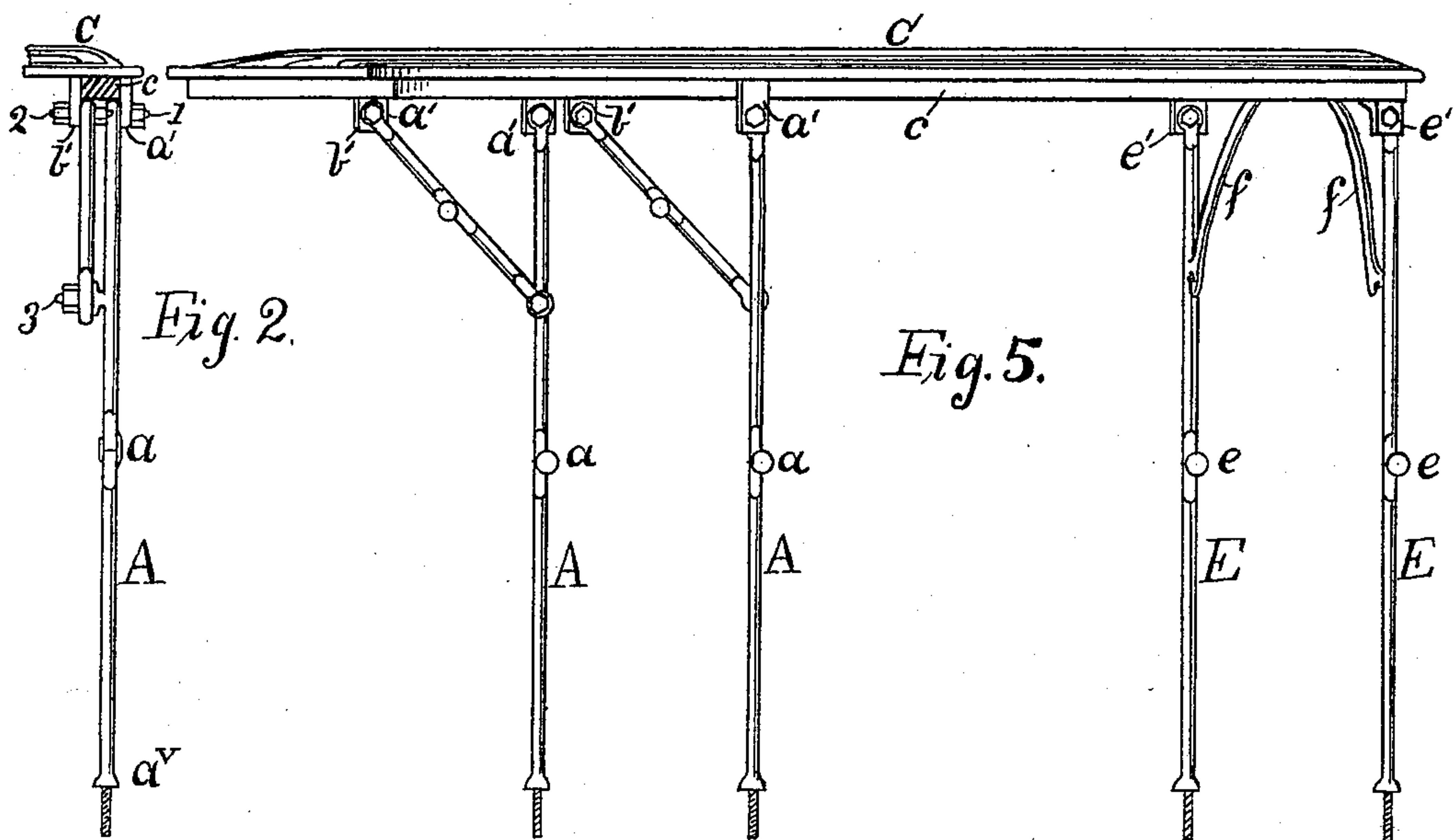
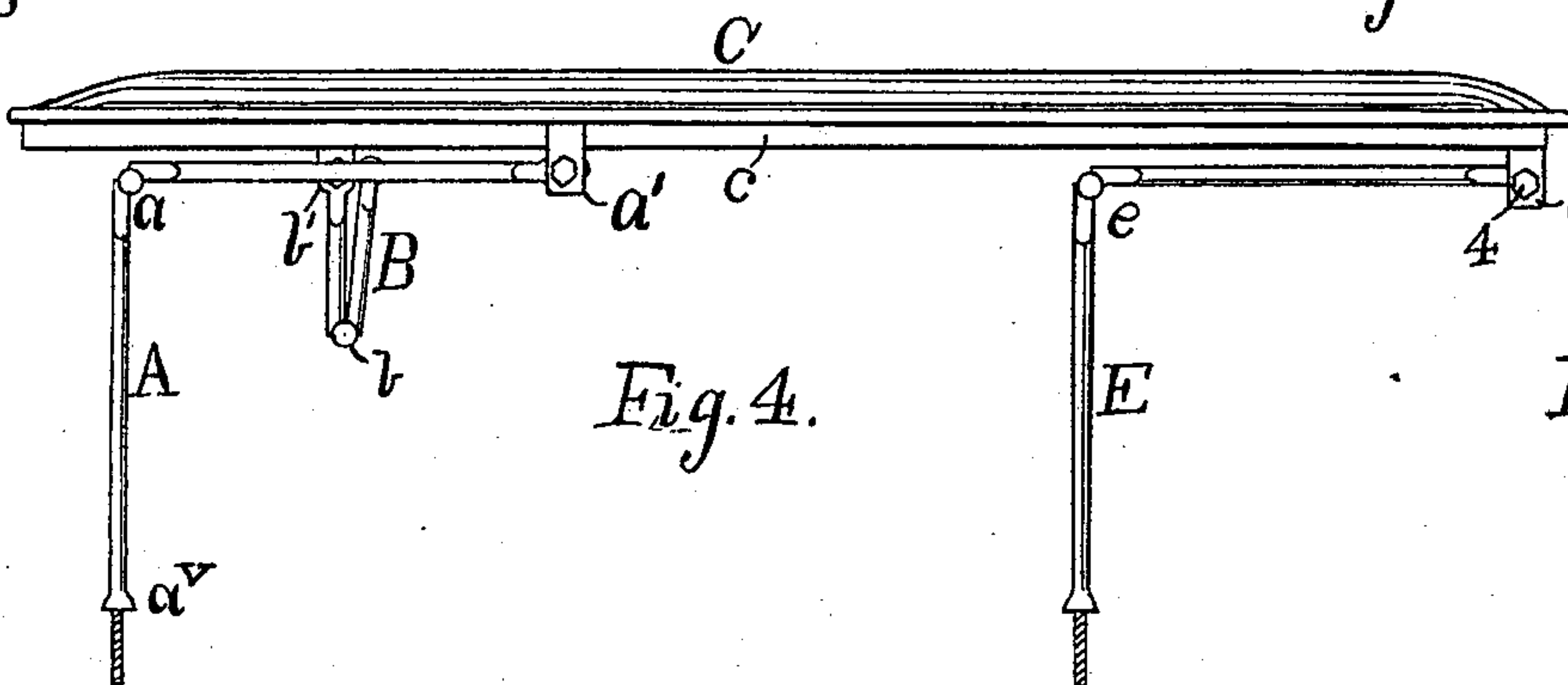
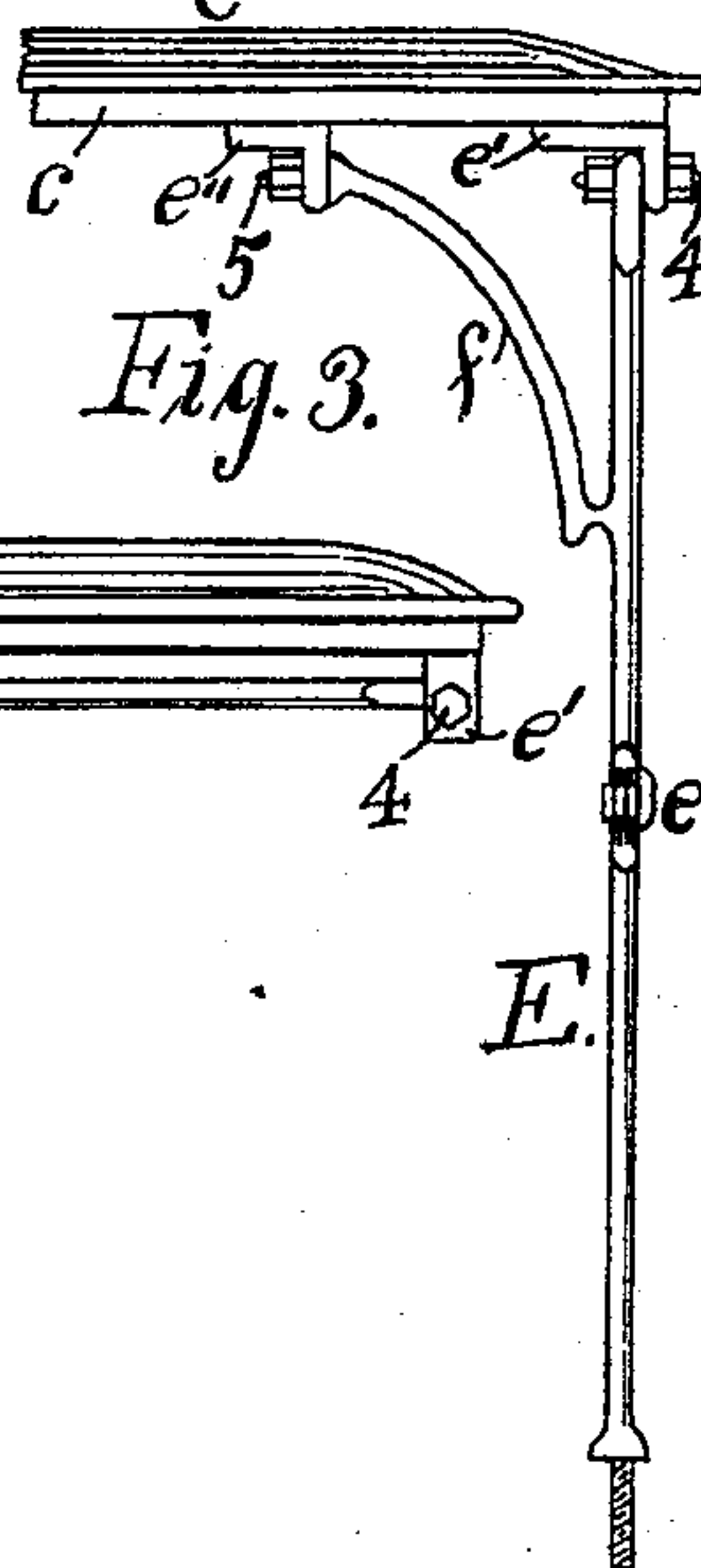
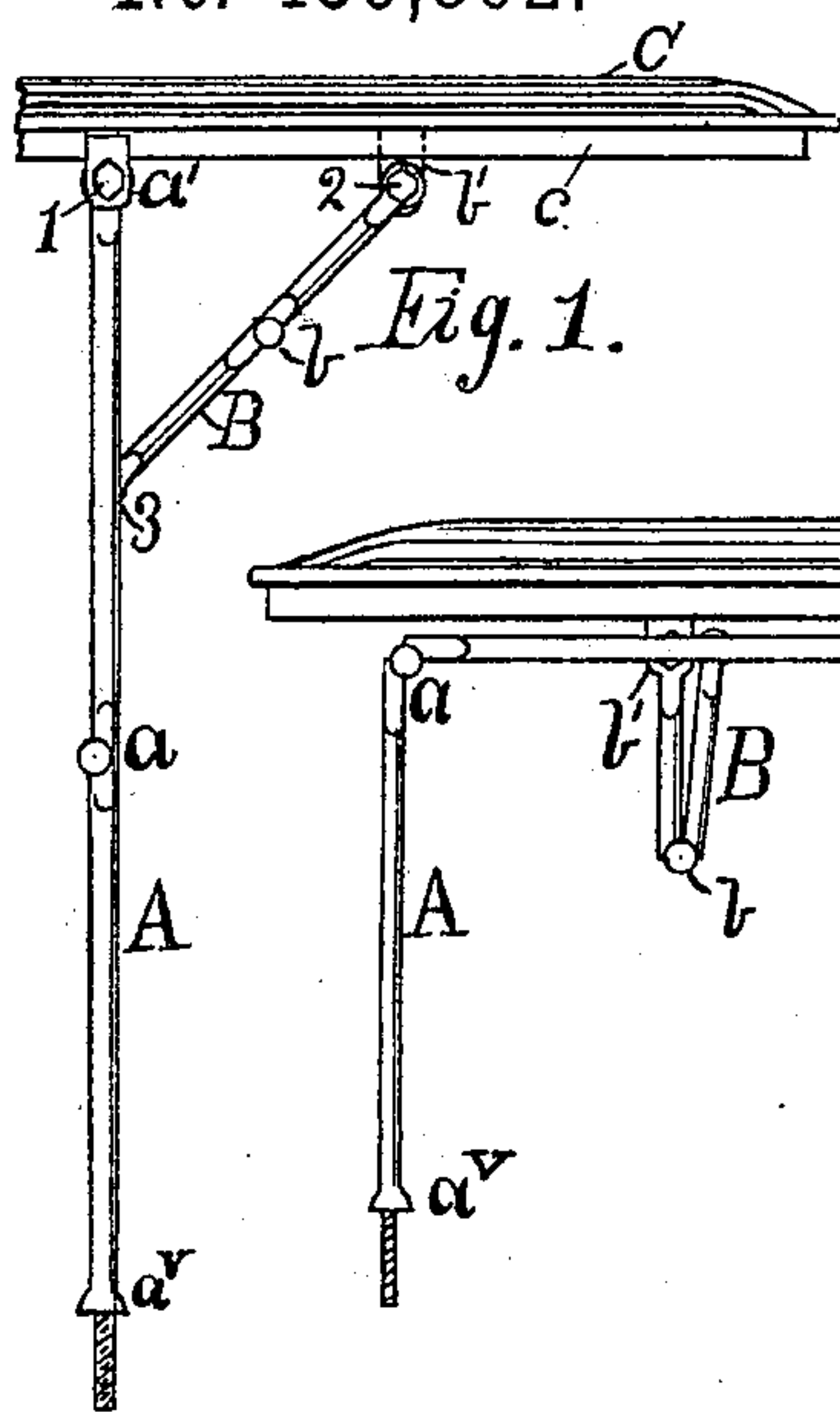


(No Model.)

G. E. WOOD.
CANOPY TOP FOR VEHICLES.

No. 459,862.

Patented Sept. 22, 1891.



WITNESSES:

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GEORGE E. WOOD, OF TERRE HAUTE, INDIANA.

CANOPY-TOP FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 459,862, dated September 22, 1891.

Application filed January 31, 1891. Serial No. 379,776. (No model.)

To all whom it may concern:

Be it known that I, GEORGE E. WOOD, a citizen of the United States, residing at Terre Haute, in the county of Vigo and State of Indiana, have invented certain new and useful Improvements in a Vehicle Canopy-Top; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form part of this specification.

My invention relates to improvements in vehicle canopy-tops; and the objects of my improvements are to provide a cheap and light, but strong and rigid, canopy-top that may be let down or raised up at pleasure. I attain these objects by the mechanism hereinafter described, and illustrated in the accompanying drawings, in which—

Figure 1 is a view of a section of the side of the canopy-top, showing a side elevation of the front support-rods, their joints, &c. Fig. 2 is a view of a cross-section of a side piece of the canopy-frame and an elevation of its support-rods. Fig. 3 is an elevation of a section of the canopy-top, taken from the rear, and its rear support-rods. Fig. 4 is a side elevation of the canopy-top closed down. Fig. 5 is a side elevation of the canopy-top when erected.

Similar letters and figures refer to similar parts throughout the several views.

In the drawings, the letter C indicates the top proper, which is simply an ordinary canopy-top, consisting of a frame *c* and any convenient covering.

The letters *a'* and *b'* indicate flat oblong plates of strong metal, which are screwed firmly to the frame *c*, *b'* near the front of the frame and on the inside of *c*, and *a'* back of *b'* and upon the outside of *c*, as shown in Figs. 1 and 5. These plates are perforated to receive the strong metal pivots 1 and 2, respectively. Said pivots are provided at one end with heads and at the other with screw-threads to receive set-nuts.

The letters *e'* and *e''* indicate strong angle-irons, which are screwed firmly to the under

side of the frame *c*, *e'* at either of the two rear corners of the top, and *e''* a short distance toward the middle of the back of *c*. These angle-irons are perforated to receive the metal pivots 4 and 5.

The letter A indicates a strong metal support-rod or standard, which consists of two sections hinged together at the middle or any other desired position by a knuckle-joint *a*. These standards are provided at their lower ends with a T-shoulder *a'* and a screw-thread or any other similar contrivance by means of which the standards may be fastened upon the bed of a vehicle. Also at the upper end A is flattened and perforated with an eye to receive the pivot 1, upon which it revolves and by which it is attached to the top C. At or near the middle of the upper section of A there is integral with it a pivot 3, as shown in Fig. 2.

B is a spring-bar brace provided at the middle with a knuckle-joint hinge *b*, and each end is flattened and perforated to receive the pivots 2 and 3, respectively.

The letter E indicates the rear support-rod or standard, which consists of two sections hinged together like A by means of a knuckle-joint *e*; also, it is provided at the lower end with a T-shoulder *e'* and screw-thread similar to *a'*, and at the upper end E is flattened and perforated to receive the pivot 4, upon which it revolves and by which it is attached to the top C.

Near the upper end of E and integral with it there is a branch arm or brace *f*, as shown in Fig. 3. The arm or brace *f* is provided at its upper end and integral with it with a T-shoulder and pivot 5, which works in the eye of the angle-iron *e''*.

From the construction of the parts of this device as thus defined the operation of the same will be seen to be as follows: Supposing the top to be raised, to lower it I simply break the joint *b* of the brace B and then bear back upon the standards A or E, and the knuckle-joints *a* and *e* will open and allow the top to fall back and close down upon the lower sections of the several standards, as seen in Fig. 4. To again raise the top, I bear forward and upward upon either of the upper sections of the standards or upon either side or the back of

the frame C, and the top easily rises to an erect position, where it is locked by simply closing the knuckle-joint *b* in the brace B.

5 The particular advantages of my invention are to enable a vehicle to be sheltered in a barn whose roof is lower than the usual canopy-top of a surrey or other vehicle, to make the covering of the vehicle, when not in use, more easily accomplished, &c.

10 I am aware that prior to my invention canopy-tops have been erected over vehicle-bodies upon standards. I therefore make no claim upon such combination, broadly; but

15 What I do claim as my invention, and desire to secure by Letters Patent, is—

20 The combination, in a canopy-top for vehicles, with any ordinary canopy C upon a frame *c*, the plates *b'* and *a'*, the angle-irons *e'* and *e''*, and the pivots 1 2 4, of the standards or support-rods A and A, said standards

being provided with the knuckle-joint hinges *a* and *a*, the pivots 3 and 3, and the T-shoulders *a'* and *a'* at the lower end and eyes at the upper end, the brace-bars B and B, provided with the knuckle-joints *b* and *b* and 25 eyes at either end, the standards or support-bars E and E, provided with the knuckle-joint hinges *e* and *e*, the T-shoulders *e'* and *e'* at the lower ends and eyes at the upper ends, and the brace-rod *f*, provided with a T- 30 shoulder and pivot 5 at its upper end, all substantially as described and set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

GEORGE E. WOOD.

Witnesses:

H. A. CONDIT,

GEO. M. DAVIS.