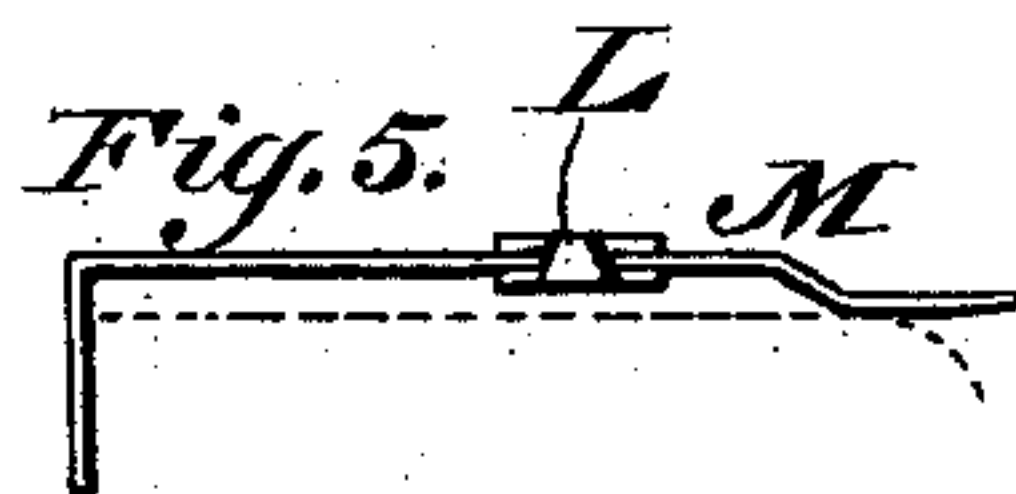
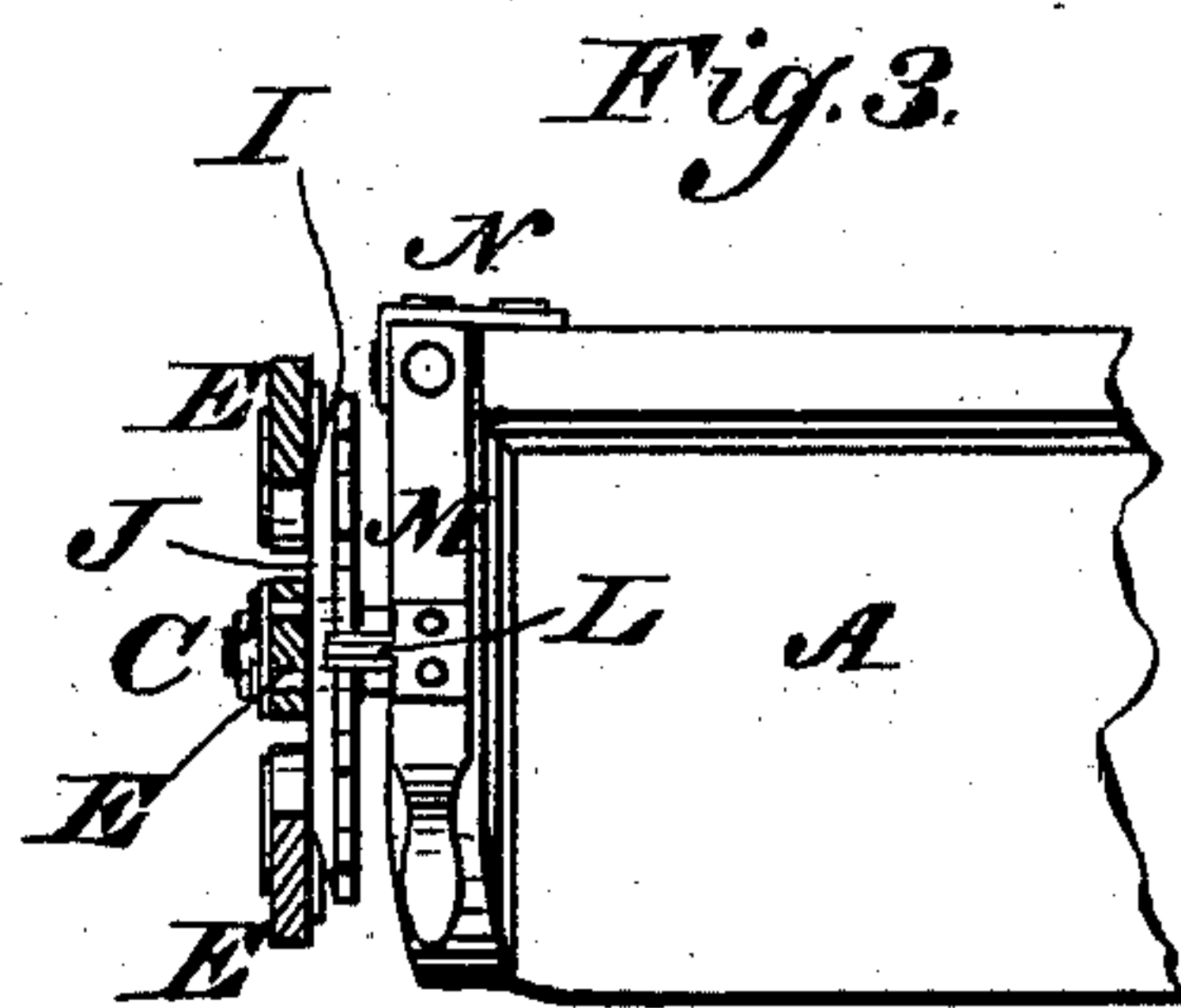
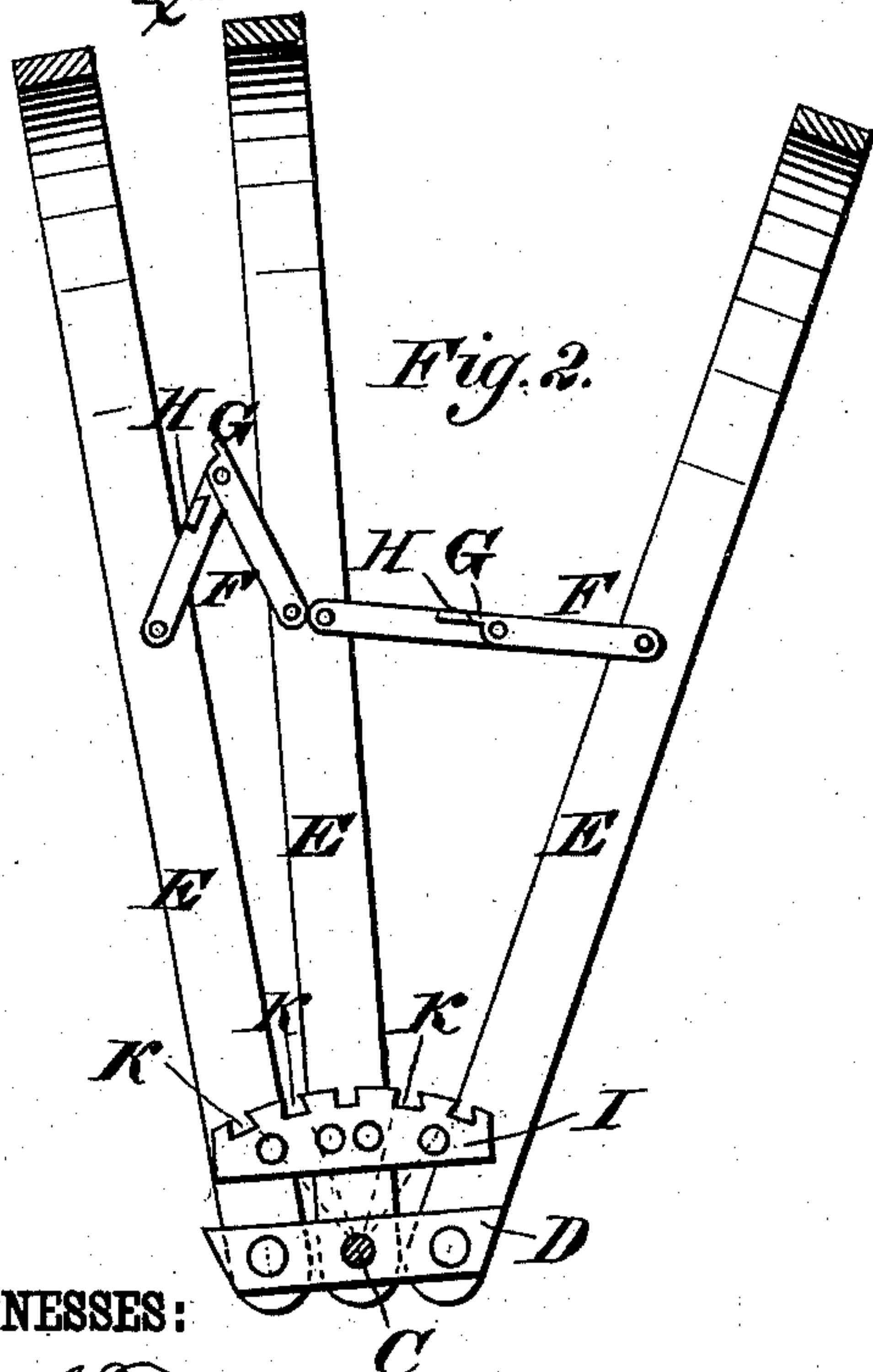
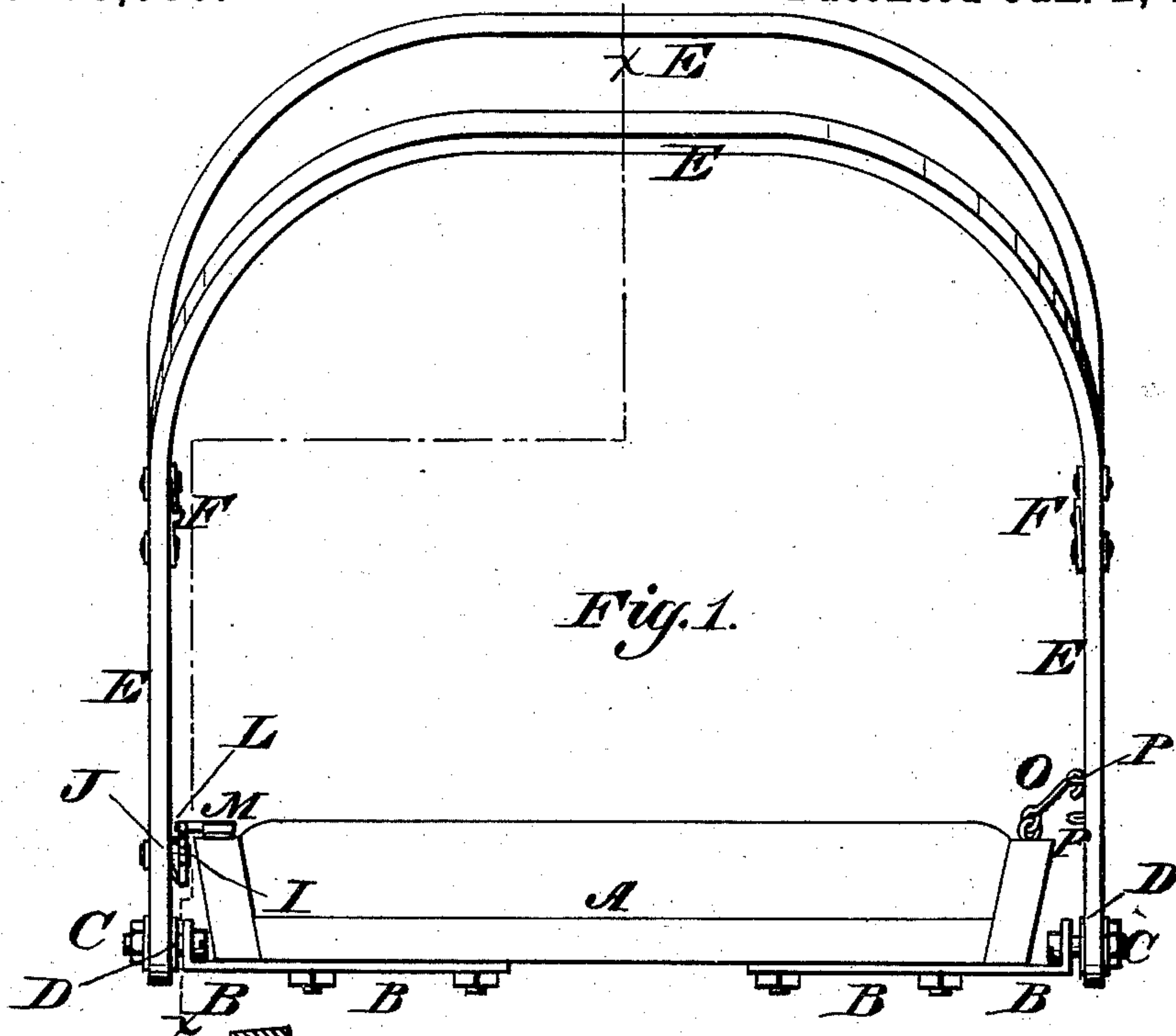


(No Model.)

W. HAWKINS.  
WAGON SEAT TOP.

No. 270,060.

Patented Jan. 2, 1883.



WITNESSES:

Donn P. Twitchell.  
C. Sedgwick

INVENTOR:

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ATTORNEYS.



# UNITED STATES PATENT OFFICE.

WILLIAM HAWKINS, OF OREGON, MISSOURI.

## WAGON-SEAT TOP.

SPECIFICATION forming part of Letters Patent No. 270,060, dated January 2, 1883.

Application filed May 26, 1880. Renewed June 17, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM HAWKINS, of Oregon, in the county of Holt and State of Missouri, have invented a new and useful Improvement in Wagon-Seat Tops, of which the following is a specification.

Figure 1 is a front elevation of the improvement. Fig. 2 is a sectional side elevation taken through the line *x x*, Fig. 1. Fig. 3 is a sectional plan view. Fig. 4 illustrates the construction of the finger of the spring-latch. Fig. 5 is a view of the outer edge of the spring-latch.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish wagon-seat tops so constructed that they may be swung forward or rearward to protect the occupants of the seat from wind and rain, and will be held firmly in any position into which they may be adjusted.

The invention consists in constructing a wagon-seat top of the bars attached to the seat, the pivoting-bolts, the pivoting cross-bars, the bows, the stretchers, the notched catch-plate, the spring-latch, and the hook and eyes, whereby the top can be swung down forward and rearward, as will be hereinafter fully described.

A represents a wagon-seat, to the end parts of the bottom of which are attached iron bars B. The outer ends of the bars B project beyond the ends of the seat A, are bent upward at right angles, and have holes formed through them to receive the bolts C, which also pass through the centers of the short cross-bars D and through the ends of the center bows E so as to pivot the cross-bars D and the bows E to the bars B. The ends of the front and rear bows E are pivoted to the front and rear ends of the cross-bars D, so that either the front or rear bow can be closed up against the central bow or swung out from it, as may be desired. The arms of the front and rear bows are connected with the arms of the central bow by stretchers F, each of which is made in two parts, pivoted at their outer ends to the said bows and pivoted or jointed to each other at their inner ends.

Upon the inner end of one part of each stretcher F is formed a shoulder, G, to engage with a lip, H, formed upon the side of the forward end of the other part of the stretcher F, to serve as stops to prevent the parts of the stretchers, when extended, from turning upon their pivots farther than to be in line with each other, as shown in Fig. 2.

To the end part of the central bow E, a little above the cross-bar D, is attached an iron plate, I, which is held out from the bows E by a thin board, J, attached to its outer side. The lower edge of the plate I is straight; but its upper edge is curved upon the arc of a circle, and has notches K formed in it to receive the finger L of the spring M. The central notch, K, is made with both sides at right angles with the straight lower edge of the plate I. Each of the other notches K is made with its inner side at right angles with the curved edge of the plate I and with its outer side at right angles with the straight edge of the said plate I, so that the finger L will not be liable to be thrown out of the notches K by the jarring and jolting of the wagon. The finger L is made from a strip of sheet metal cut out, with a narrow middle part and wider ends, as shown in Fig. 4, which ends have holes formed through them to receive the fastening-rivets. The strip of sheet metal is then doubled together at its center, bringing the holes in its ends directly opposite each other, and the said ends are then secured to the spring M by rivets. The upper corners of the finger L are then filed off, giving a bevel to the side edges of the said finger L, as shown in Fig. 5, so that the said finger will not be liable to be jarred or jolted out of the notches K. The spring M rests upon the upper edge of the end of the seat A, and is secured at its rear part to the said end. The rear end of the spring M is bent down over the back of the seat A, and is strengthened in position by an angle-plate, N, attached to the corner of the said seat, as shown in Fig. 3. In case of strong winds the top can be further secured in place by a hook, O, hinged to the upper edge of the other end of the seat, and which hooks into eyes P, attached to the bows E, the said eyes

P being so arranged as to receive the hook O when the top is erect, and when swung down in either direction to the limit of its movement.

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

A wagon-seat top constructed substantially as herein shown and described, consisting of the supporting-bars B, the pivoting-bolts C,

the cross-bars D, the bows E, the stretchers F G H, the notched catch-plate I K, the spring-latch M L, and the hook and eyes O P, as set forth.

WILLIAM HAWKINS.

Witnesses:

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B. W. MAY.