

G. R. McCREA.

VEHICLE-TOPS.

No. 182,281.

Patented Sept. 19, 1876.

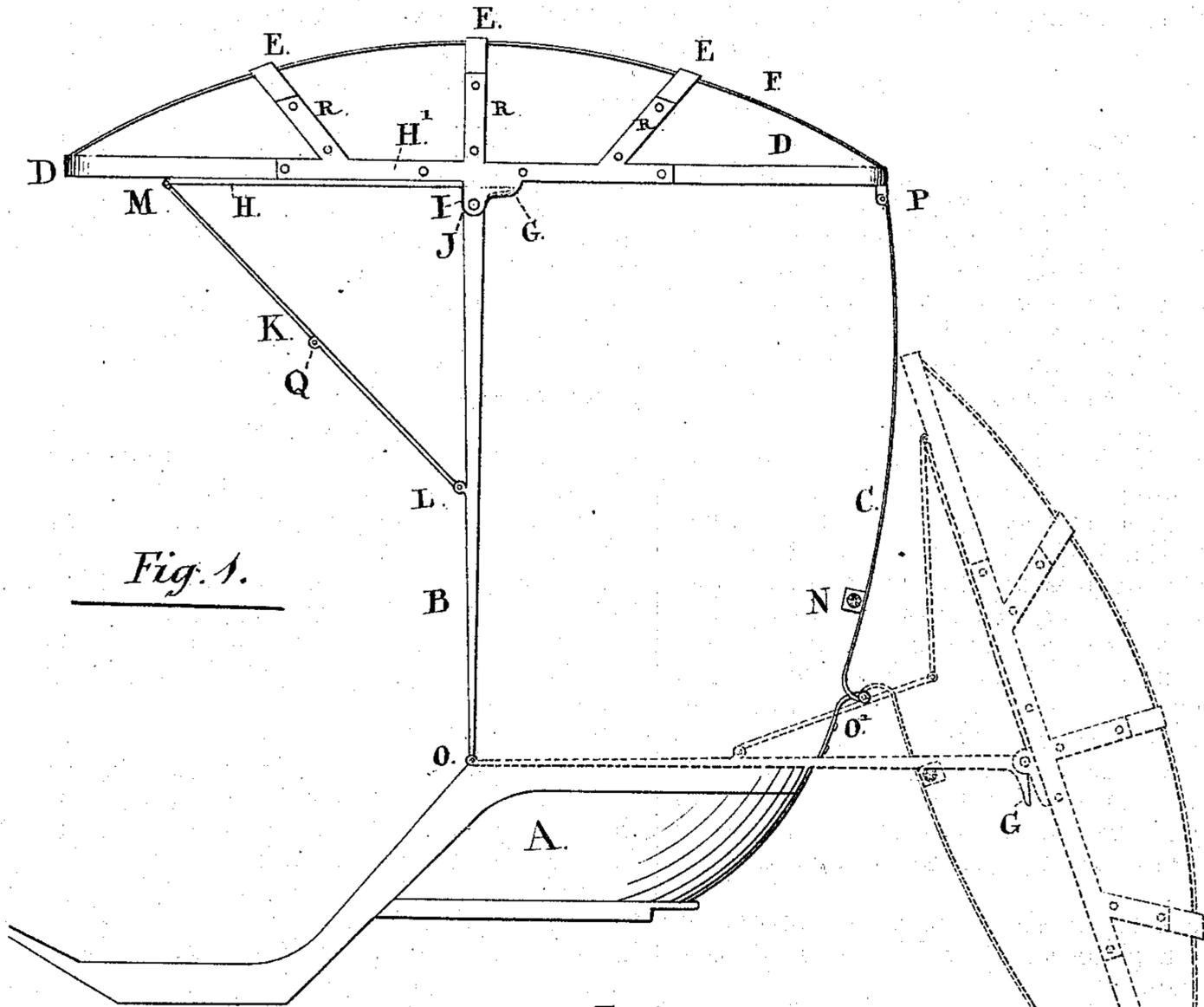


Fig. 1.

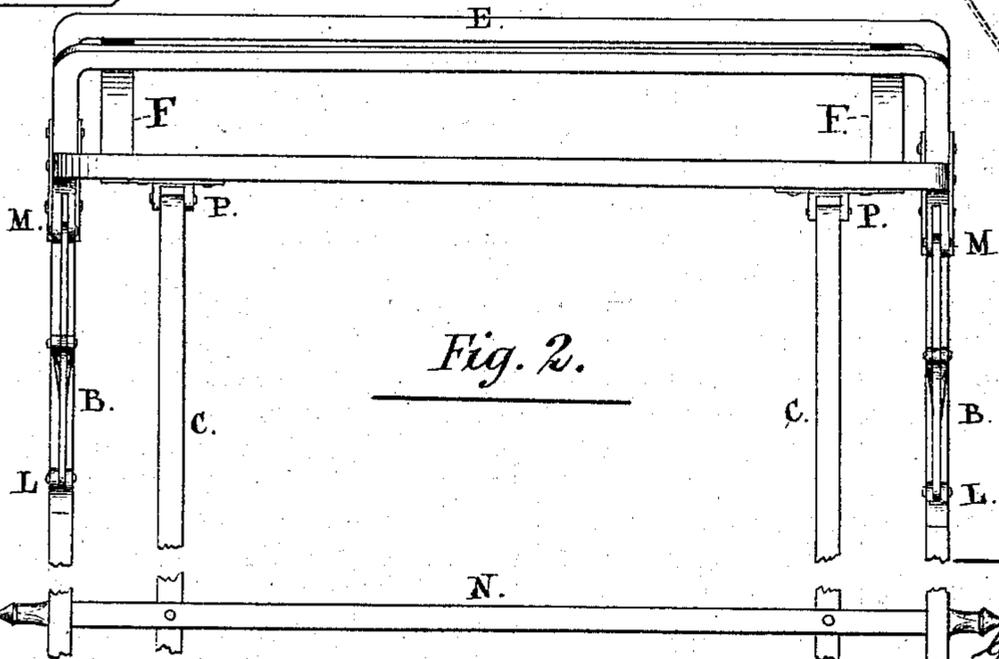


Fig. 2.

INVENTOR.

WITNESSES.

H. H. Warren

M. J. ...

Geo. R. McCrea
By Riant & ...
Atty.

UNITED STATES PATENT OFFICE.

GEORGE R. McCREA, OF BOWMANVILLE, ONTARIO, CANADA.

IMPROVEMENT IN VEHICLE-TOPS.

Specification forming part of Letters Patent No. 182,281, dated September 19, 1876; application filed April 13, 1876.

To all whom it may concern:

Be it known that I, GEORGE ROBERT McCREA, of the town of Bowmanville, in the county of Durham, in the Province of Ontario, Canada, carriage-trimmer, have invented a certain new and useful Improvement in a Canopy for Buggies, Phaetons, &c.; and I do hereby declare that the following is a full, clear, and exact description of the same.

The object of the invention is to provide a portable canopy, which can be applied to all kinds of buggies, phaetons, &c., and can be constructed more cheaply, and is more durable than the present description of buggy-tops, does not present when up the same obstruction to getting in and out of the vehicle, and is more readily raised and lowered; and consists in supporting the roof or canopy proper by two posts or their equivalents, so hinged and arranged that the covering on both the roof and back of the top or canopy never folds or crumples in the raising and lowering of the said top, and that the lining of same is not at any time exposed to the rays of the sun.

Figure I is an elevation of an uncovered top upon a phaeton. Fig. II is a front view of the same.

A is the body of the phaeton; B B, the front posts of canopy; C C, the back posts; D, the top frame; E E E, the bows; F F, the braces connected to the three bows, and to the front and back bars of the top frame D. The bows E E E are rigidly fastened to the frame D, the four sides of which are either in one piece or so fastened together that they are one to all intents and purposes. The front posts B B have knee-shaped tops G G, which butt against the plate H attached to the bottom of the top frame D, as shown. I I are brackets forming part of or attached to the plates H. The kneed top G of the front posts B B fit within these brackets, and are pivoted thereon on the pins J J. The top of the back posts C C fit within and are hinged to the brackets P P attached to the top frame D. The folding brace K is hinged to the front posts B B at L L, and to the plate H at M M, as shown. The posts B B and C C are hinged upon the brackets O and O', which are suitably secured to the body or seat of the vehicle. N is a stop-bar, running parallel

with the back of the buggy, and bracing the two back posts together.

I have not referred to the material to be used in the construction of my improved canopy, as I leave this to the taste and experience of the manufacturer. Suffice it to say that each post should be of material most suitable to the special work it is designed to perform.

As shown in drawing, the top is put up, the front post B being perpendicular instead of slanting forward, as in the prevalent style of top, thus leaving ample room for passage into and out of the vehicle.

In this position of the front bars B B, the tops G butt against the plate H, and the knuckle-joints Q Q being also straight, a triangular brace is formed which rigidly supports the canopy.

When the knuckle-joints Q Q are bent the posts B B and C C may be folded back till the posts B B strike against the stop-bar N, the canopy having by that time assumed the position represented by dotted lines in Fig. I.

When thus folded back, it will be noticed that unlike the kind now commonly used, the inside lining is not exposed to the sun, and that neither the covering on the top or back is in any way creased or crumpled.

The plates H', which are bolted to the side of the top frame D, as shown, and form the brackets I, have arms R R R extending upon the bows E E E, holding the same to the frame D, and greatly strengthening both them and the said top D, which is generally made of wood.

What I claim as my invention is—

1. The front posts B B, having knee-shaped tops G G, and held by the pins J within the brackets I, preferably formed by the side plates H', in combination with the folding braces K, hinged to the front posts B B at L L, and the plates H at M M, substantially as and for the purpose specified.

2. The stop-bar N, attached to the back posts C C, in combination with the hinged front posts B B, as and for the purpose specified.

GEORGE R. McCREA.

Witnesses:

JOHN GRIFFITH,
M. C. GALBRAITH.