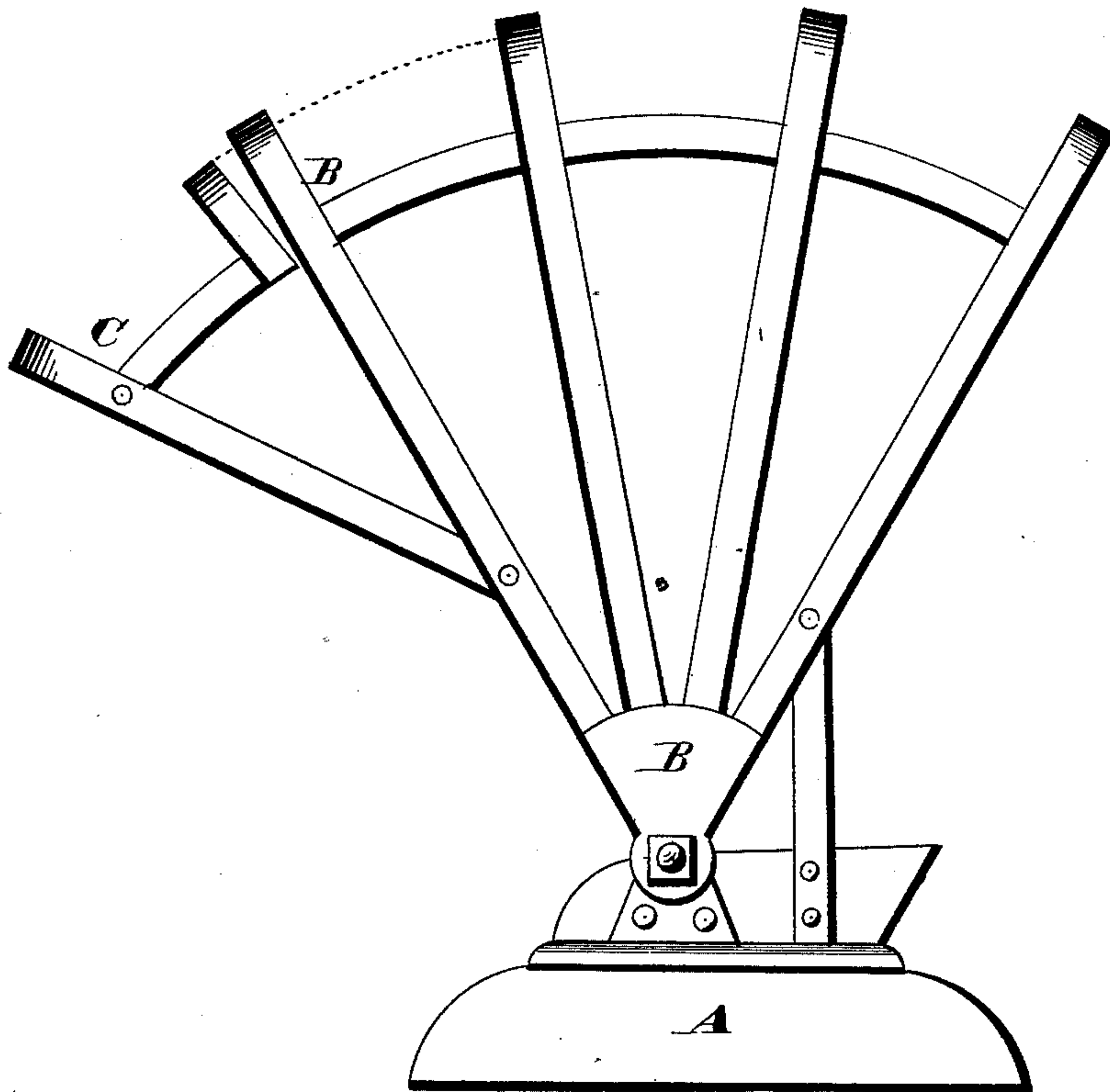


J. E. CLARK.
Vehicle-Top.

No. 218,115.

Patented Aug. 5, 1879.



WITNESSES
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JOHNSON E. CLARK, OF MASSILLON, OHIO.

IMPROVEMENT IN VEHICLE-TOPS.

Specification forming part of Letters Patent No. **218,115**, dated August 5, 1879; application filed July 31, 1878.

To all whom it may concern:

Be it known that I, JOHNSON E. CLARK, of Massillon, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in Vehicle-Tops; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawing, which forms part of this specification.

My invention relates to buggy and carriage tops; and consists in the addition to a top of ordinary construction of an independent additional or supplemental top, adapted to be used and adjusted substantially as hereinafter specified.

The drawing represents a side elevation of a top embodying my invention.

A is the seat or body of a vehicle, to which the top is attached in any suitable manner. B represents the bows of an ordinary carriage-top. C represents my improvement, which is essentially an additional or supplemental top, which I make of dimensions sufficiently smaller than the main top B to permit said supplemental top to swing inside of and be contained by the top B.

The bows constituting either or both of the tops, B or C, may be either rigidly connected or connected by knuckle-joints that will allow them to be folded in the usual manner. Each top B and C is to be covered and finished independently of the other. The supplemental top C is pivoted to the forward bow of the top B, as shown in the drawing.

The object of my invention is to provide a buggy-top adapted for all kinds of weather—one that will offer as far as possible any degree of protection desired.

When the supplemental top C is not needed it may be swung up inside of the top B; but when more shelter than that afforded by the top B is required, then the top C may be drawn forward to any extent desired.

It will be observed that by reason of the shortness of the standard which supports the supplemental top, and whereby the lower extremity of the same is pivoted to the front standard of the main top at a point approximately midway in the height thereof, room is provided for the easy ingress and egress of persons; also, opportunity is given persons as they naturally sit in the vehicle to look out at the sides when the supplemental top is down, since the view is not closed off, as it would be if said supplemental top extended down farther.

I am aware that supplemental tops similar in their general character to that herein described have been before used; and hence I restrict my improvement to the special form of construction for producing the common result as described and claimed.

What I claim is—

The combination, with a main top, B, of a supplemental top, C, pivoted to the front bow thereof at a point approximately midway between its upper and lower portions, said supplemental top being adapted to be swung upwardly beneath and be entirely covered by the forward portion of said main top, substantially as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHNSON E. CLARK.

Witnesses:

JNO. CROWELL, Jr.,
W. E. DONNELLY.