

(No Model.)

S. M. CHESTER.

VEHICLE TOP.

No. 321,795.

Patented July 7, 1885.

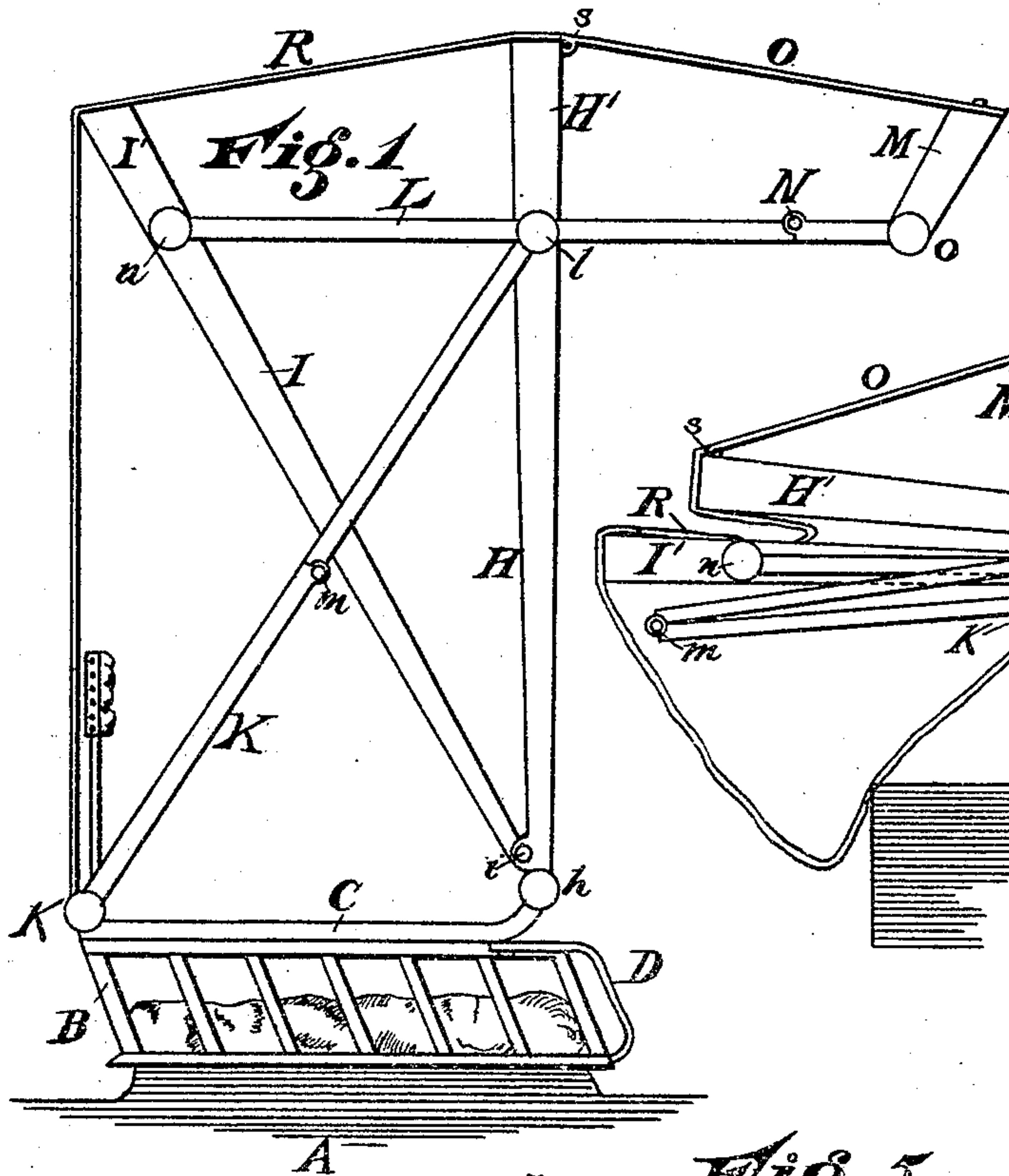


Fig. 2.

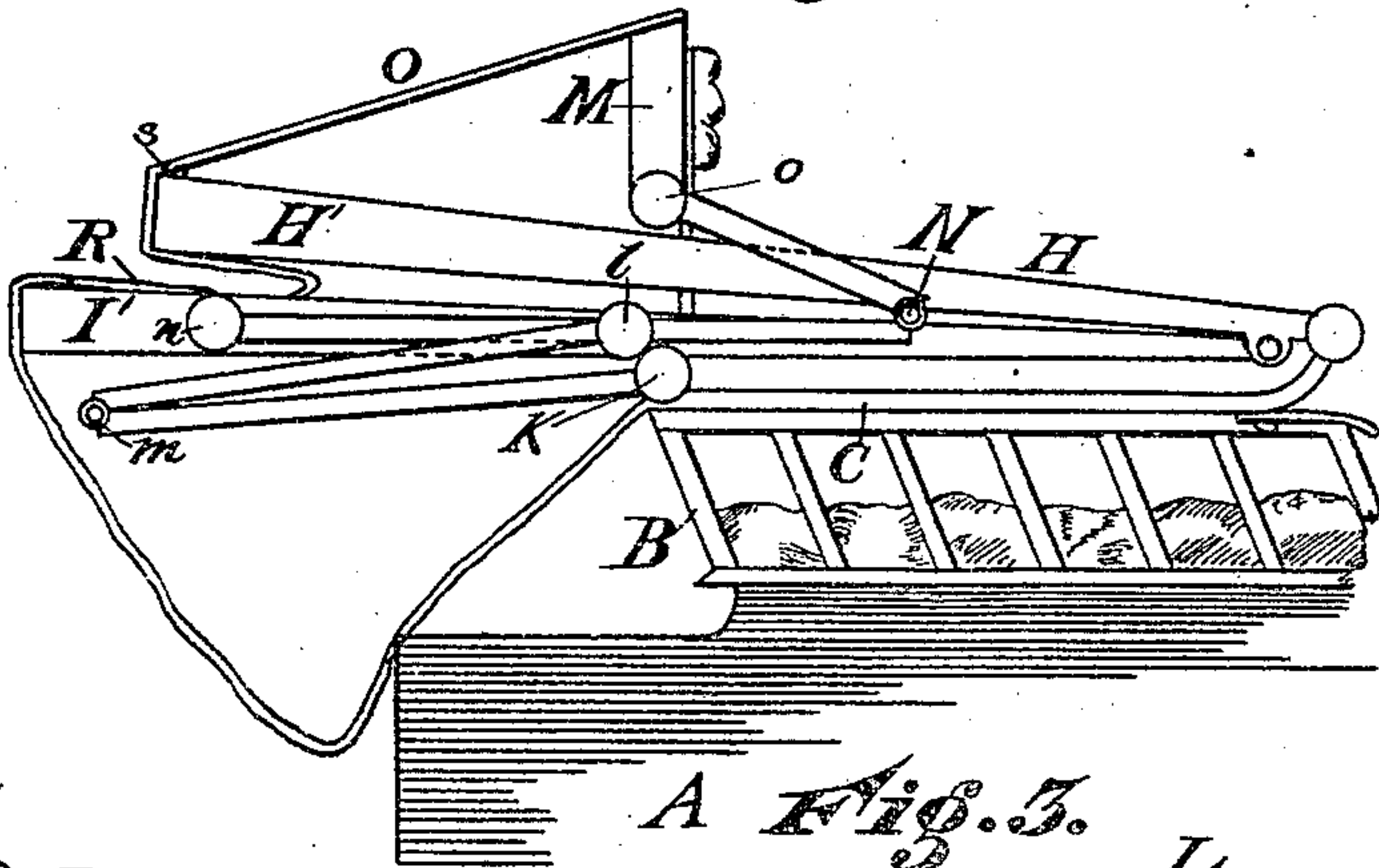


Fig. 3.

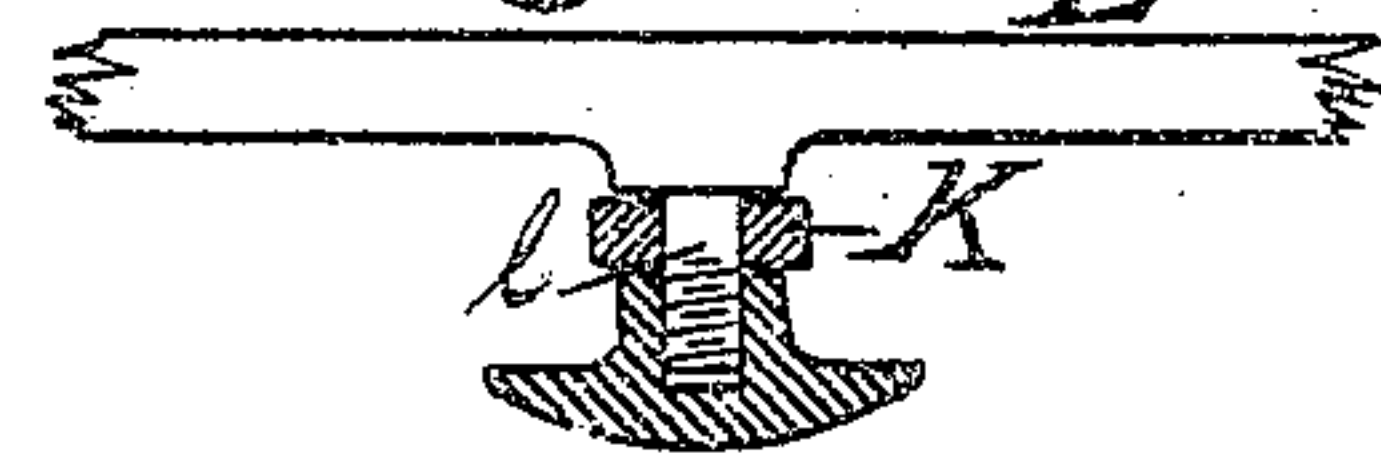


Fig. 4.

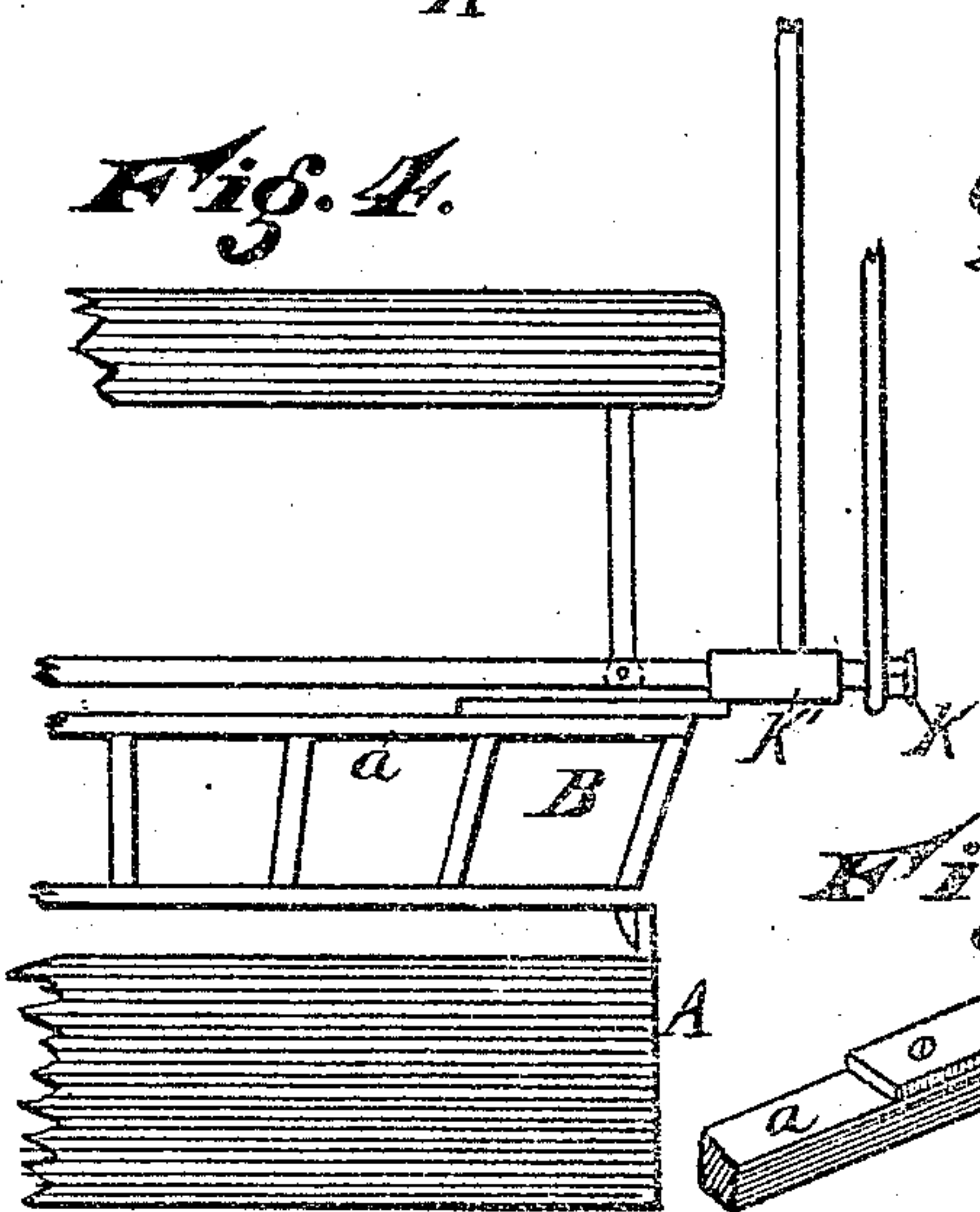


Fig. 5.

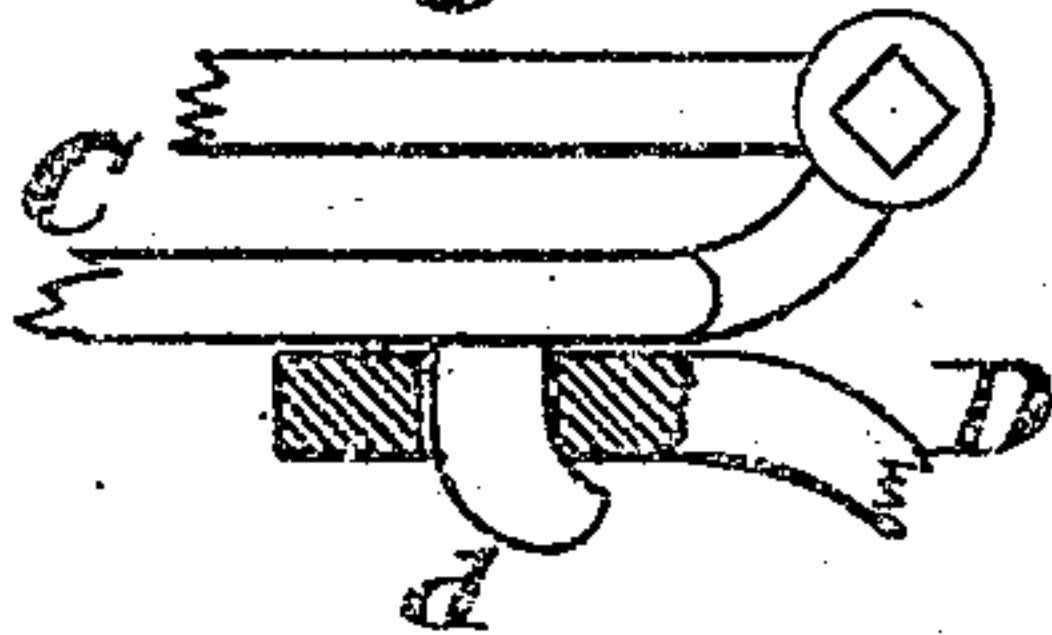


Fig. 6.

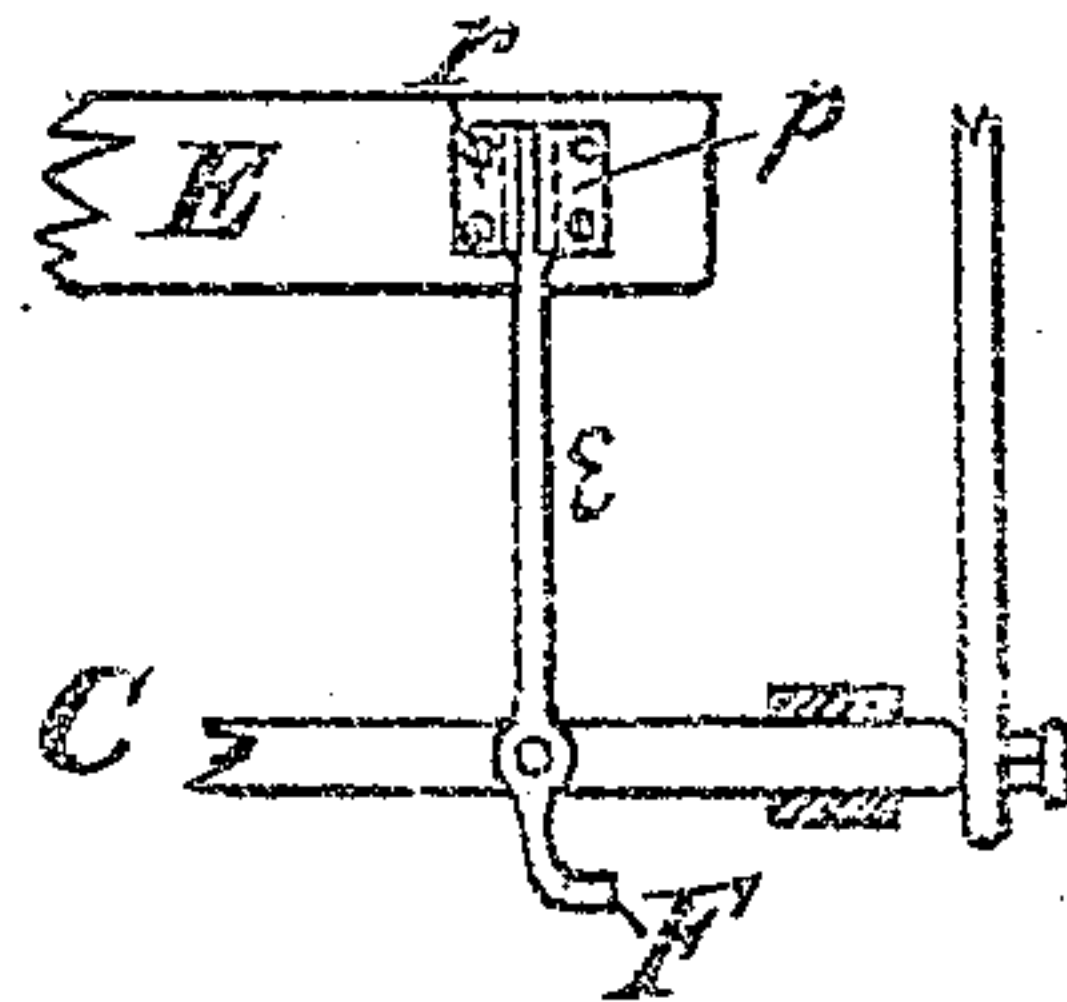
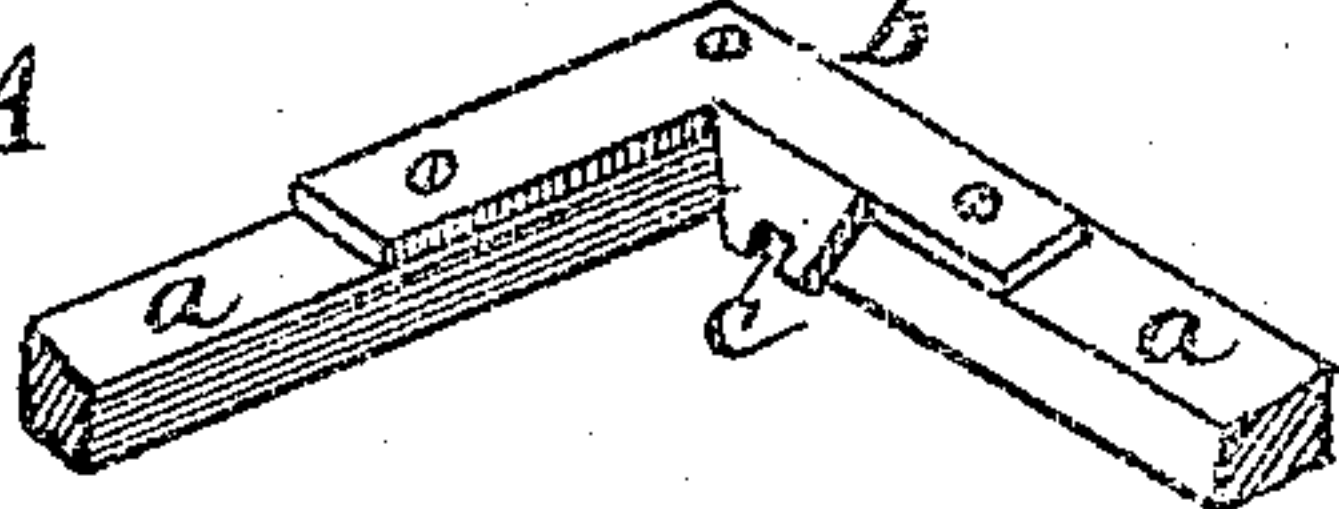


Fig. 7.



Attest

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UNITED STATES PATENT OFFICE.

SAMUEL M. CHESTER, OF CINCINNATI, OHIO.

VEHICLE-TOP.

SPECIFICATION forming part of Letters Patent No. 321,795, dated July 7, 1885.

Application filed October 6, 1884. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL M. CHESTER, a resident of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Vehicle-Tops, of which the following is a specification.

My invention relates to vehicle-tops. It is more particularly adapted to be used on buggies and light carriages; but it may be used on all kinds of vehicles.

One of the objects of my invention is to simplify the means by which the top can be readily let down backward and folded when let down.

Another object of my invention is to provide ready means for detaching the top from the carriage-seat and the means for fastening the top to the seat-rails, all of which will be fully set forth in the description of the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a side elevation of my improvement. Fig. 2 is a similar elevation showing the top folded up; Fig. 3, a detail view of the brace-rod joint; Fig. 4, a sectional rear elevation; Figs. 5 6 7, detail views of the devices for attaching the top to the seat-rail.

A represents a carriage-body; B, the seat; *a*, the top seat-rail.

b represents a lock-plate secured to each of the rear corners of the top seat-rail, *a*.

c represents a notch cut in the lower edge of the plate *b*, which projects below the seat-rail *a*.

C represents a supplemental rail, to which the carriage-top is attached, and by which it is secured to the seat-rail *a*.

D represents a brace-handle secured to the seat, as shown in Fig. 1. Its rear end is provided with an opening or slot to receive the lug *d*, which is attached to the rail C and projects through the opening in the arm D to hold the front end of rail C down upon the seat-rail *a*.

E represents the back of the seat.

e represents an arm pivoted to the rail C.

r r represent cleats attached to the seat-back E, which receive the shank end of the pivoted arm *e*. The seat-back E is made to lift off of the pivoted rod *e*. The cleats *r r* are preferably beveled, so as to form the usual dovetailed joint with the rod *e*.

When the seat-back E and arm *e* are in the

position shown in Fig. 6, the lower end, F, of rod *e* is bent to form a catch, which engages in the notch *c* upon the under side of the seat-rail *a*, and holds the rear end of the seat-rail C firmly down upon the rail *a*.

I do not wish to limit myself to the form of detachable fastening here shown of the pivoted arm *e* and seat-rail E, as any other detachable fastening device might be used, in lieu thereof, which would allow the arm *e* to be engaged with or disengaged from the catch *c*, so as to readily remove the top from off the seat.

It will be observed that the lug *d* on rail C is hooked or bent forward, so as to more securely hold the top down upon the seat-rail *a*. When the catch-arm *e* is disengaged, the top is turned over forward and the lug *d* disengaged from the arm D.

My improved buggy-top consists of the following instrumentalities:

H represents a bow-standard jointed at the lower end, *h*, to the rail C, a similar standard and joint being on the opposite side and the top of the bow H rigidly connected to the upright standards H. This bow forms the central and main support of the top.

I represents an inclined bow jointed to the bow-standards H at *i*, the parts being duplicated on both sides of the top.

K represents a jointed arm connected at the lower end by the swiveled joint *k* to the seat-rail C, and at the upper end by the swiveled joint *l* to the jointed brace-arm L.

m represents a knuckle-joint in the arm K, the arm K being duplicated upon both sides of the top. When joints *m* are broken, the entire top will turn backward upon the pivot *h*, and rest down upon the arm *k'*, to which the joint-rod *k* is attached, without folding the top.

In order to fold up the top, as shown in Fig. 2, I have provided the following instrumentalities:

L represents a jointed brace-rod, the rear end of which is pivoted at *n* to the inclined bow I, and the forward end is pivoted to the short bow M by a swivel-joint, *o*.

N represents a knuckle-joint in rod L. When the joints N are broken, brace-arm L folds the top, as shown in Fig. 2, the arm L sliding upward against the bow-standard H.

I have shown the brace-rod L attached to

the outside standards, I' and M, as its use is to brace the standards H' I and bow M, and strain the covering. It might be placed upon the inside of the standards without affecting its operation.

O represents a top-supporting strip, which is hinged to the bow H' and securely attached to the bow M. It is preferably made of metal or other stiff material, so as to brace the bows H' M to strain the top or covering.

R represents a flexible strap, connecting bow H' to bow I'. This strap R might be made of metal provided with folding hinges, so as to fold the parts into the position shown in Fig. 2.

I claim—

1. A folding top consisting upon each side of the combination of a horizontal brace having a single joint intermediate of its center and front end, a plain upright standard pivoted at its base to the seat-rail, an inclined standard pivoted to both the upright standard and the horizontal brace, and an inclined jointed brace pivoted at its base to the seat-rail and at its upper end pivoted to the horizontal brace intermediate of the ends thereof, substantially as described.

2. In a folding top, the combination upon each side of the horizontal brace L, having a single joint, N, intermediate of its center and front end, the upright standard H, pivoted to the seat-rail at *h*, the inclined standard piv-

oted to the brace L at *n*, and the inclined brace K, jointed at *m*, and pivoted to the seat-rail and to the brace L intermediate of the ends thereof, substantially as described. 35

3. In a folding vehicle-top, the combination of the jointed bow L, upright standard H, inclined standard I, jointed brace K, all pivoted and arranged as described, and the arm M, pivoted to the brace L, substantially as described. 40

4. The combination of the regular seat-rail *a*, plate *b*, provided with slots *c*, secured thereto, brace-handle D, having an aperture to receive lug *d*, and supplementary rail C, provided with pivoted arms *e*, having hooks F to engage in slots *c* and lugs *d* to engage in apertures in brace-handle D, substantially as described. 45

5. The combination of the supplementary rail C, to which the folding top is attached, arms *e* pivotally secured thereto, and seat-back E, having cleats *rr*, whereby the seat-back may be attached to or removed from the supplementary rail, substantially as described. 50

In testimony whereof I have hereunto set my hand. 55

SAML. M. CHESTER.

Witnesses:

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