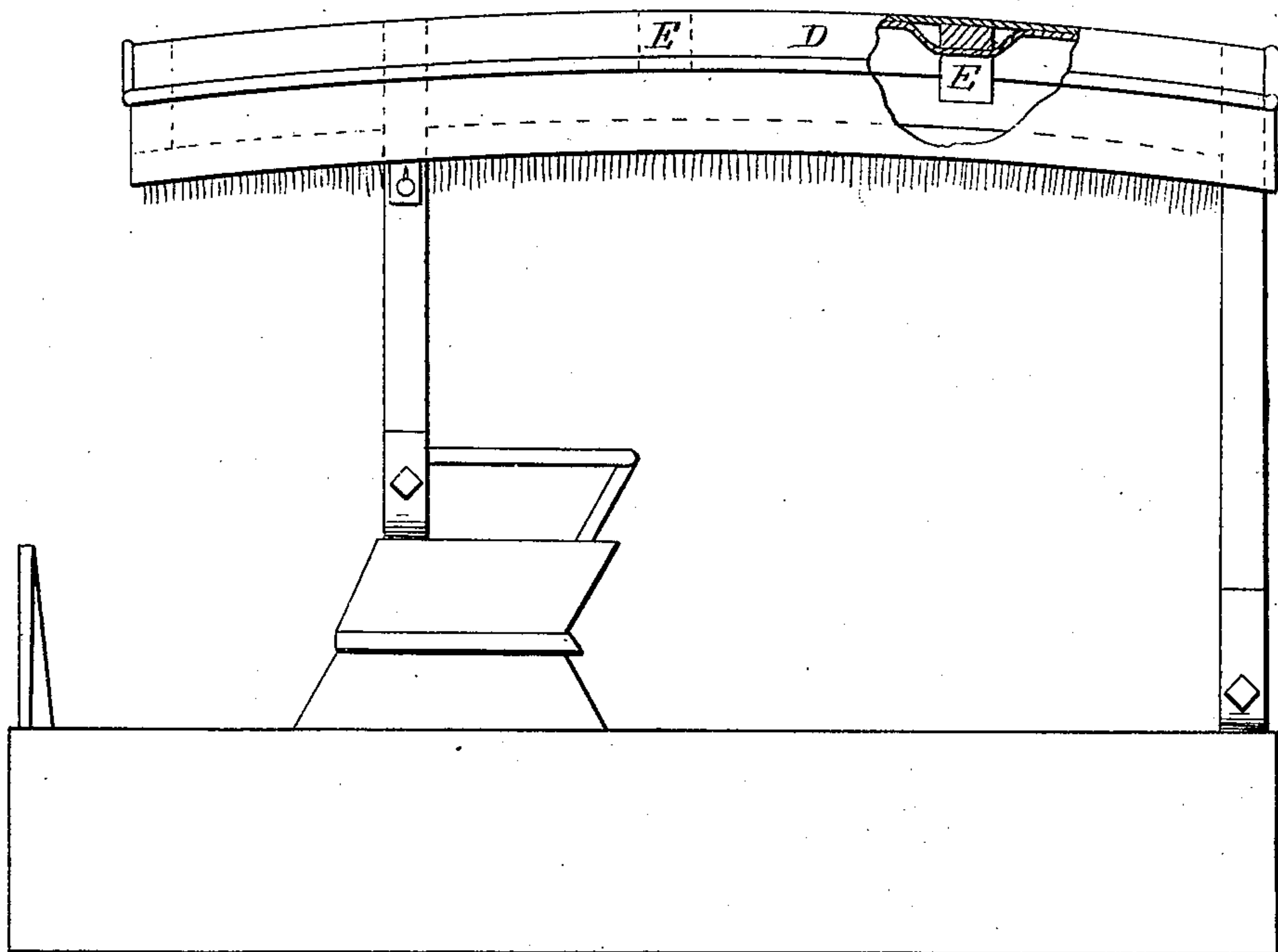
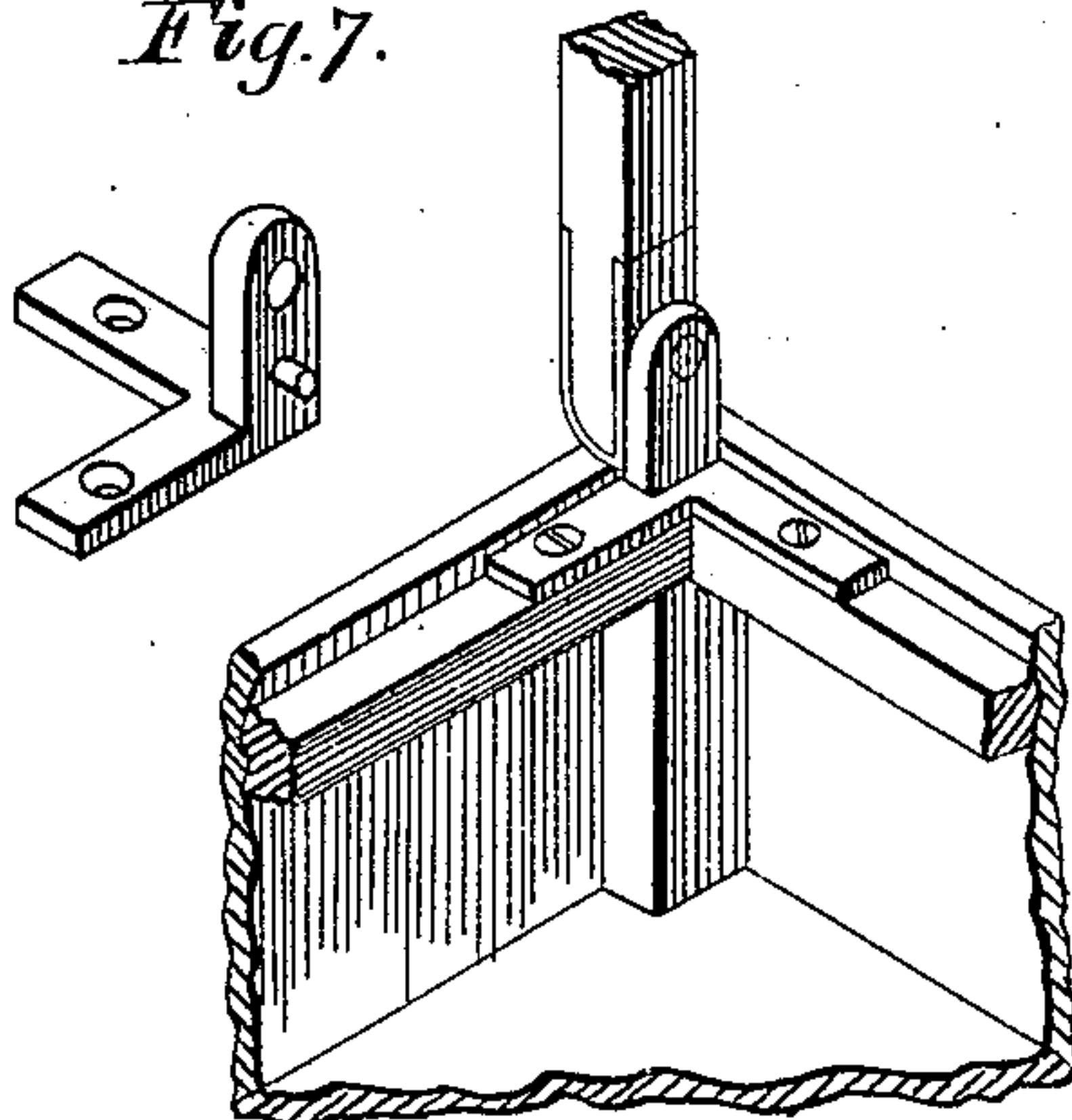


Fig. 7.



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UNITED STATES PATENT OFFICE.

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IMPROVEMENT IN TOPS FOR VEHICLES.

Specification forming part of Letters Patent No. **166,775**, dated August 17, 1875; application filed August 2, 1875.

To all whom it may concern:

Be it known that I, JOHN F. HEGER, of St. Louis, in the county of St. Louis and State of Missouri, have invented certain new and useful Improvements in Tops for Vehicles; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The nature of my invention consists in the construction and arrangement of a buggy-top or carriage-top, as will be hereinafter more fully set forth.

In the annexed drawings, Figure 1 is a longitudinal section of a two-seated vehicle, showing the frame of the top in section, and the cover thereof removed. Fig. 2 is a plan view of the top of the frame. Figs. 3, 4, and 5 are detached sections of parts thereof. Fig. 6 shows my invention applied to a one-seated vehicle, and Fig. 7 is a detached section of a part thereof.

The bows of my carriage top are preferably made each in three sections, A A and B, the parts A A forming the standards, which are, at their lower ends, fastened to the seats in any suitable manner, and their upper ends connected by the arched part B. The connections between these parts are formed, as shown in Fig. 4, by means of a metallic socket, C, secured to the upper end of each side standard A, and extending inward at an angle. The ends of the arch B are formed with tenons *a*, to be inserted in these sockets. The two bows are connected at the top of the side standards A A by means of side rails D D, united thereto by sliding joints *b b*, and these side rails are united midway between the bows by an arched piece, E, also fastened to the rails by a sliding joint, as shown in Fig. 5. G G represent the end rails of the frame, which are arched to correspond with the arched pieces B E, and each of said end rails is, at both ends, provided with short rails H H, hinged thereto in such a manner that they can be folded against the rail, or be thrown out at right angles therewith. When thus thrown out the short rails H are united to the

bows at the top of the standards by sliding joints. The cover of this frame is made of an exterior top and an interior lining, sewed together in such a manner as to form suitable passages, through which the arches B E can be passed, as shown in Fig. 6, and the outside cover fit around and be fastened to the rails of the frame, and hold the top more firmly in place. In Fig. 6 I have shown my invention as applicable to a one-seat vehicle, by placing one of the bows at the rear end, and extending its side standards, so as to be fastened to the body of the vehicle. The side rails D in this case are extended, and connected by two arched pieces, E.

By my invention the carriage-top can be easily and quickly taken down and put up, as required; and when down it can be packed into the box under one of the seats, so as to be entirely out of the way.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a knock-down carriage-top, a bow made in three sections, A A and B, and united at the top by means of the metallic socket C, substantially as herein set forth.

2. The combination of the sectional carriage-bows A B, side rails D D, and arched pieces E, united together by sliding joints *b*, substantially as herein set forth.

3. The end rails G with hinged rails H, in combination with the sectional bows A B and side rails D, all united together by sliding joint *b*, substantially as and for the purposes herein set forth.

4. In combination with a carriage-top frame, constructed as described, a carriage-cover having the exterior part and lining so sewed together as to leave passages for the arched pieces B and E to pass between them, and provided with loops to fasten it to the frame, substantially as herein set forth.

In testimony that I claim the foregoing as my own I have affixed my signature in presence of two witnesses.

JOHN F. HEGER.

Witnesses:

RD. A. HYDE,
F. I. MURPHEY.