(No Model.)

2 Sheets—Sheet 1.

B. F. NYE.

VEHICLE TOP.

No. 364,034. Patented May 31, 1887.

Fig. 1.

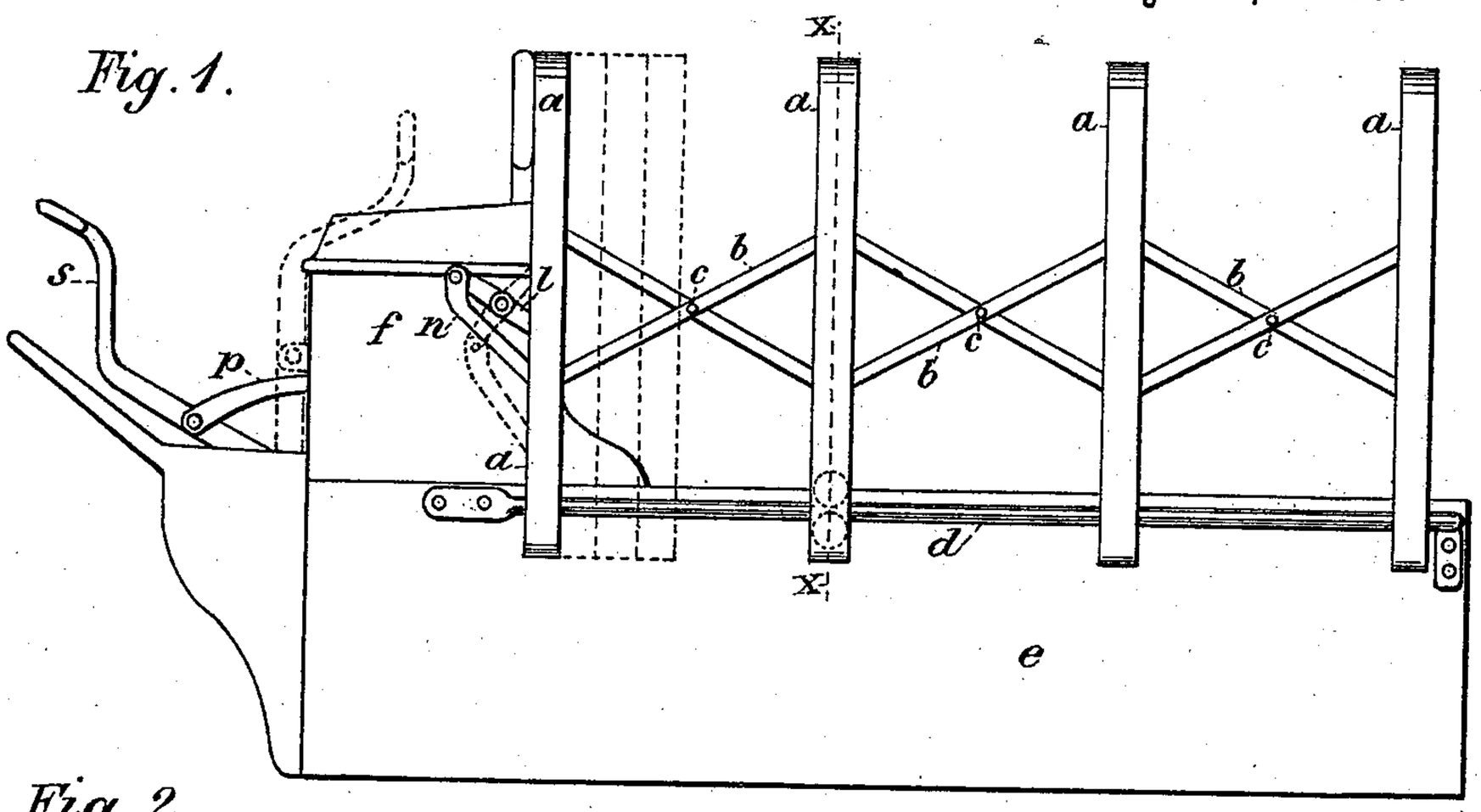


Fig. 2.

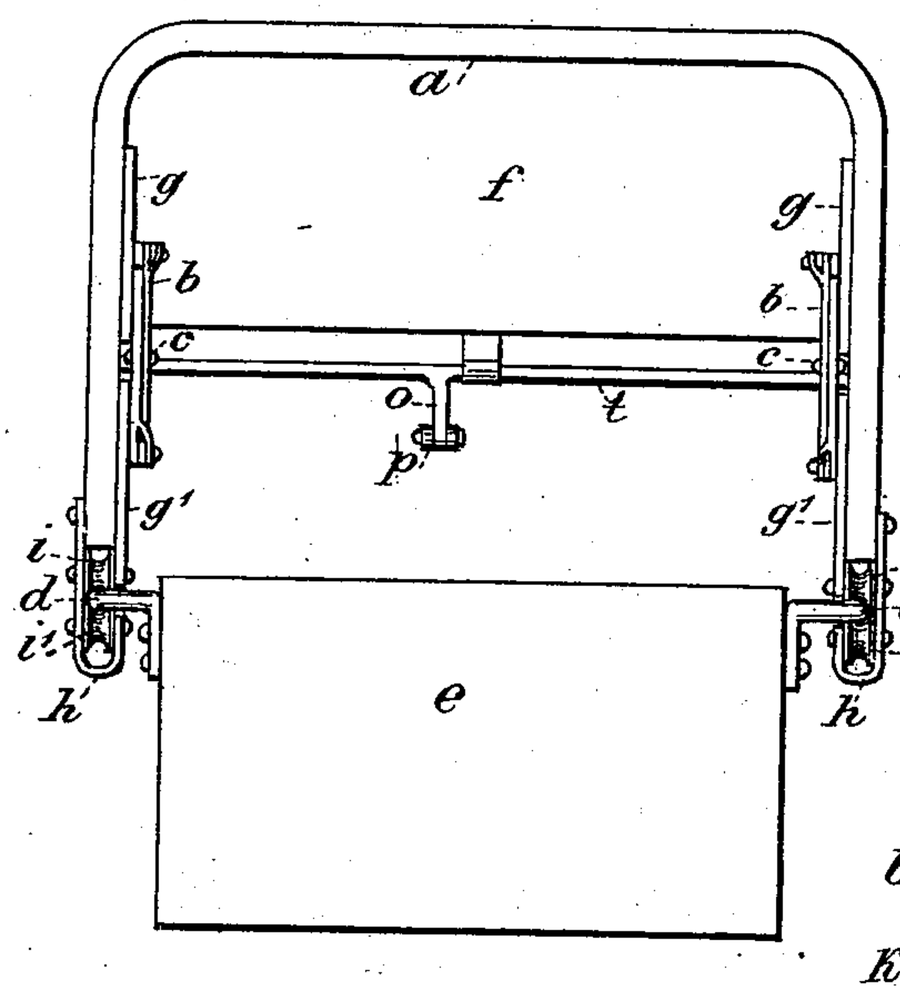


Fig. 3.

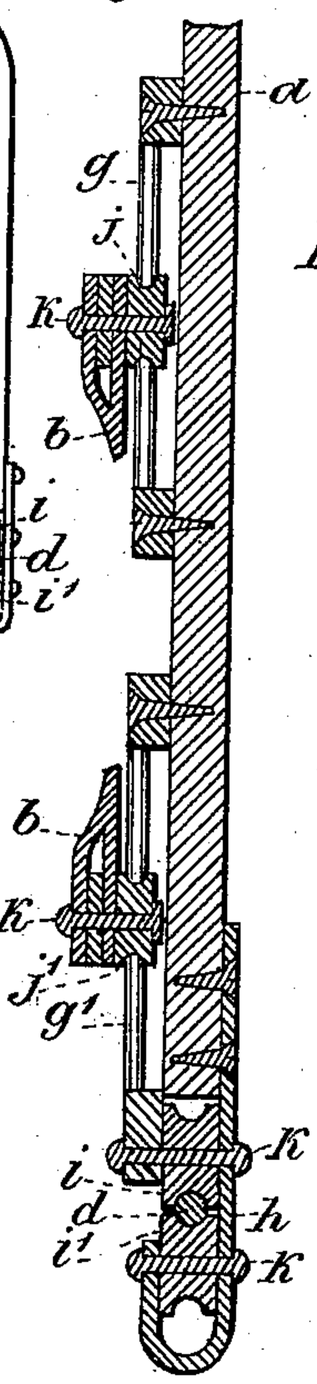


Fig. 4.

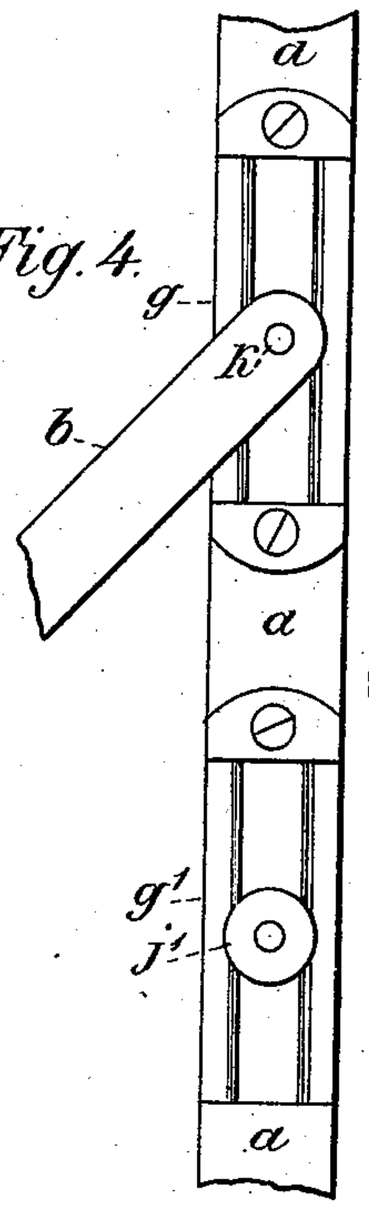
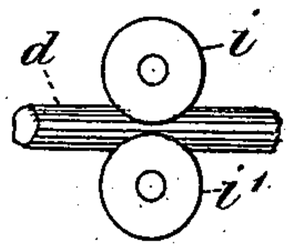


Fig. 5.



Witnesses:
Gustav Bohn.
Frank A. Wood,

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per C. C. Bradford,
his Attorney.

(No Model.)

2 Sheets—Sheet 2.

B. F. NYE.

VEHICLE TOP.

No. 364,034. Patented May 31, 1887.

Fig. 6.

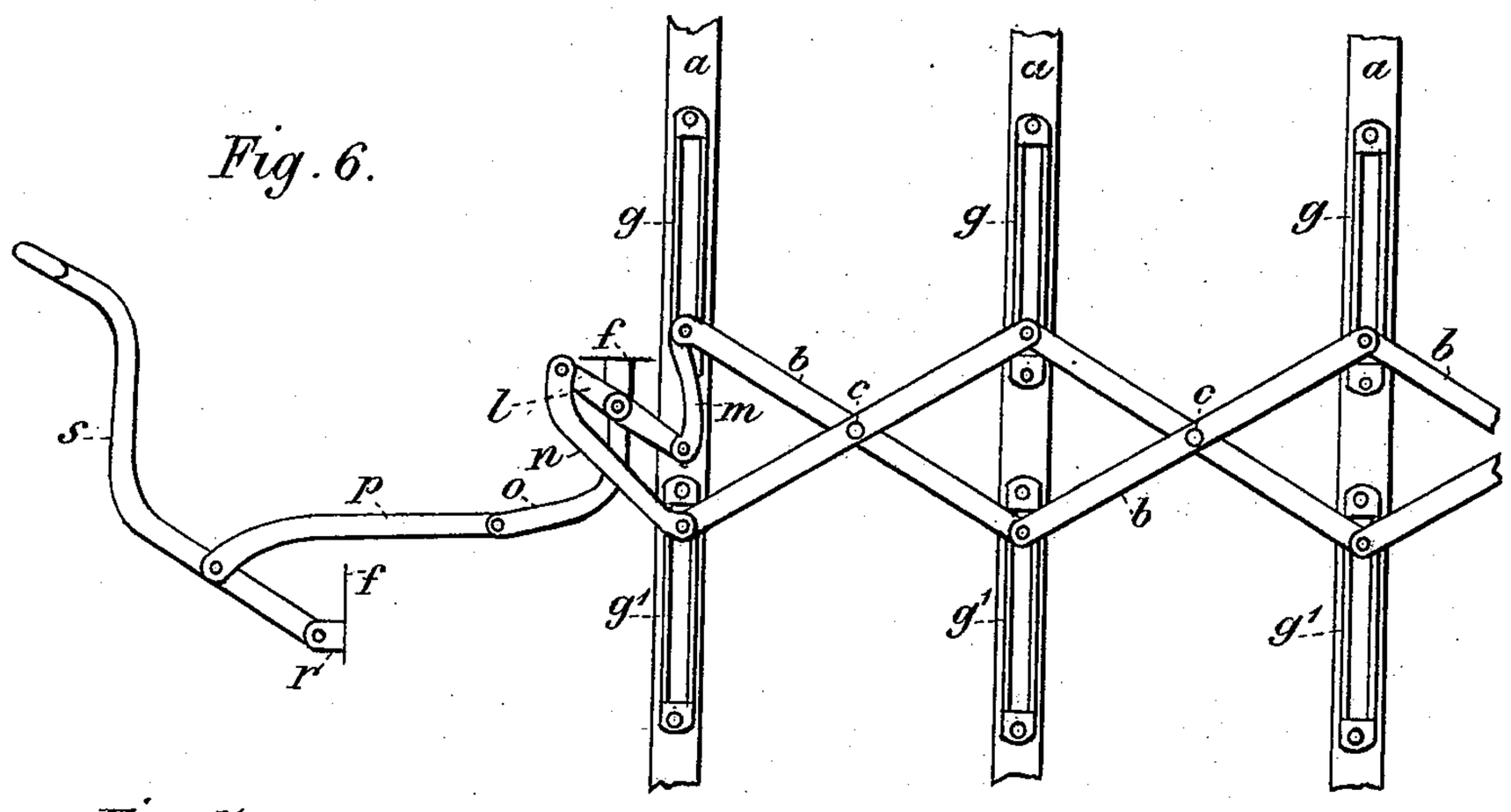


Fig. 7.

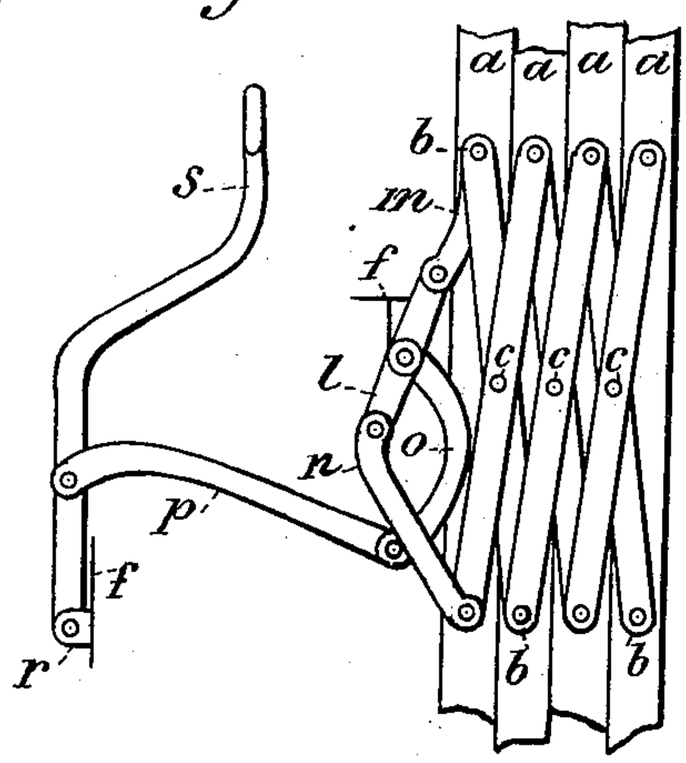
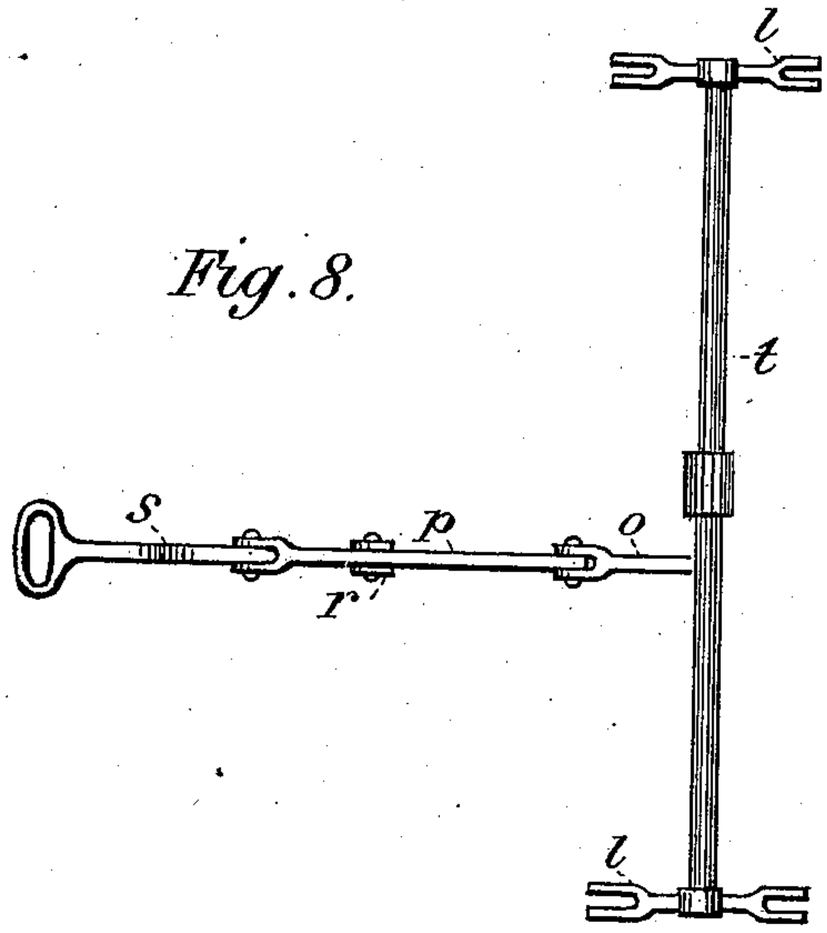


Fig. 8.



Witnesses:

Gustav Bohn.

Frank A. Hood.

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UNITED STATES PATENT OFFICE.

BENJAMIN F. NYE, OF INDIANAPOLIS, INDIANA.

VEHICLE-TOP.

SPECIFICATION forming part of Letters Patent No. 364,034, dated May 31, 1887.

Application filed November 12, 1886. Serial No. 218,686. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN F. NYE, of the city of Indianapolis, county of Marion, and State of Indiana, have invented certain new and useful Improvements in Extension-Covers for Wagons, of which the following is a specification.

The object of my said invention is to provide a top for vehicles which may be folded or closed up upon occasion without removing it from the vehicle-body. This object is accomplished by mounting the bows on slides attached to the sides of the vehicle-body and connecting said bows by crossed bars, the ends of which slide in ways therein and operate in the manner of lazy-tongs to draw said bows toward or push them from each other, as will be hereinafter more fully described.

Referring to the accompanying drawings, which are made a part hereof, and on which similar letters of reference indicate similar parts, Figure 1 is a side elevation of a wagon-body provided with the frame-work of my improved cover, the canvas or covering portion being removed to show the mechanism more plainly; Fig. 2, a rear elevation of the same; Fig. 3, a detail sectional view through one of the bows, on the dotted line X X in Fig. 1, on an enlarged scale; Fig. 4, a view of said bow from the inside, showing the slides or ways thereon; Fig. 5, a view of a fragment of the slide on which the bows are mounted and the anti-friction trucks which come in immediate contact therewith; Fig. 6, an elevation from the inside of the bows separately and the mechanism for operating the same, the bows being forced apart or extended; Fig. 7, a similar view when the bows are drawn together or closed up, and Fig. 8 a top or plan view of the lever by which the bows are operated and its connections.

In said drawings the portions marked A represent the bows of the cover; B, the crossed bars by which they are moved toward or from each other; C, central pivots connecting said crossed bars; D, the slides on which the bows are mounted; E, the vehicle-body; F, the wagon-seat; G G′, the ways or slides secured to the inside of the bows; H, metal straps secured to the lower ends of the bows in which the anti-friction trucks which rest and move on the slides D are mounted; I I′, said anti-friction trucks; J J′, anti-friction trucks on the ends of the crossed bars or lazy-tongs B; K, the pivots to said several anti-friction trucks; L, double arms extending on each side of a rock-shaft; M, a link connecting one end of said arms to the ends of one set of the crossed levers B; N, a link connecting the other ends of said arms to the ends of the other crossed levers; O, a lever extending out from the rock-shaft; P, a link connecting said lever to the operating-lever; R, an ear secured to the wagon-body in which the operating-lever is pivoted; S, said operating-lever, and T the rock-shaft.

The bows A, as shown, are mounted upon the slides D and move back and forth thereon. The opening or closing of the crossed bars or lazy-tongs forces them apart or brings them together, as will be readily understood. The anti-friction trucks I I′ and J J′ serve the usual purposes of anti-friction trucks and facilitate this operation, as will be understood by an examination of Figs. 6, 7, and 8. A part or all of them may be of rubber, and thus rattling will be avoided. The pushing of the operating-lever S outwardly to the position shown in Fig. 6 throws the bows apart and extends the cover over the entire vehicle, while raising it up to the position shown in Fig. 7 draws the bows together and closes the cover into a small space, its closed position when on the vehicle-body being shown by the dotted lines in Fig. 1. The moving of the operating-lever S rocks the shaft T through its arm O and the link P; and said shaft, through its arm L and the links M and N, forces the front ends of the front set of bars or section of lazy-tongs toward and from each other, thus, as before stated, pushing the bows apart or drawing them together and opening and closing the cover. The rock-shaft T is mounted in bearings secured to the under side of the seat.

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

1. An adjustable vehicle-cover consisting of a series of bows connected by crossed bars pivoted together and mounted at their lower ends on slides on the wagon-body.

2. The combination, with an adjustable cover for vehicles, of slides therefor secured to the wagon-body, upon which the bows of the cover

are mounted and move as the cover is opened or closed, substantially as set forth.

3. The combination, in a vehicle-cover, of a series of bows mounted on slides, crossed bars forming lazy-tongs connecting said bows, a rock-shaft provided with arms, links connecting the ends of said arms to the end of the said crossed bars, and means of rocking said shaft, substantially as set forth.

4. The combination of a series of bows adapted to move back and forth on slides, crossed bars connecting said bows, a rock-shaft, arms on said rock-shaft, links connecting said arms to the forward ends of said crossed bars, and a lever connected to said rock-shaft for operating the same, substantially as set forth.

In witness whereof I have hereunto set my hand and seal, at Indianapolis, Indiana, this 8th day of November, A. D. 1886.

BENJAMIN F. NYE. [L. S.]

In presence of—

C. BRADFORD,

WM. H. MARTZ.