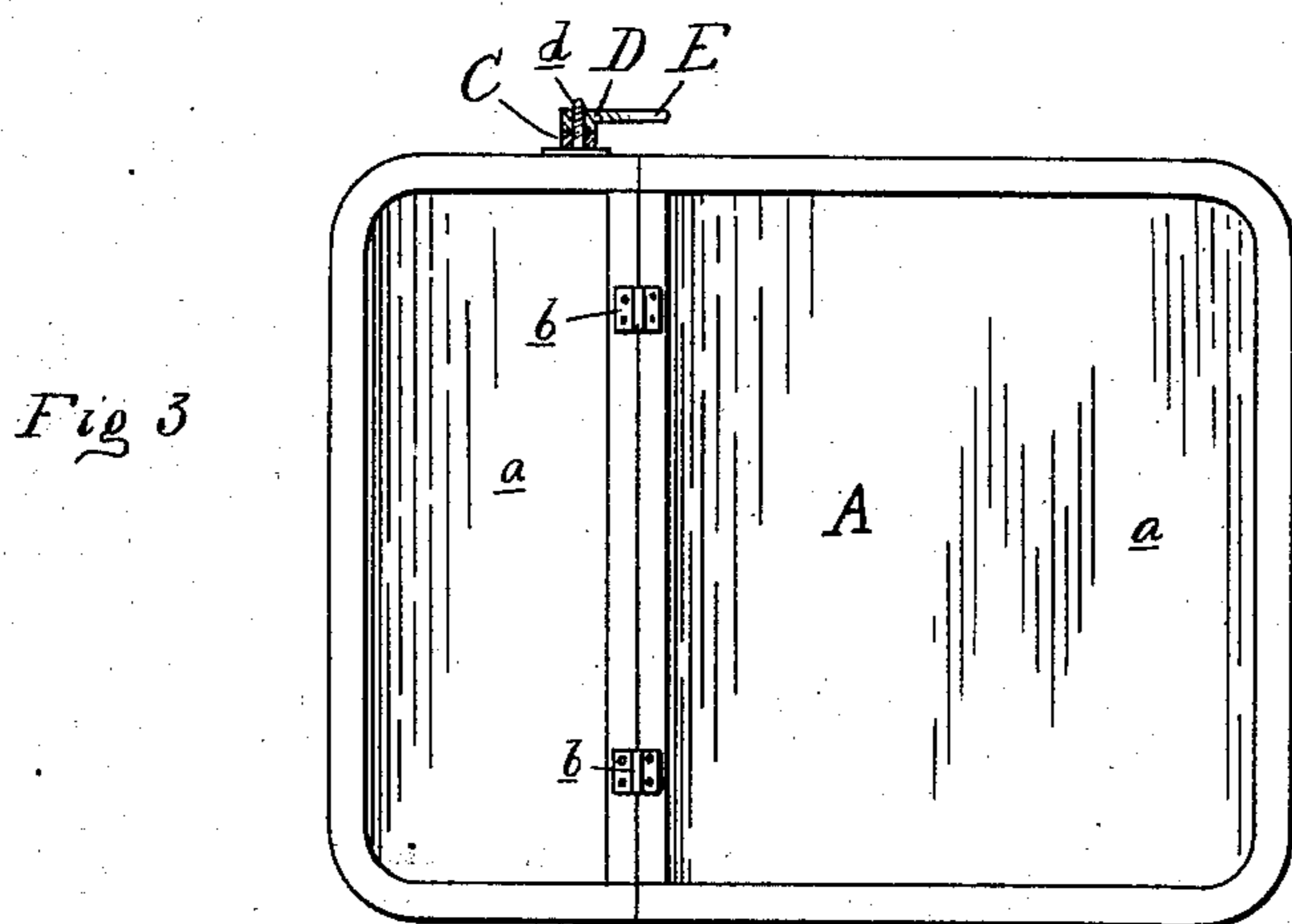
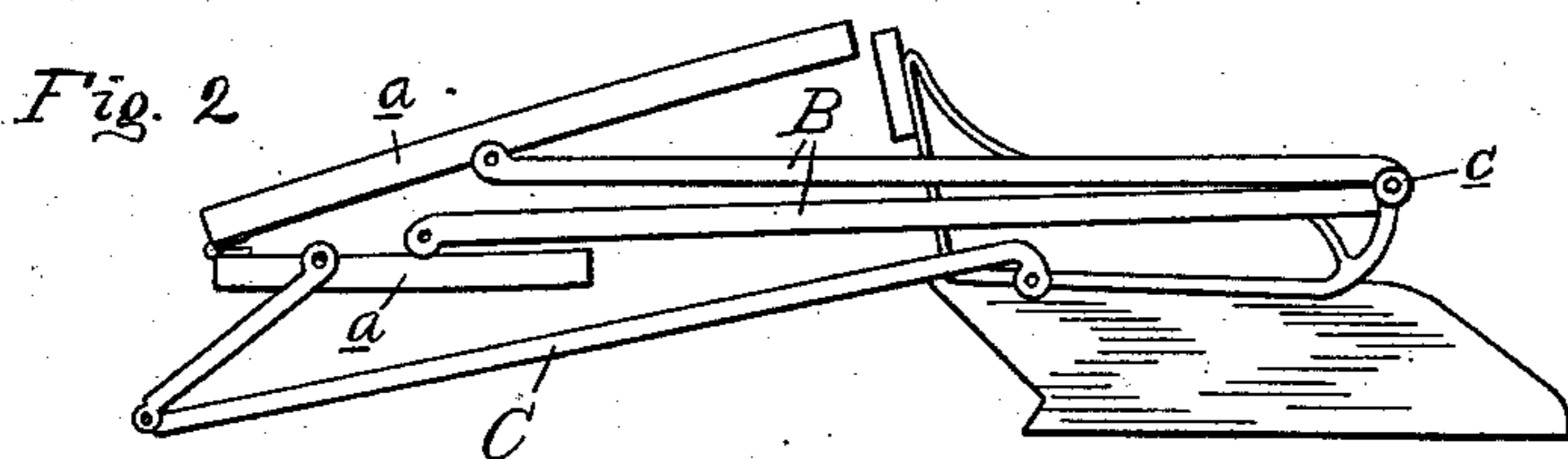
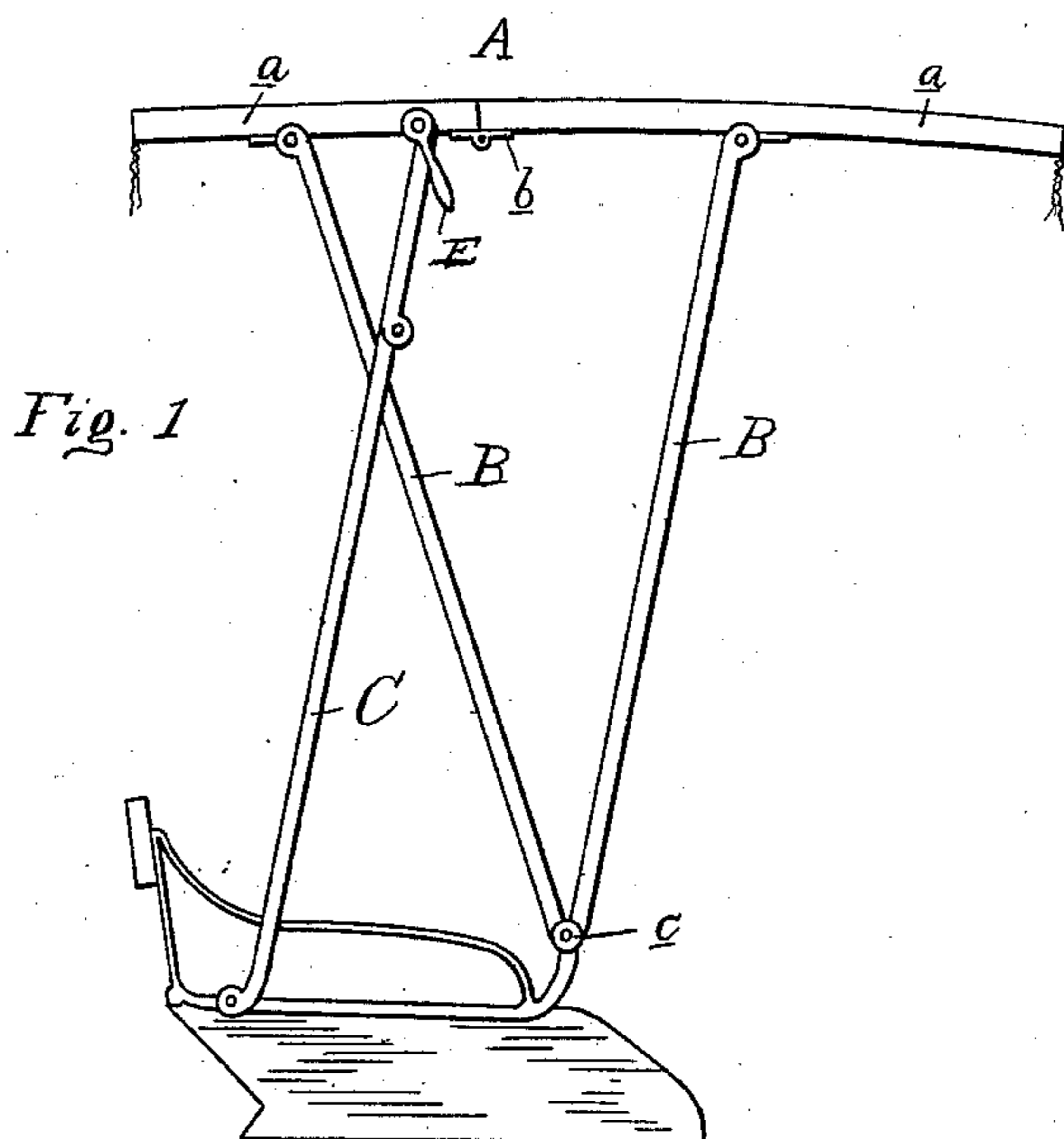


(No Model.)

L. C. SHIPLEY.
VEHICLE TOP.

No. 389,767.

Patented Sept. 18, 1888.



Witnesses:

R. M. Hulbert
[Signature]

Inventor:

Lewis C. Shipley
By *Thos. S. Sprague & Co.*
Atty.

UNITED STATES PATENT OFFICE.

LEWIS CHAS. SHIPLEY, OF DETROIT, MICHIGAN.

VEHICLE-TOP.

SPECIFICATION forming part of Letters Patent No. 389,767, dated September 18, 1888.

Application filed December 12, 1887. Serial No. 257,633. (No model.)

To all whom it may concern:

Be it known that I, LEWIS CHARLES SHIPLEY, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Vehicle-Tops, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to certain new and useful improvements in canopy-tops for buggies and other wheeled vehicles.

The object of the invention is to construct a canopy-top for buggies, children's carriages, and other wheeled vehicles that can readily be adjusted over the head of the occupant of the vehicle or that can be lowered and folded together at the back of the seat, the parts being so constructed and arranged that the top may be constructed substantially in the manner as the so-called "stiff" tops are at present built, and thus avoiding the necessity of employing elastic material such as is usually employed in the construction of "top buggies."

The invention consists in the peculiar construction, arrangement, and combination of the various parts, all as more fully hereinafter set forth.

30 Figure 1 is an elevation showing my improved top as applied to a buggy-seat and in its raised position. Fig. 2 is a similar view showing the top lowered. Fig. 3 is a bottom plan of top, showing the clamping device.

35 In the accompanying drawings, which form a part of this specification, A represents a canopy-top, which consists of two frames, *a*, which may be covered with polished wood or any other desired material, and these two frames are hinged together, as at *b*, and to each side of the frames *a* the upper ends of the "bows" B are pivotally connected, while their lower ends are pivotally connected to a pivot common to both, at *c*, which is secured to the seat, as in the ordinary construction of top buggies.

45 C is the top-prop brace, the lower end of which is pivotally connected to an arm projecting laterally from the seat, while its up-

per end is pivotally connected to a pivot-pin projecting from the side of the rear frame, *a*, of the top. The outer end of this pivot-pin *d* is screw-threaded to receive the clamping-nut D, which latter is provided with a handle or lever, E.

50 The parts being constructed and arranged substantially as herein described, the operation is as follows: When it is desired to lower the top from the position shown in Fig. 1 to that shown in Fig. 2, the lever E is turned so as to free the top-prop and allow it to turn upon the pivot-pin *d*. Upon now pushing the top backward the joint of the top will break upwardly, while the joint of the top-prop will break rearwardly, and the top can then be easily folded into the position shown in Fig. 2. When the top is raised, the lever E is turned so as to clamp the upper end of the top-prop firmly to place and to prevent its turning upon the pivot-pin *d*, thereby holding the top in its raised position, and prevents its wobbling under the motion of the vehicle.

55 If desired, the top may be provided with a suitable fringe upon its edges, so as to give a more finished appearance to the top.

While I have shown and described a particular clamping device for securing the top of the top-prop, I do not desire to confine myself to such construction, as there are various clamping devices, substantially mechanical equivalents of the device shown, that might be employed with equally as good an effect and still be within the spirit of my invention.

85 What I claim as my invention is—

1. The combination, with the jointed top, of the bows B, each one pivoted to different portions of said top, and the top-prop brace pivoted to one portion of the top between the joint of the top and the pivot of the bow connected with said portion, substantially as described.

2. The combination, with the seat and the jointed top, of the bows B, each one pivotally secured at their upper ends to different portions of the top and at their lower ends to the seat on a common pivot, the top-prop braces

C, the lower end pivoted to the seat and at its upper end to the rear portion of the top between the pivots of the bows B and between the joint of the top and the pivot of one of the bows, and the clamping-nut on the upper 5 pivot of the prop C, provided with a lever, E, substantially as shown and described, and for the purpose specified.

In testimony whereof I affix my signature, in presence of two witnesses, this 28th day of 10 November, 1887.

LEWIS CHAS. SHIPLEY.

Witnesses:

JAS. WHITTEMORE,
H. S. SPRAGUE.