

(No Model.)

G. J. PELTIER.  
Vehicle-Top.

No. 228,110.

Patented May 25, 1880.

Fig. 1.

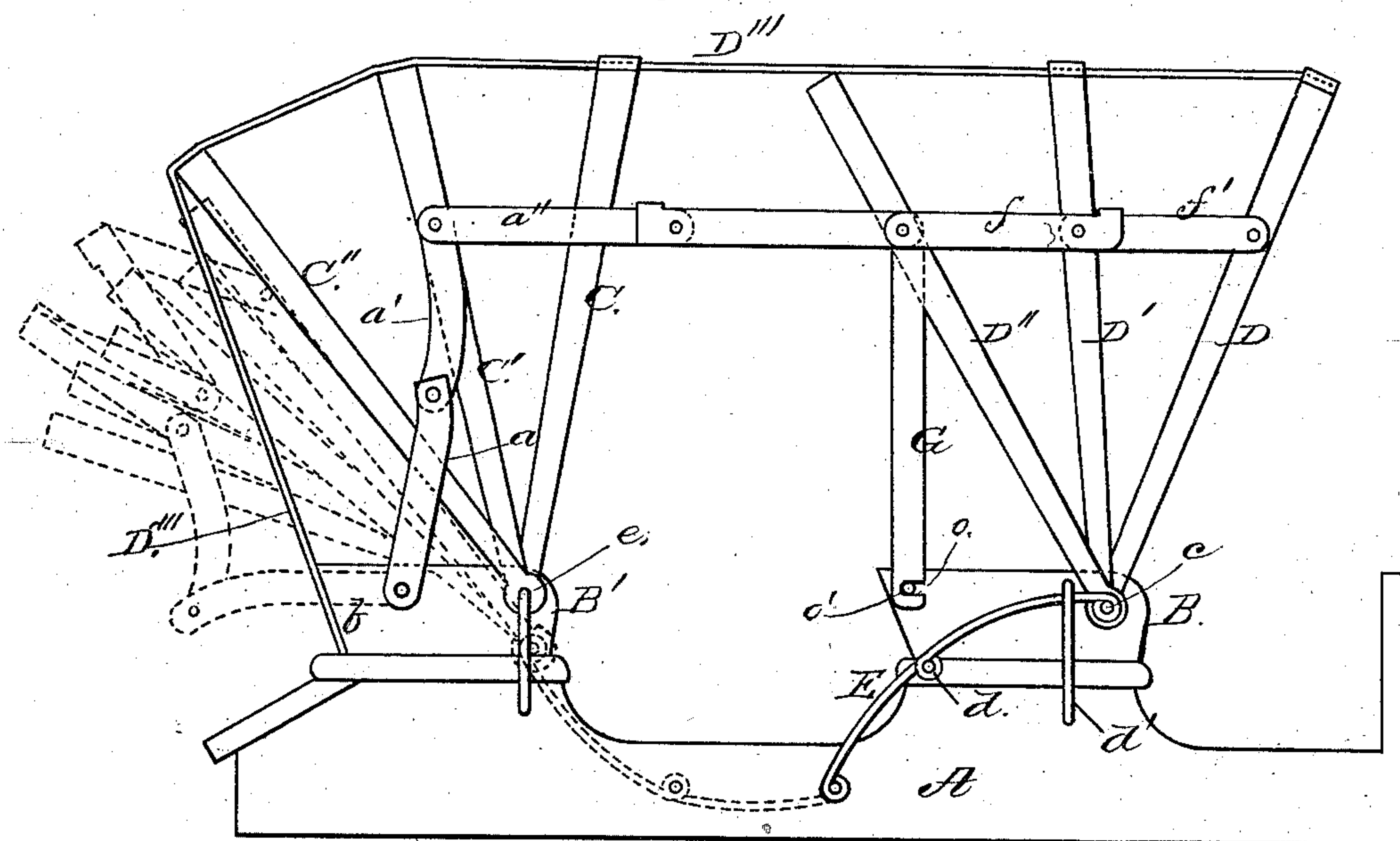


Fig. 2.

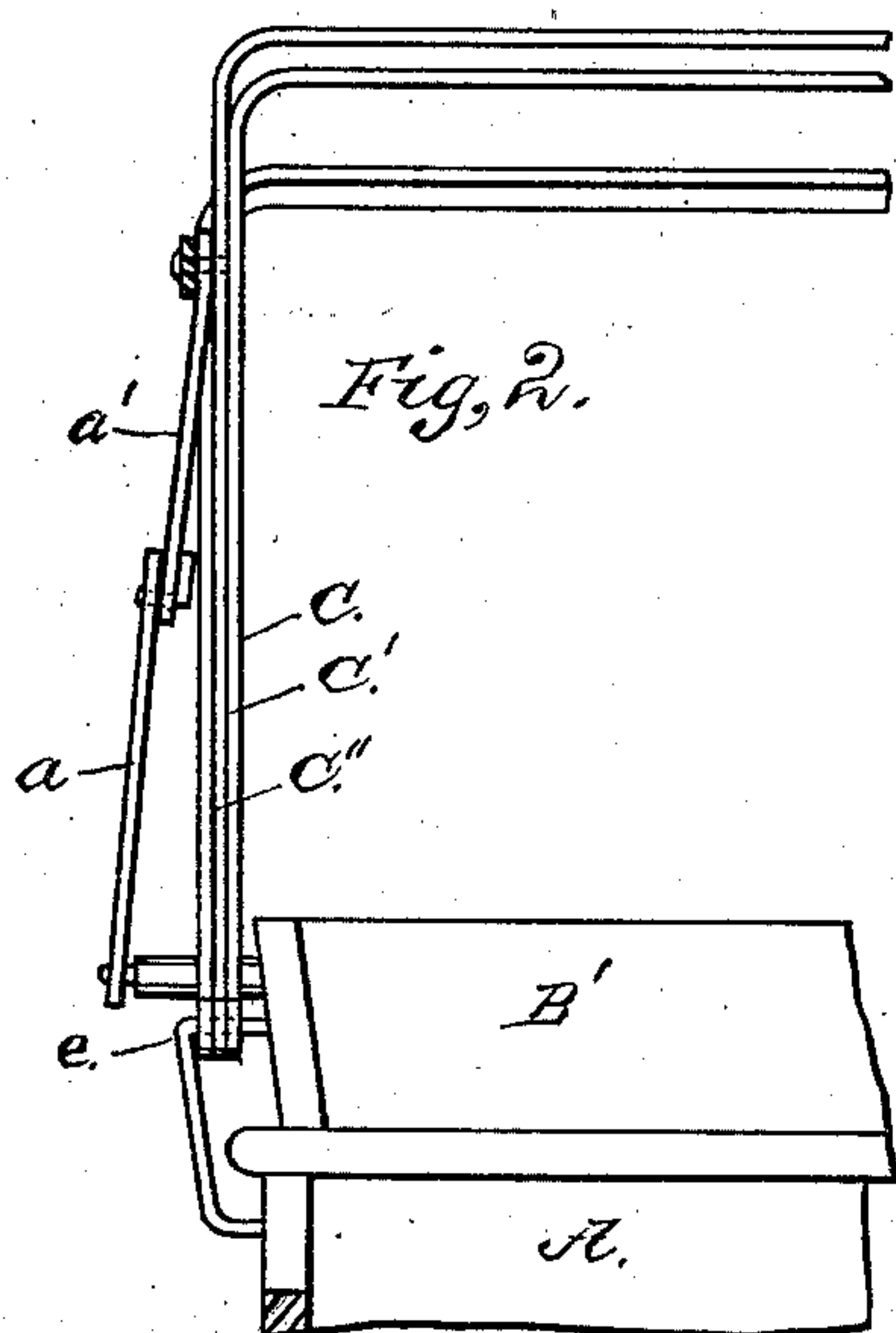
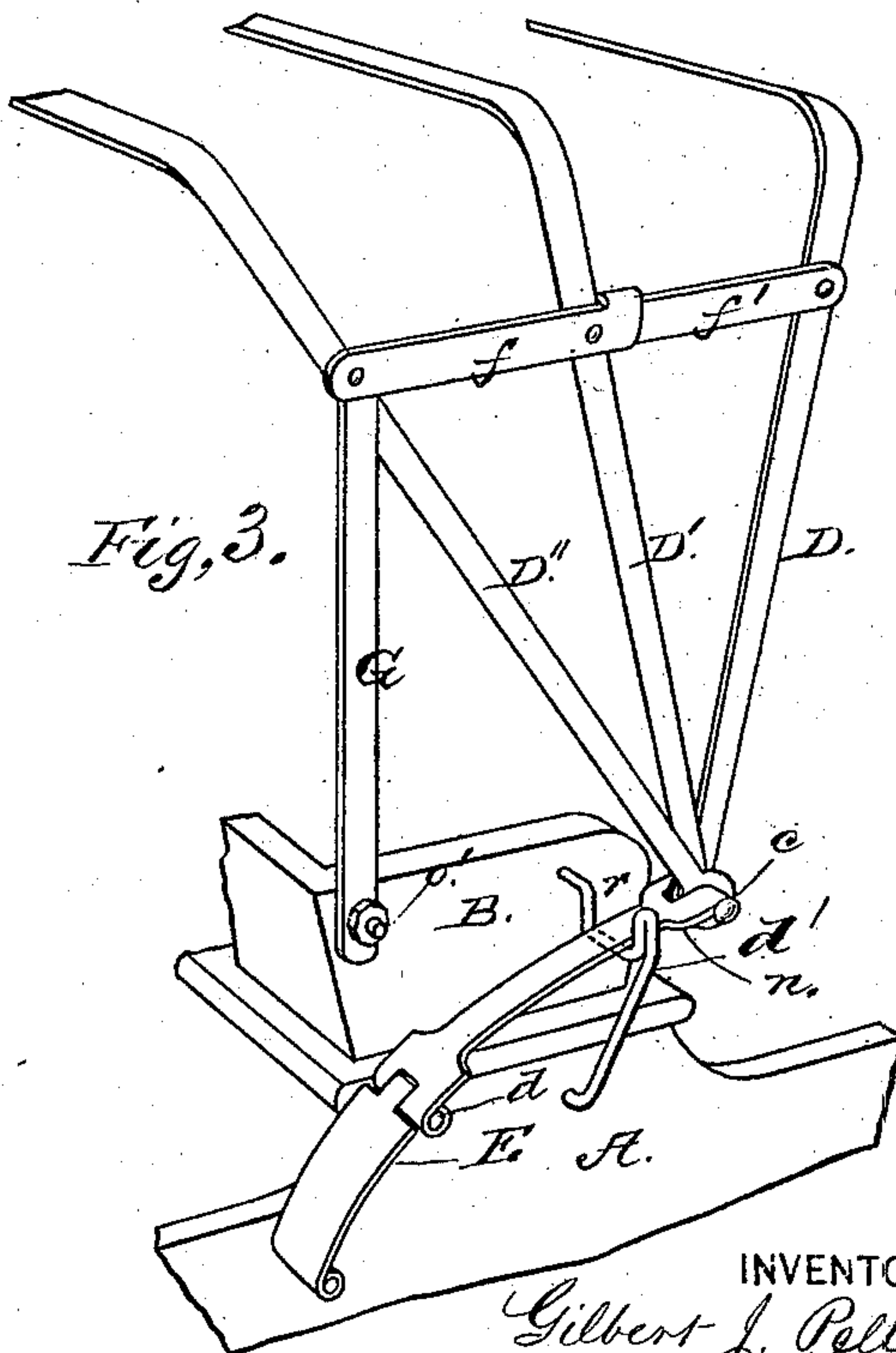


Fig. 3.



WITNESSES

Villette Anderson.  
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INVENTOR

Gilbert J. Peltier,  
by E. W. Anderson  
his ATTORNEY



# UNITED STATES PATENT OFFICE.

GILBERT J. PELTIER, OF WAKENDA, MISSOURI.

## VEHICLE-TOP.

SPECIFICATION forming part of Letters Patent No. 228,110, dated May 25, 1880.

Application filed April 7, 1880. (No model.)

*To all whom it may concern:*

Be it known that I, GILBERT J. PELTIER, of Wakenda, in the county of Carroll and State of Missouri, have invented a new and valuable Improvement in Vehicle-Tops; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a side elevation of my improved vehicle-top, showing the frame extended in full lines and folded in dotted lines. Fig. 2 is a transverse section, looking backward, and taken between the front and rear seats; and Fig. 3 is a perspective view of the front seat, the jointed vibrating arm, and the front bows.

This invention has for its object to provide a top or canopy for double-seat buggies or vehicles that may be thrown back, so as to expose both seats, or put up, so as to cover and shield the same from the weather; and the nature of the invention consists in combining with the bows forming the tilt-support of the rear seat, and capable of being raised and thrown back, a jointed arm pivoted to the seat-body, and having the bows of the front seat pivoted to its free end, which arms are capable of being swung back to bring their pivots in proximity to the pivots of the rear bows to allow both sets of bows to be folded back behind the rear seat, as will be hereinafter more fully set forth.

In the annexed drawings, the letter A designates the vehicle-body, and *b* and *B'*, respectively, its front and rear seats. *C C' C''* indicate the bows supporting the shelter or tilt of the rear seat, and pivoted to the body of the vehicle so as to be raised or lowered and folded behind the seat in the usual way, and locked, when raised, by means of the usual knuckle-jointed rods *a a' a''*. *D D' D''* indicate the bows of the tilt of the front seat, connected to the bows *C C' C''* and to the rear-seat back *b* by means of a flexible strap, *D'''*. The bows *D D' D''* are pivoted to a spindle, *e*, on the free end of a metallic arm, *E*, pivoted to the vehicle-body. This arm *E* is jointed, as shown at *d*, and is capable of being vibrated

from a projecting bracket, *d'*, on the front part of the body to pivot *e* of the hoops or bows *C C' C''*, carrying the bows *D D' D''* with it, by which means the latter are shifted from their position on the front seat to the rear seat, and may be thrown back, with the said bows *C C' C''*, behind the rear seat, thus exposing both seats, as shown in Fig. 1. The arm *E* is pivoted to the body at a point equidistant from the brackets *d'* and pivotal points *e* of the rear bows, and the front bows, being pivoted to its free end, are necessarily carried, when said arm is vibrated, from one of these points to the other. The front and rear bows, *D D''*, are connected together by the knee-jointed rods *f f'*, and are locked in the extended position by straightening said rods.

*G* indicates props, pivoted in any suitable manner to the bows *D''*, and reaching down to the seat-arm of the front seat. These rods are detachably secured to the seat or vehicle-body, and serve to hold the front bows against casual backward vibration. It may be accomplished by passing an eye, *o*, in the free end of the props *G* over a screw-threaded post, *o'*, projecting from the seat or body, and applying a thumb-nut on the end of the said post outside of the prop.

I do not confine myself to any special mode of detachably securing the prop to the seat or body, there being many methods by which this can be done in an operative manner.

The brackets *d'* are recessed on their upper horizontal edges, as shown at *r*, for the reception of the arms *E*, and the latter are provided with lateral offsets *n*, which prevent the said arms from rearward displacement relative to the said brackets.

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

1. In a folding top for double-seat vehicles, the combination, with the body *A*, having seats *B B'*, the bows *C C' C''*, pivoted to the rear seat, and the brackets *d' d'* on the sides of the front seat, of the jointed swinging arms *E*, pivoted to the body equidistant from the brackets and the pivots of the said bows, and the bows *D D' D''*, pivoted to the free ends of said arms, substantially as and for the purpose specified.

2. The combination, with the body *A*, the

seats B B', the brackets *d'* on the front-seat  
ends, and the bows C C' C'', pivoted to the  
rear seat, of the jointed arms E, pivoted to the  
body between said brackets and the pivots of  
5 said bows, the front bows, D D' D'', pivoted  
to the free ends of said arms, and the props  
G, depending from said bow D'', and detach-  
ably secured to the front seat, substantially as  
specified.

In testimony that I claim the above I have 10  
hereunto subscribed my name in the presence  
of two witnesses.

GILBERT J. PELTIER.

Witnesses:

C. M. C. WILLIAMS,  
LYON LE ROY.