

(No Model.)

J. T. WATKINS & W. C. BAYLESS.  
BUGGY TOP.

No. 472,154.

Patented Apr. 5, 1892.

Fig. 1.

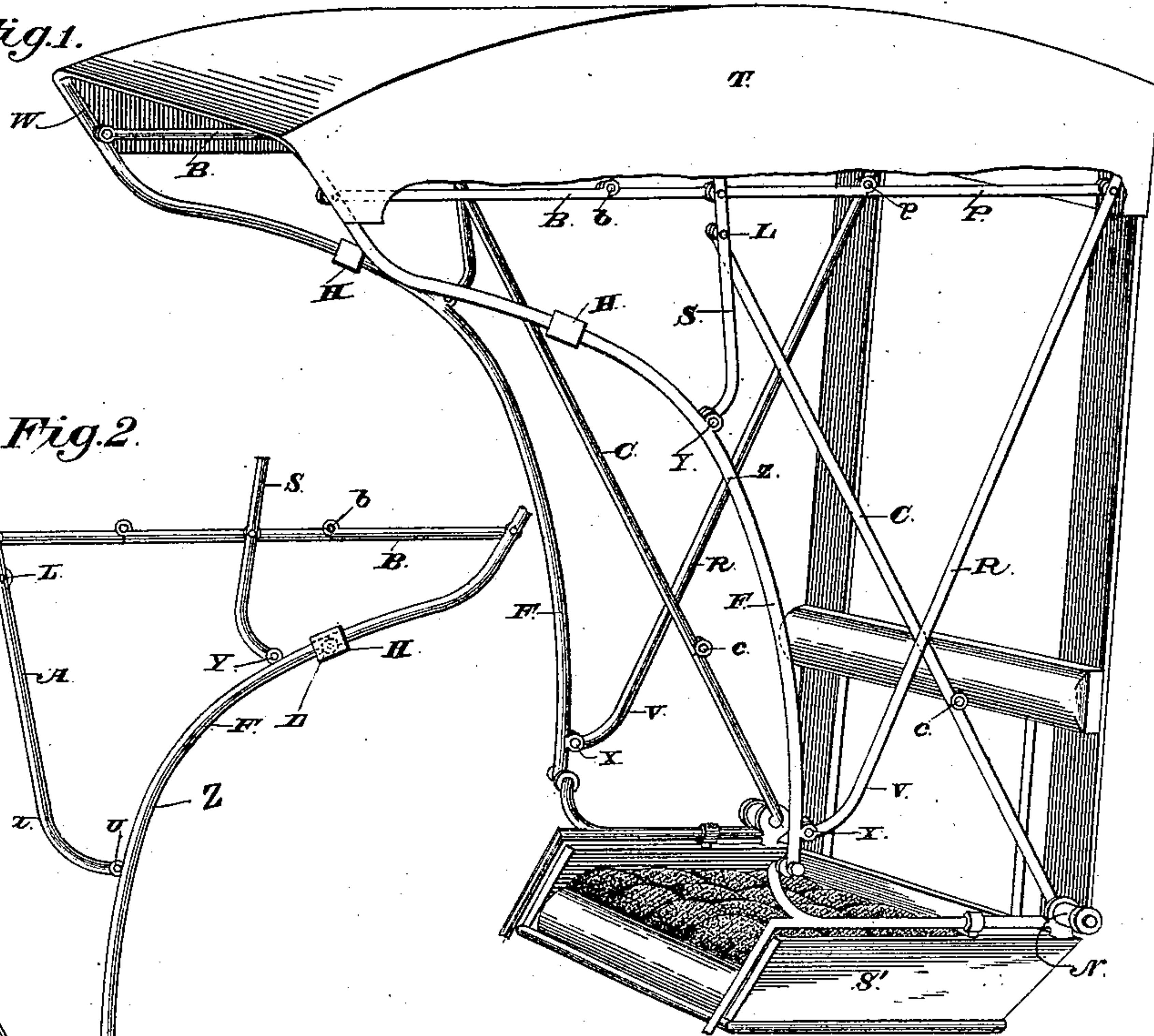


Fig. 2.

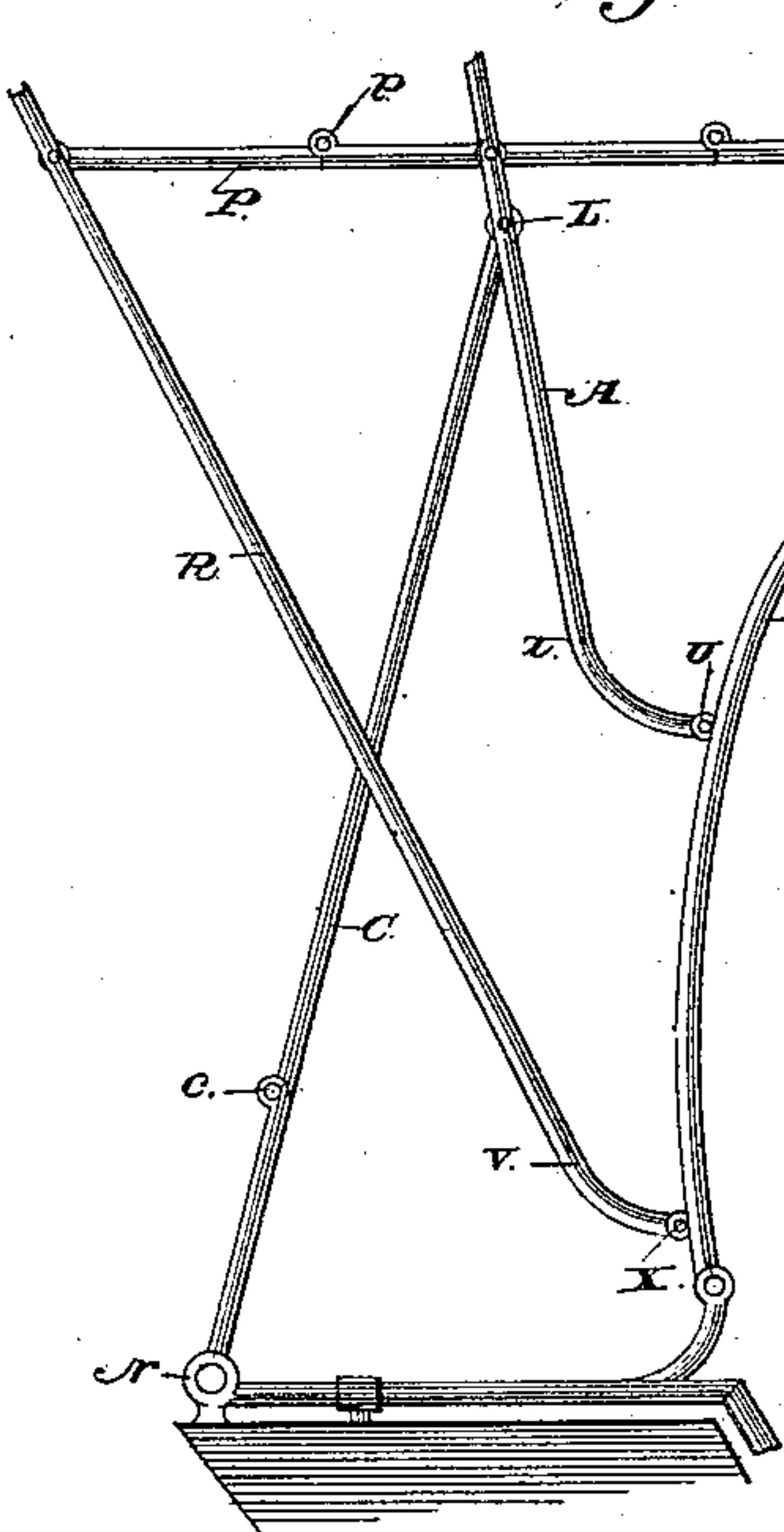


Fig. 3.

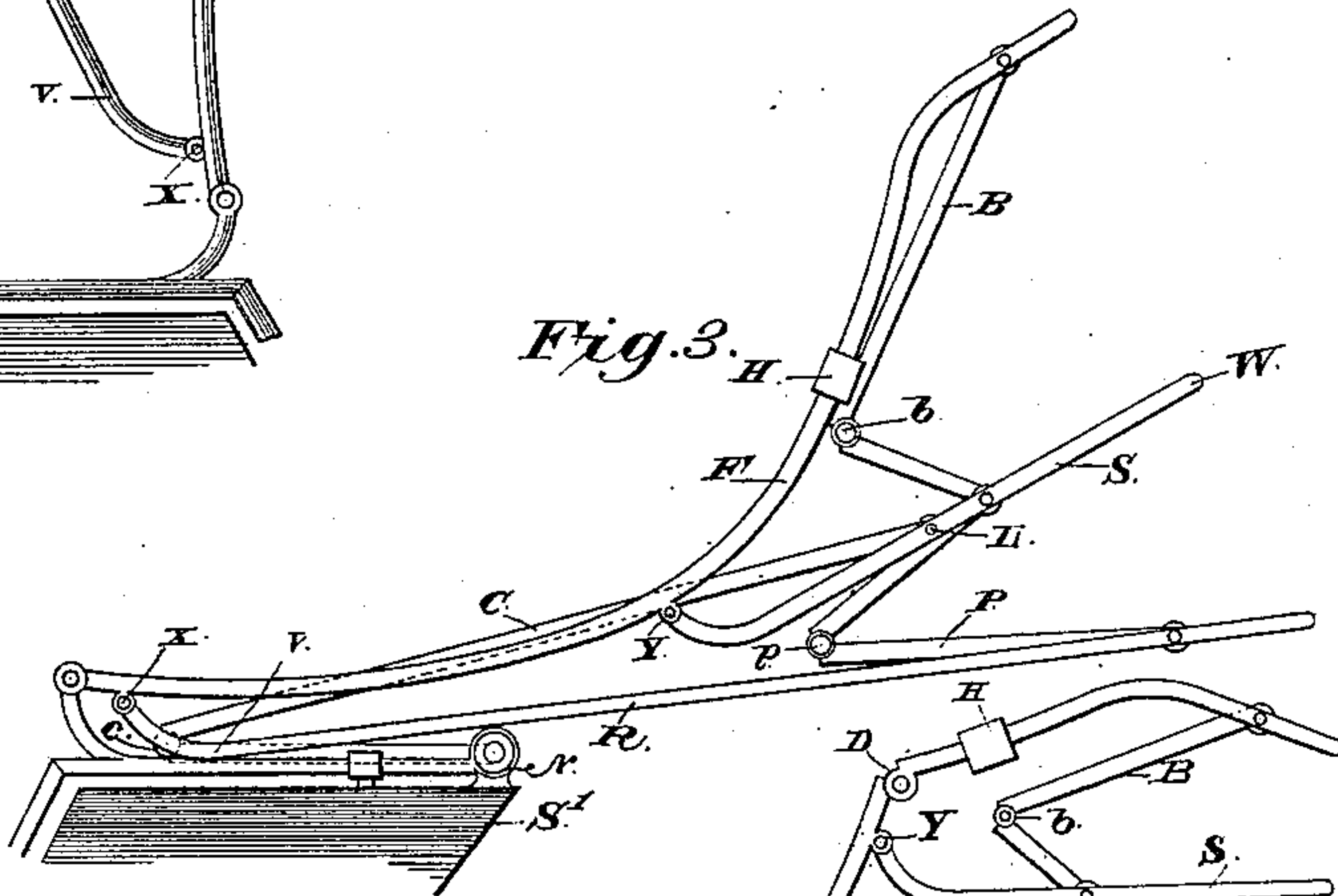
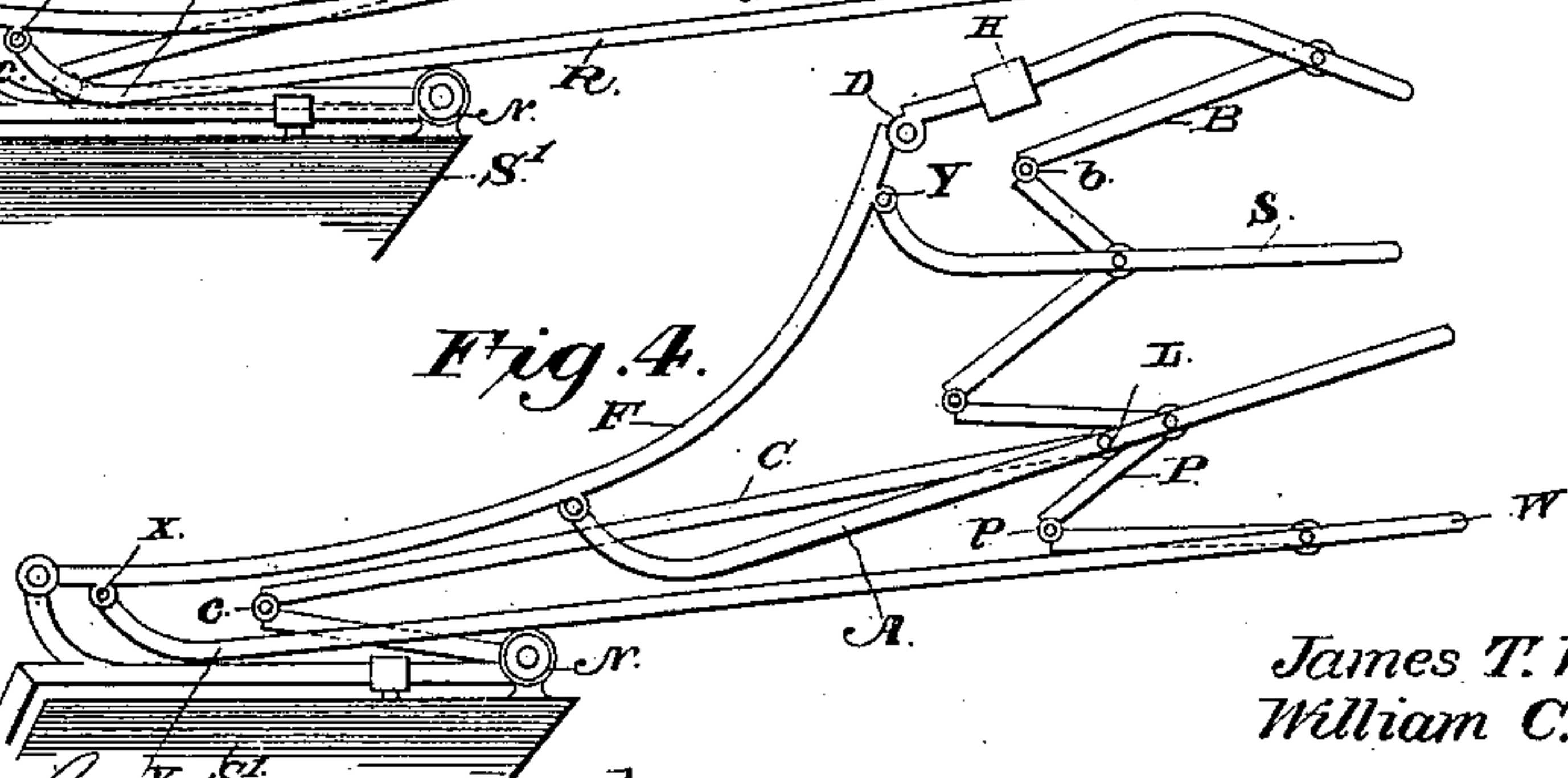


Fig. 4.



Witnesses

*M. J. Fowler*  
*N. L. Collamer*

By their Attorneys,

*C. A. Snow & Co.*

Inventors  
James T. Watkins and  
William C. Bayless



# UNITED STATES PATENT OFFICE.

JAMES TEMPLE WATKINS AND WILLIAM CHARLES BAYLESS, OF MOSSY CREEK, TENNESSEE.

## BUGGY-TOP.

SPECIFICATION forming part of Letters Patent No. 472,154, dated April 5, 1892.

Application filed April 15, 1891. Serial No. 389,072. (No model.)

*To all whom it may concern:*

Be it known that we, JAMES TEMPLE WATKINS and WILLIAM CHARLES BAYLESS, citizens of the United States, residing at Mossy Creek, in the county of Jefferson and State of Tennessee, have invented a new and useful Buggy-Top, of which the following is a specification.

This invention relates to carriages and wagons, and more especially to the folding tops thereof; and the object of the same is to provide improved devices for supporting the same, so that the occupant can get in and out easily without lowering the top and can fold the top easily from the inside while sitting in the seat.

To this end the invention consists of the specific construction of parts hereinafter more fully described and claimed, and as illustrated on the sheet of drawings, wherein—

Figure 1 is a general perspective view of the seat and top of a buggy, a part of the canopy being cut away, showing the top raised and held in that position by our improved devices. Fig. 2 is a side elevation of the supports which we use where greater strength is desired or the top is heavier or of greater size. Fig. 3 is a similar view of the device as shown in Fig. 1 dropped back or folded. Fig. 4 is a modification, showing the standards and braces in a folded position.

Referring to the said drawings, the letter T designates the top of the buggy, which is located above the seat, as shown, and is held in an upright position by the prop-brace C, which we place on the inside of the standards and pivot its upper end a little lower down than usual by passing a bolt through it and the standard at L, with a washer between them. The lower end is pivoted to the bed at N in the usual way. The joint c of this brace is placed a little lower down than usual. The top is held distended by the horizontal braces B and P, which are pivotally attached to the inside of the standards by small bolts, a washer being placed between the end of each brace and the standard to which it is attached. The joint in each of these braces is placed, respectively, nearly midway from each end at b and c, which joints break downward in folding the top, as shown in Figs. 3 and 4.

The letter F designates the front standard, which is pivoted at its lower end to the seat S', as shown, and whose body rises nearly straight therefrom to the point Z, where it bends forwardly, its upper end being connected to the front bow W.

S is the second standard, which, however, in the present case is pivoted to the first standard F at the point Y, which is some little distance above or on the bend Z of said first standard F.

R is the rear standard, which is preferably pivoted to the first standard at the point X near the seat S', and which rear standard is straight from its upper end to a point V near its lower end, from which point it extends forwardly in a curved line when the top is raised.

The letter A designates an additional standard, which in some cases may be desirable or necessary, and this standard is applied as shown in Fig. 2—that is to say, it extends straight downwardly from its upper end to a point a, where it turns forward, and is connected to the first standard F at a point U, as shown.

The several standards, above described, are made of metal rods or tubes, as usual in this class of devices, and the upper ends are firmly attached to the bows and the lower ends pivotally connected in any of the well-known ways. The relative lengths of the members and their parts or bends is a matter which experience and experiment will teach in a more effective manner than can be here described. However, we may state that when properly constructed and proportioned the entire top will fold into very compact space, as seen in Figs. 3 and 4. Moreover, the several pivots are quite remote and are disposed throughout the length of the front standard F, instead of being bunched near its lower end, as formerly, and the result is that not only is the general appearance of the device neatly improved, but the front standard is strengthened and the occupant of the buggy can get in and out easily without lowering the top, or can lower, fold, or spread the top while sitting in the seat.

The bodies of the front and second standards, when distended, stand practically in a vertical line, and hence the main weight of



the top is positively and strongly supported. The construction possesses various other advantages too numerous to mention here.

We do not confine ourselves to three or four standards, as more can be used, if necessary, and considerable change in the details of construction may be made without departing from the spirit of the present invention.

For convenience in folding the top we may introduce a joint D, Fig. 4, a short distance above the point Y in the standard F, allowing the portion of standard F above D to fold back to the position shown in Fig. 4, but only allowing it to pass forward to the position shown in Figs. 1 and 2. We may also use a slip-band H, Fig. 4, which fits neatly over this joint, making it stiff when in the upright position shown in Figs. 1 and 2. Said band H can be slipped to the position shown in Fig. 4 when the joint can be used. By means of this joint the top can be folded compactly when the curves in the lower ends of the standards at *a* V, &c., are no longer than is ordinary.

What is claimed as new is—

1. In a device of the character described, the combination, with the top and the seat, of the front standard pivoted at its lower end to the seat, rising straight upwardly therefrom, bending forwardly and connected at its upper end to the front bow of the top, other standards pivoted to the first and connected

at their upper ends to the top, and a joint in the front standard, and a lock therefor, as and for the purpose set forth.

2. In a device of the character described, the combination, with the top and the seat, of the braces of the top placed on the inside of the standards, the front standard pivoted at its lower end to the seat, rising straight upwardly therefrom, bending forwardly and connected at its upper end to the front bow of the top and having in said front standard a joint in the curved portion thereof, the second standard pivoted to the first at a point below said joint and connected at its upper end to another bow of the top, and a rear standard pivoted to said front standard near its lower end and connected at its upper end to the rear bow of the top, the lower ends of both the two rearmost standards having short bends or shanks, as and for the purpose set forth.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in presence of two witnesses.

JAMES TEMPLE WATKINS.

WILLIAM CHARLES BAYLESS.

Witnesses to signature of J. T. Watkins:

JO. W. WOODFOLK,

G. W. PARKER.

Witnesses to signature of W. C. Bayless:

H. L. WILLIAMS,

M. E. JARNUGINE.