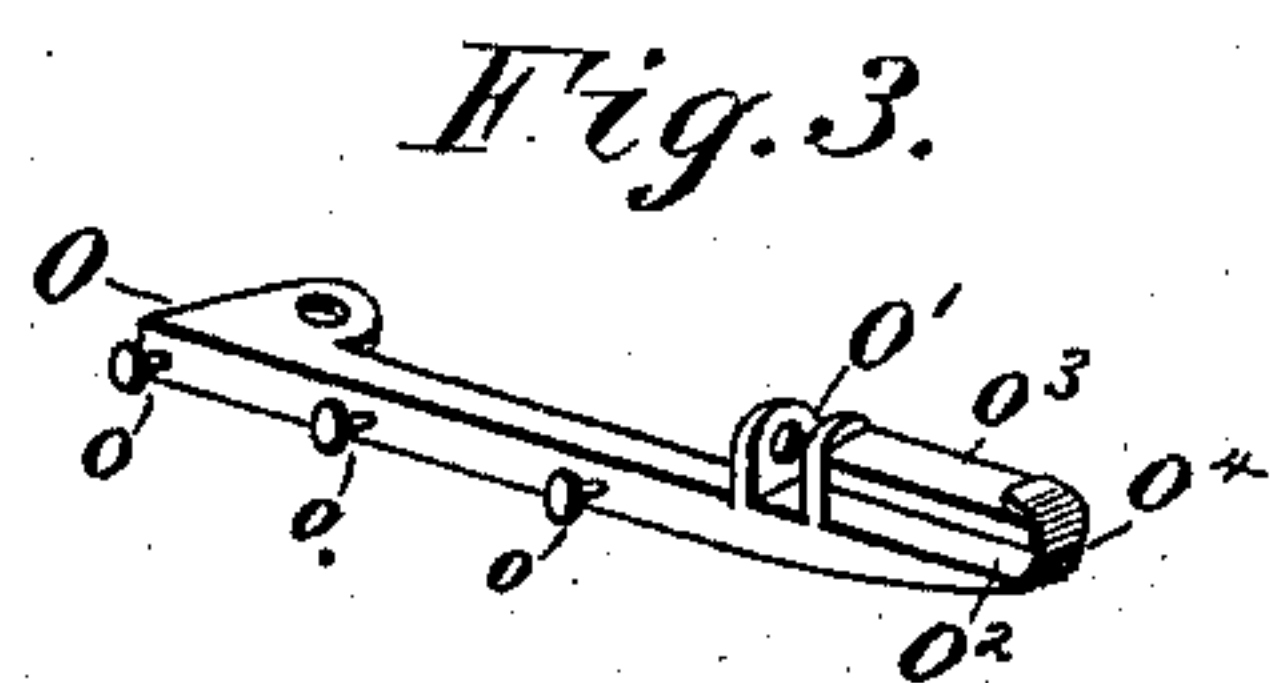
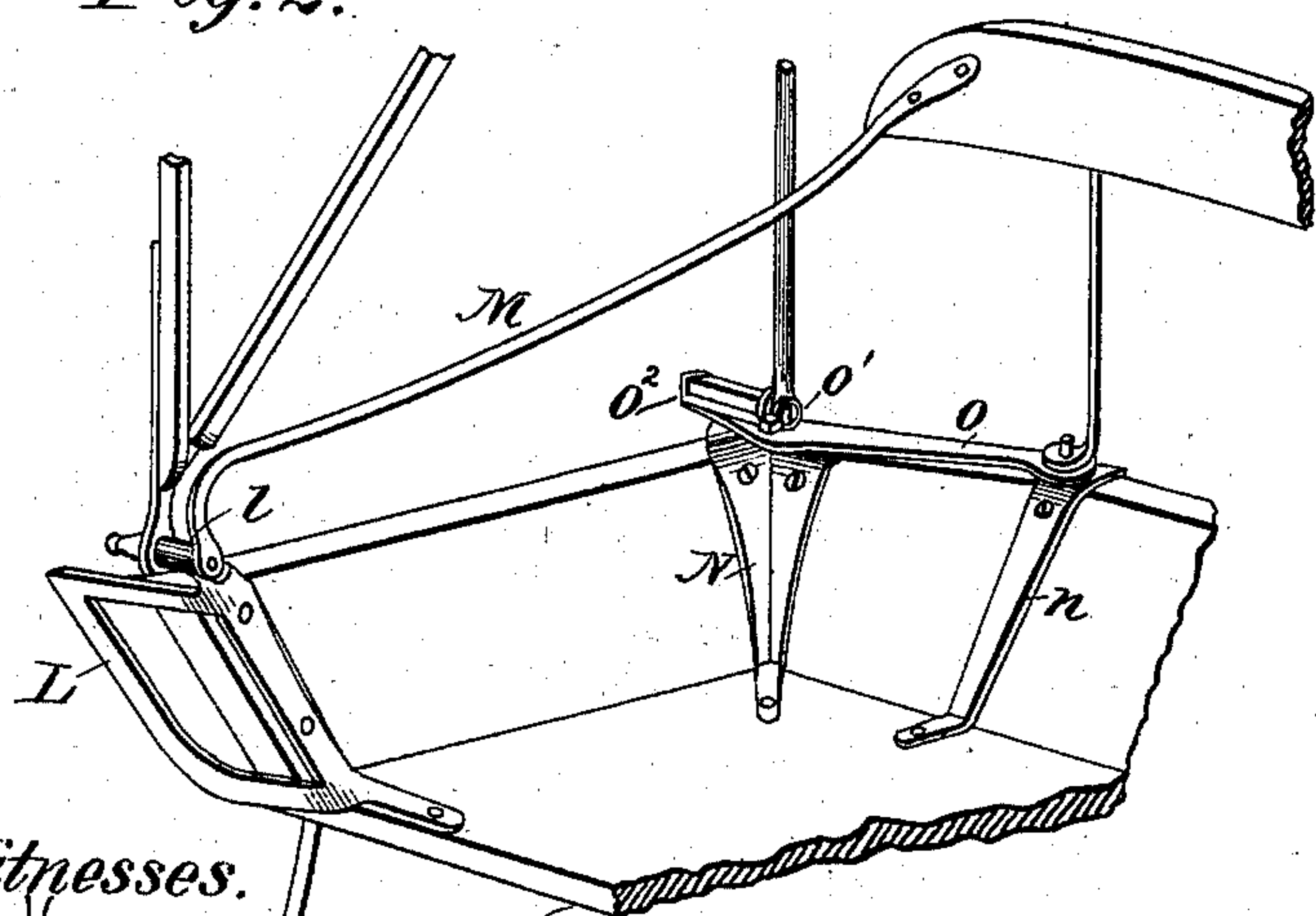
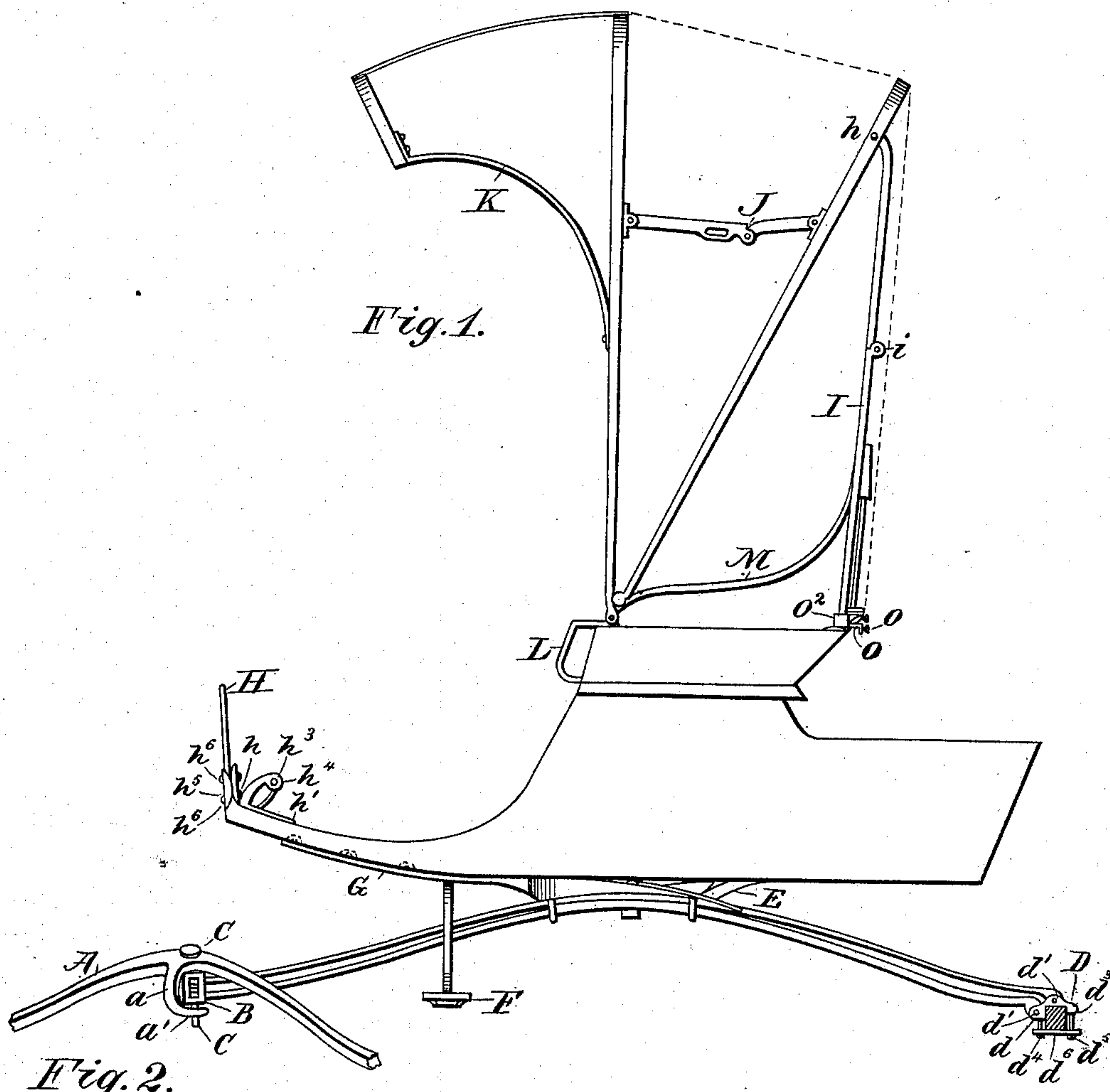


(No Model.)

D. G. WYETH.  
BUGGY TOP.

No. 270,195.

Patented Jan. 2, 1883.



*Witnesses.*

John Kemmer

Leavenworth Co.

*Fig. 3.*

Inventor  
D. G. Wyeth

By *Wm L*  
Attorneys



# UNITED STATES PATENT OFFICE.

DAVID G. WYETH, OF NEWARK, OHIO.

## BUGGY-TOP.

SPECIFICATION forming part of Letters Patent No. 270,195, dated January 2, 1883.

Application filed March 1, 1882. (No model.)

To all whom it may concern:

Be it known that I, DAVID G. WYETH, of Newark, in the county of Licking and State of Ohio, have invented new and useful Improvements in Buggy-Tops; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates to improvements in buggy tops; and it consists in the peculiar construction and arrangement of the parts, as hereinafter more fully set forth.

In the accompanying drawings, Figure 1 represents a side view of a buggy having my improved top, with the front axle in perspective; Fig. 2, a perspective view of the seat; Fig. 3, a perspective view of the corner-iron O.

A represents the front axle, which is essentially provided with the vertical extension  $a$ , having the horizontal plate  $a'$ , as shown.

B represents the fifth-wheel, which is provided upon its rear side with a cavity,  $b$ , as shown in Fig. 6.

C represents the king-bolt, extending through the axle, the fifth-wheel, and the horizontal plate  $a'$  of the extension  $a$ , as shown in Fig. 1.

D represents one of the clips located on the rear axle, by means of which the rear ends of the springs are attached thereto.  $d$   $d$  represent the side plates of the clip, which are united by means of the transverse rods or bolts  $d'$ , adapted to hold the ends of the springs, as shown.

$d^2$   $d^3$  represent horizontal portions of the clip, and  $d^4$   $d^5$  bolts by means of which the attachment is made to the clip-plate  $d^6$  below the axle, as shown.

E E represent bearing-blocks, by means of which the springs are properly secured to the bottom of the buggy, as shown.

F represents the step-pad, consisting of a plate of proper size and form, which is provided on its lower side with four lugs or projections adapted to be clinched down over the foot of the step-shank, as shown.

G represents an iron rod or bar located beneath the body of the buggy, near the step, which is provided with any proper number of lugs, which extend up through the bottom board and are secured to the inner edge of the body-sill, as shown in Fig. 1.

H represents the frame of the dash, consisting of an iron bar or plate suitably bent to ob-

tain the necessary quadrangular form. This frame is covered in the usual well-known or any other proper manner before it is put in place.

$h$  represents the dash-foot, consisting of an iron having the horizontal portion  $h'$ , the vertical portion  $h^2$ , and the curved arm  $h^3$ , with openings to receive the rod  $h^4$ . This foot is adjusted on the sill to fit the dash-frame, and is secured by means of a plate,  $h^5$ , Fig. 1, and securing-bolts  $h^6$   $h^6$ , as shown.

I desire it to be understood that the above-described constructions of the running-gear, body, dash, and step form no part of the subject-matter of this application, which is confined to the buggy-top and seat-irons, and I desire the right hereafter to make separate applications on the other features of the construction.

I I represent the prop-braces of the buggy-top, which rise in a perpendicular direction from the rear corners,  $o'$ , of the seat to the corners  $h$  of the rear bow of the frame, as shown, the same being located inside of the covering.

$i$  is the hinge-joint, which opens in a forward direction, as shown. The advantage of this construction is that the top may be readily let down either from the outside or inside—from the inside because the braces are located on the inside, and from the outside because when the braces are in their perpendicular position they stand so close to the cover that they can be actuated by pressure through it. By opening the hinge in a forward direction the arms move upward instead of downward and backward. No inconvenience whatever to the rider results from the inside location of the braces.

J J represent the jointed braces, which govern the position of the front movable bow. These, it will be observed, are located on the edges of the bows, so that the base of resistance is located in the line of the thrust.

K K represent brace-rods uniting the front short bow to the front long bow. By giving these braces a curved form increased space is afforded for the head in getting into and out of the buggy. A graceful appearance, also, is obtained by the use of this form.

L represents one of the seat hand-irons, which is provided with an arm having a sleeve or eye,  $l$ , for receiving the front pivot-bolt of the bows.

M represents an arm-rest, the front end of which is provided with a threaded eye for re-



ceiving the threaded end of the pivot-bolt, as shown.

N represents one of the back corner-irons of the seat, and *n* one of the back irons near the corner, both of which are provided on top with threaded openings for receiving the cap-bolts which hold the lazy-back and prop-braces down.

O represents an iron located at the corner of the back of the seat, which is provided with a series of buttons, *o*, for holding the back quarters of the curtain, and with a bearing, *o'*, for the pivot bolt of the prop-brace, as shown. *o*<sup>2</sup> represents a cup or seat in the iron, which is adapted to receive a block, *o*<sup>3</sup>, of leather, rubber, or other proper material, adapted to support the bows when the top is down without the liability of chafing the bearing parts. The block *o*<sup>3</sup> is secured in place at one end by an overhanging projection, *o*<sup>4</sup>, as shown, and at the other by the pivot-bolt of the prop-brace, this bolt being screwed into its end, as shown.

By means of the described construction it is possible to dispense with the shifting-rail ordinarily employed. The top can readily be taken off by removing the front pivot-bolts of the bows, the cap-bolts in rear, and the back quarter-irons. The front pivot-bolt is then re-

turned to its place to support the front end of the arm-rest, and the two cap-bolts to hold the lazy-back, as shown. If desired, however, the lazy-back may be removed with the top.

The construction above described can be used with any number of bows.

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

1. The seat hand-iron L, having a pivot-sleeve, in combination with the bows and pivot-bolt, as described.

2. In combination with the arm-rest having a threaded eye, the pivot-bolt of the bows, as described.

3. The iron O, having the buttons, as described, and the cup for the bearing-block, as described.

4. In combination with the iron O, having the cup with overhanging projection, the bearing-block, and the pivot-bolt of the prop-brace, as described.

DAVID G. WYETH.

Witnesses:

A. G. WYETH,

A. F. STRAUGHAN.