

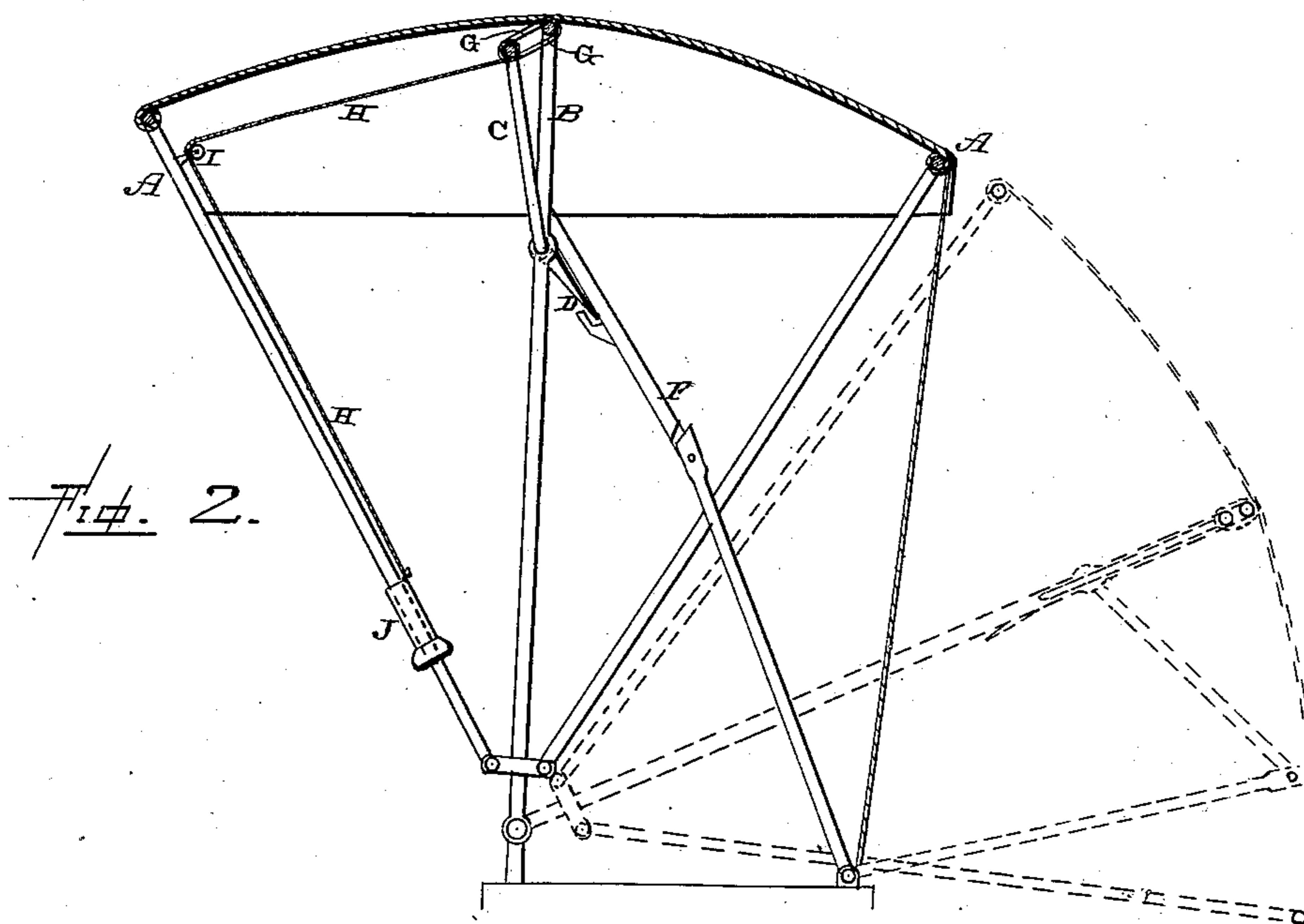
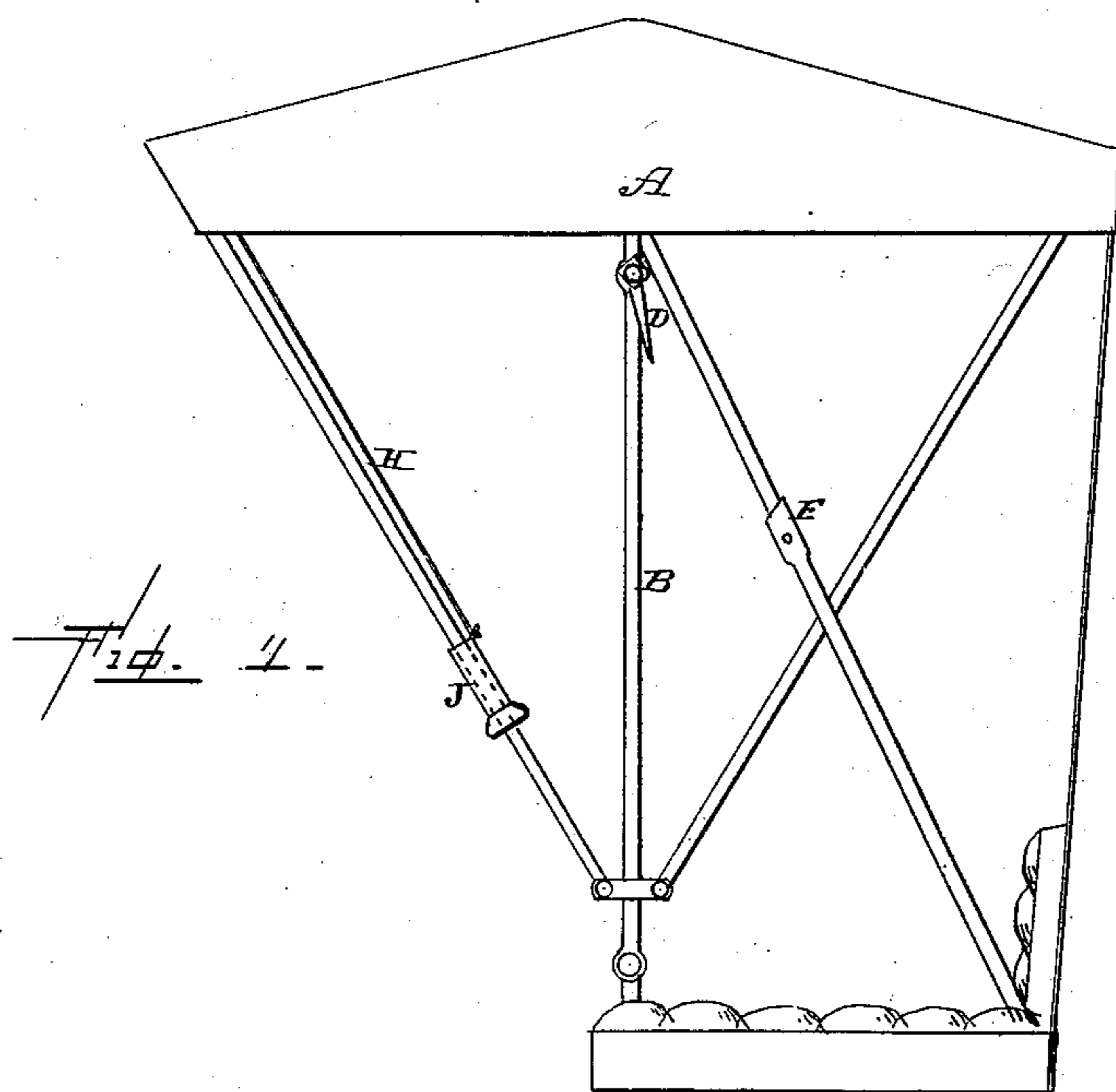
(No Model.)

W. H. REES & J. H. MATTHEWS.

BUGGY TOP.

No. 376,012.

Patented Jan. 3, 1888.



Witnesses.

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UNITED STATES PATENT OFFICE.

WILLIAM H. REES AND JAMES H. MATTHEWS, OF TRADING POST, KANSAS.

BUGGY-TOP.

SPECIFICATION forming part of Letters Patent No. 376,012, dated January 3, 1888.

Application filed October 3, 1887. Serial No. 251,276. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM H. REES and JAMES H. MATTHEWS, of Trading Post, in the county of Linn and State of Kansas, have invented certain new and useful Improvements in Buggy-Tops; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

Our invention relates to an improvement in buggy-tops; and it consists in the combination of a buggy-top of the ordinary construction with a trip-bow, which is pivoted upon one of the bows of the top and which has secured to its ends arms which are so shaped as to bear against the side braces, the cords, wires, or chains connected to the trip-bow, and the hand pulls or slides placed upon the first or second bow in the most convenient position, as will be more fully described hereinafter.

The object of our invention is to pivot upon one of the bows of the top an additional bow, which serves to trip the braces which support the top in position, and which trip-bow can be operated by means of hand pulls or slides, and thus the top be lowered at any time, whether the side curtains are on or not and whether the driver is sitting in the buggy or standing on the ground beside it.

Figure 1 represents a side elevation of a buggy-top embodying our invention. Fig. 2 is a vertical section of the same.

A represents an ordinary buggy-top such as is generally used. Journaled in suitable boxes, which are either clamped, soldered, or otherwise connected to the central bow, B, of the top, is an additional bow, C, which has its ends so shaped as to detachably receive the arms D, which strike against the front edges of the braces F when the bow C is moved forward, and thus trip the braces, so that the top can be lowered. The central portion of the bow C is connected loosely to the top of the bow B by means of a suitable spring, G, of any desired material or construction, and which spring serves to keep the upper part of the bow C drawn backward, so that the arms D will be kept out of contact with the braces

until the bow C is drawn forward for the special purpose of tripping them. This spring serves to return the bow to position after having been moved for the purpose of tripping the braces, and hence the bow automatically adjusts itself as soon it is left free to move. When the bow C is in its normal position, it is drawn backward by the spring in such a manner as to hold the arms D forward in advance of the braces; but when this bow C is drawn forward by means of the cords, wires, or chains H, which pass forward through suitable guiding-loops or over pulleys I, secured to the first or second row, and have their front ends fastened to the hand holds or slides J, the arms D are forced backward, so as to strike against the front edges of the braces and drop them, so that the cover can be lowered in the usual manner. The hand-holds J will be made of any suitable material or construction which may be preferred and slide freely upon the first or second bow of the top, are lined with any soft material which will make them noiseless in their movements, and are always in position ready to be taken hold of by the driver whether in the vehicle or standing upon the ground by its side. When one or both of the hand-holes are operated, the trip-bow is drawn forward into the position shown in dotted lines and the braces are tripped to allow the top to descend. The arms D project through the side curtains, and hence the top can be lowered by simply moving one or both of the hand-holes, whether the side curtains are used or not. If catches are formed upon the braces to receive the lower ends of the arms, the tripping-bow C is made to lock the braces F in position when the top is raised without having to use the hands for this purpose.

By means of the construction here shown a person sitting in the vehicle can quickly lower the top without the slightest inconvenience, whether the vehicle is upright or has been upset, and hence when the vehicle is upset a person can readily operate the top for the purpose of releasing himself—something which cannot be done where a special mechanism is not provided for this purpose.

Having thus described our invention, we claim—

1. The combination of the buggy-top and its

braces with the tripping-bow having arms secured to its ends, so shaped as to operate the braces, and the spring for returning the bow to position after having been moved, substantially as described.

2. The combination of a buggy-top and its braces with the tripping-bow having arms secured to its ends, so shaped as to trip the braces, the spring for returning the bow to position, and hand-holds placed upon the first or second bow and connected to the tripping-

bow by means of cords, wires, or chains, substantially as set forth.

In testimony whereof we affix our signatures in presence of two witnesses.

WILLIAM H. REES.
JAMES H. MATTHEWS.

Witnesses:

J. W. PRIESTLEY,
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