

(No Model.)

S. M. CHESTER.

CARRIAGE TOP.

No. 335,426.

Patented Feb. 2, 1886.

Fig. 1.

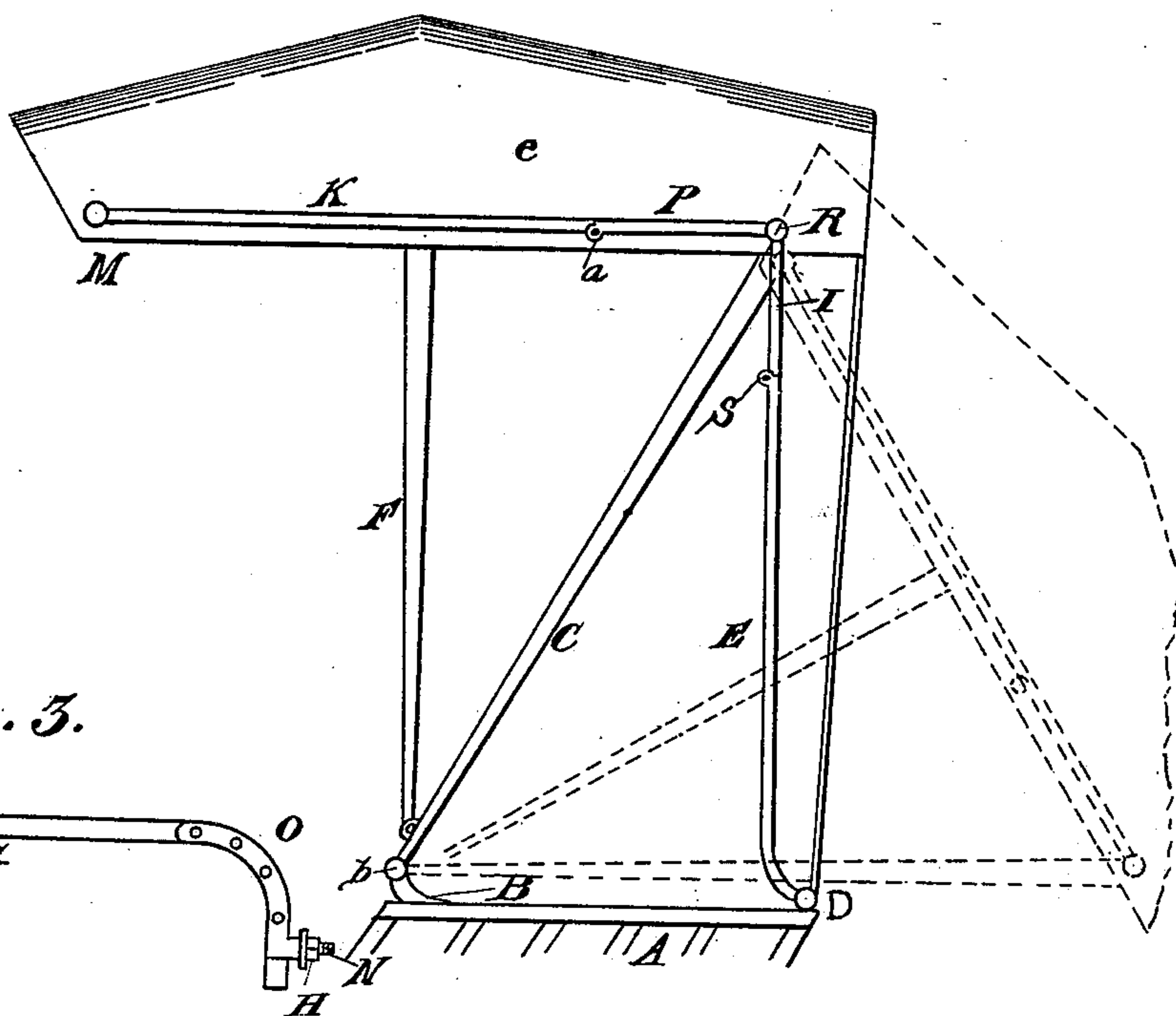


Fig. 3.

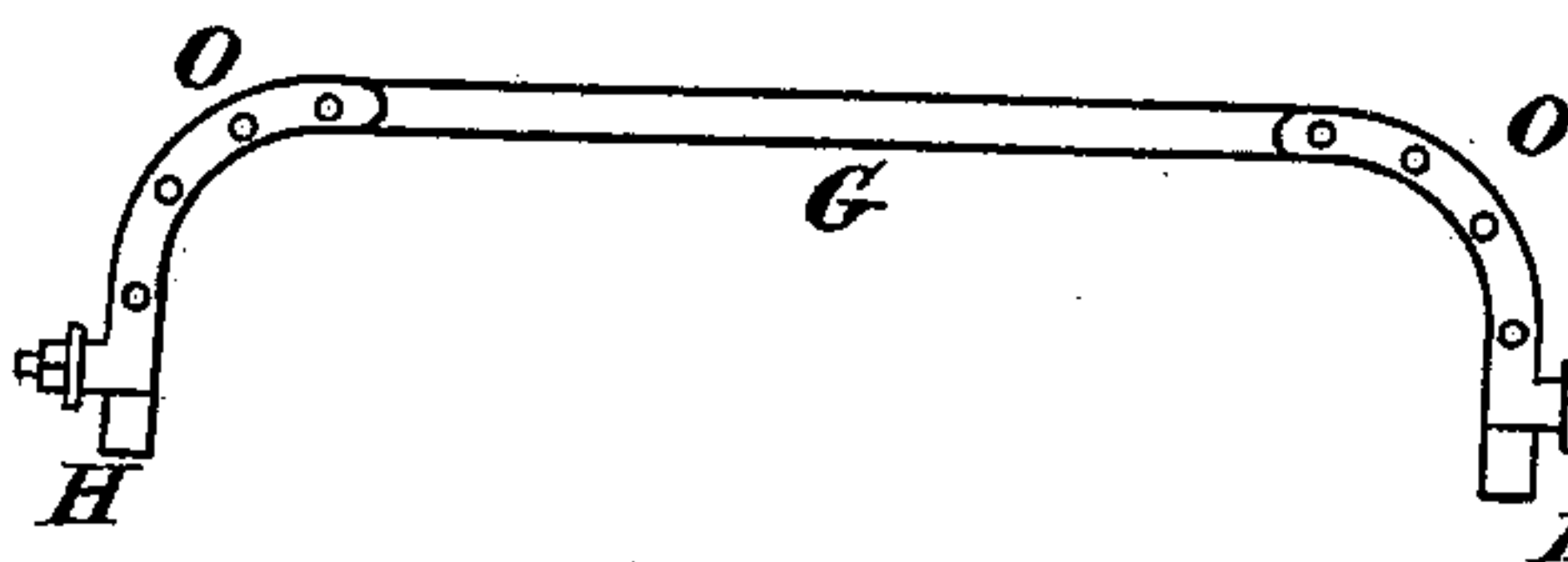


Fig. 2.

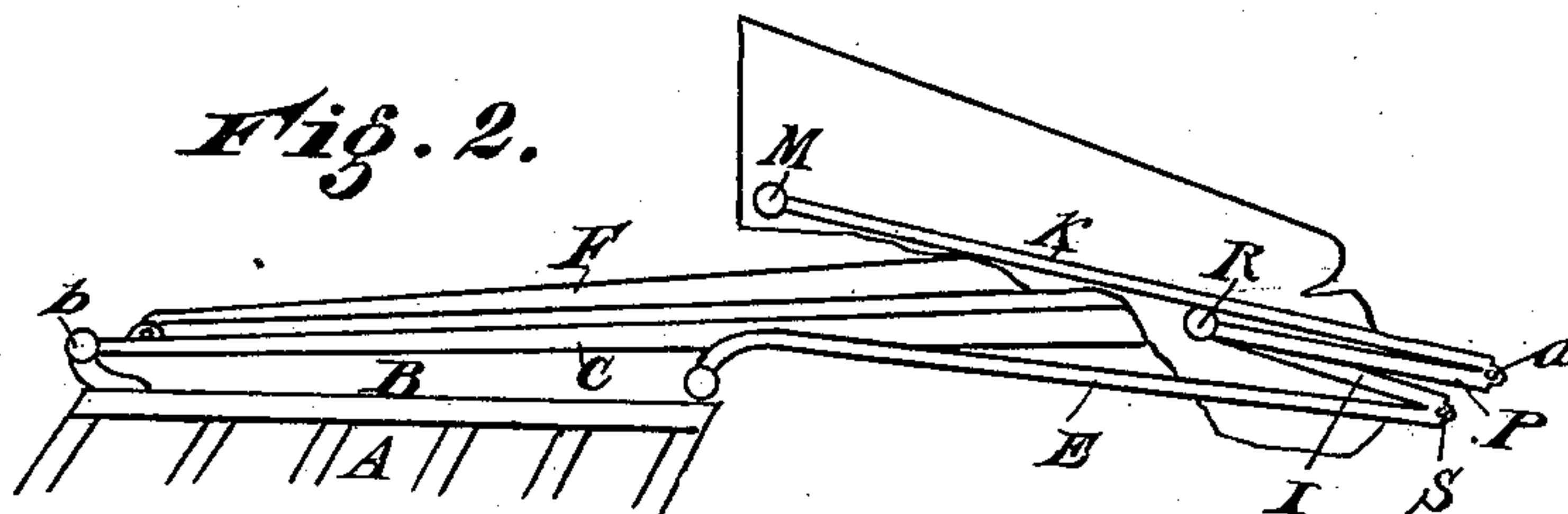
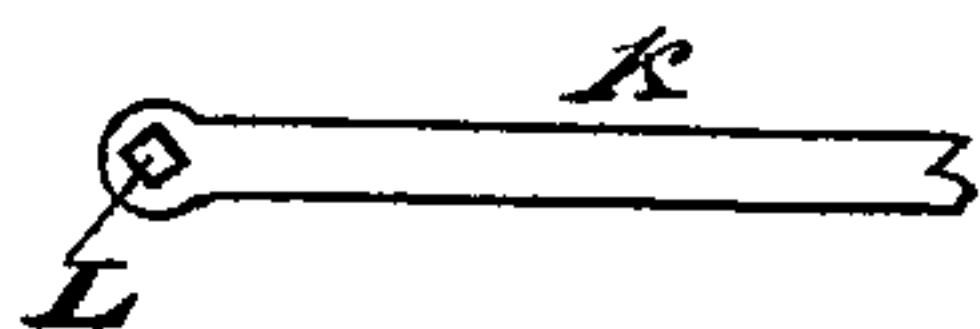


Fig. 4.



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UNITED STATES PATENT OFFICE.

SAMUEL M. CHESTER, OF CINCINNATI, OHIO.

CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 335,426, dated February 2, 1886.

Application filed November 2, 1885. Serial No. 181,671. (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 Carriage-Tops, of which the following is a specification.

My invention relates particularly to that class of carriage-tops which are adapted to fold up.

The object of my invention is to provide a strong durable top with the least amount of metal and the fewest joints possible, and yet to obtain perfect means for stretching, securing, and holding the top in the various positions required in use, all of which will be fully set forth in the description of the accompanying drawings, making a part of this specification, in which—

Figure 1 is a side elevation with the side curtains removed to show the structure of the parts. Fig. 2 is a similar elevation showing the top in its folded position. Fig. 3 is an elevation showing the front bow. Fig. 4 is a detail view of the front prop.

A represents the carriage-seat; B, the goose-neck to which the bows are attached.

C represents the rear bow, which is hinged to the goose-neck B.

D represents a supporting bracket or arm, to which the prop E is hinged.

F represents the central bow, which is preferably hinged to the inclined bow C, and is one of the features of my invention.

G represents the short front bow. Its terminal ends are provided with short arms H, which are bent outwardly and project through the covering e, which is attached to the bows in the usual manner. The ends of the arms H are squared, so as to form a square shank.

K represents a horizontal prop, one end of which has a square eye, L, fitting on the shank, to which it is secured by a prop-nut, M, provided with screw-threads, which engage with similar threads, N, on the end of the shank.

The arms H are preferably made of metal and integral with the metal straps O, to which the central portions of the bow are secured; but these arms H and straps O may be secured to the bow G in any desired manner.

P represents a prop-link, hinged to arm K

by a knuckle-joint, a, which is adapted to break upward.

R represents a short shaft or arm, on which the prop-link P hinges.

I represents one arm of the vertical prop. It is hinged to the arm E by a knuckle-joint, S, which is adapted to break backward to let the top down. The covering e and the bows F and C are spread and stretched by the horizontal prop K P, and the back of the top is stretched by the vertical prop-arms I E.

It will be observed that the top is sustained and rolls on two bows, the front one, F, being vertical, and the rear one, C, being attached to the forward end of the seat and inclined backward to support the rear of top, e. These bows, in connection with the props I E, brace and hold the parts firmly in position with a very small amount of metal.

When it is desired to let the top down without folding the same, the joint S is broken backward, and the bow C, turning on its pivot-arm b, will fold backward and be supported on the arm D with the top e in an upright position, as shown in dotted lines, Fig. 1.

When it is desired to fold the top into the position shown in Fig. 2, the joint a of the props K P is broken upward, as well as joint S broken backward, and the top will be folded in the position shown in Fig. 2. The arm K, being rigidly attached to the arm H, will draw the forward part of the top downward, so that the front bow, G, will rest upon the bow F, thereby covering or hooding up the folded top, which will prevent mud and dirt from being thrown into the top by the wheels, and prevent access of the sun to the interior of the top. Another advantage is likewise obtained by having the arm K rigidly connected to the shaft H. The front portion of the top is all the time stretched and held firmly in position when it is folded into the form shown in Fig. 2. Thus I am enabled to make a top with two full-length bows and make one of the two joints on each side of the two hold it in either of the desired positions, making at once a cheap, durable, and elegant top.

I claim—

1. In a folding carriage-top, the combination, with the rear and center bows and horizontal top-props, of a short front bow having

terminal straps O, provided with short laterally-projecting arms H, for attachment of the horizontal props, substantially as described.

2. In a folding carriage-top, the combination of the inclined rear bow, C, hinged to the front of the seat, the vertical bow F, hinged upon the bow C, the horizontal top-props K P, having a single joint, a, and the vertical rear props, I E, having a single joint, S, said jointed props being hinged to the top upon a transverse shaft, R, substantially as described.

3. A folding carriage-top comprising the rear inclined bows, C, hinged to the front of the seat, the central vertical bows, F, hinged

upon the bows C, the short front bow, G, the transverse shaft R, the rear vertical props, I E, each having a single joint and hinged to the rear of the seat and to said transverse shaft, and the horizontal top-props K P, each having a single joint, and also hinged to said transverse shaft, substantially as described.

In testimony whereof I have hereunto set my hand.

SAML. M. CHESTER.

Witnesses:

ROBERT ZAHNER,
E. E. WOOD.