

No. 641,513.

Patented Jan. 16, 1900.

J. F. HUGHES.

BUGGY TOP.

(Application filed Sept. 6, 1899.)

(No Model.)

Fig. 1.

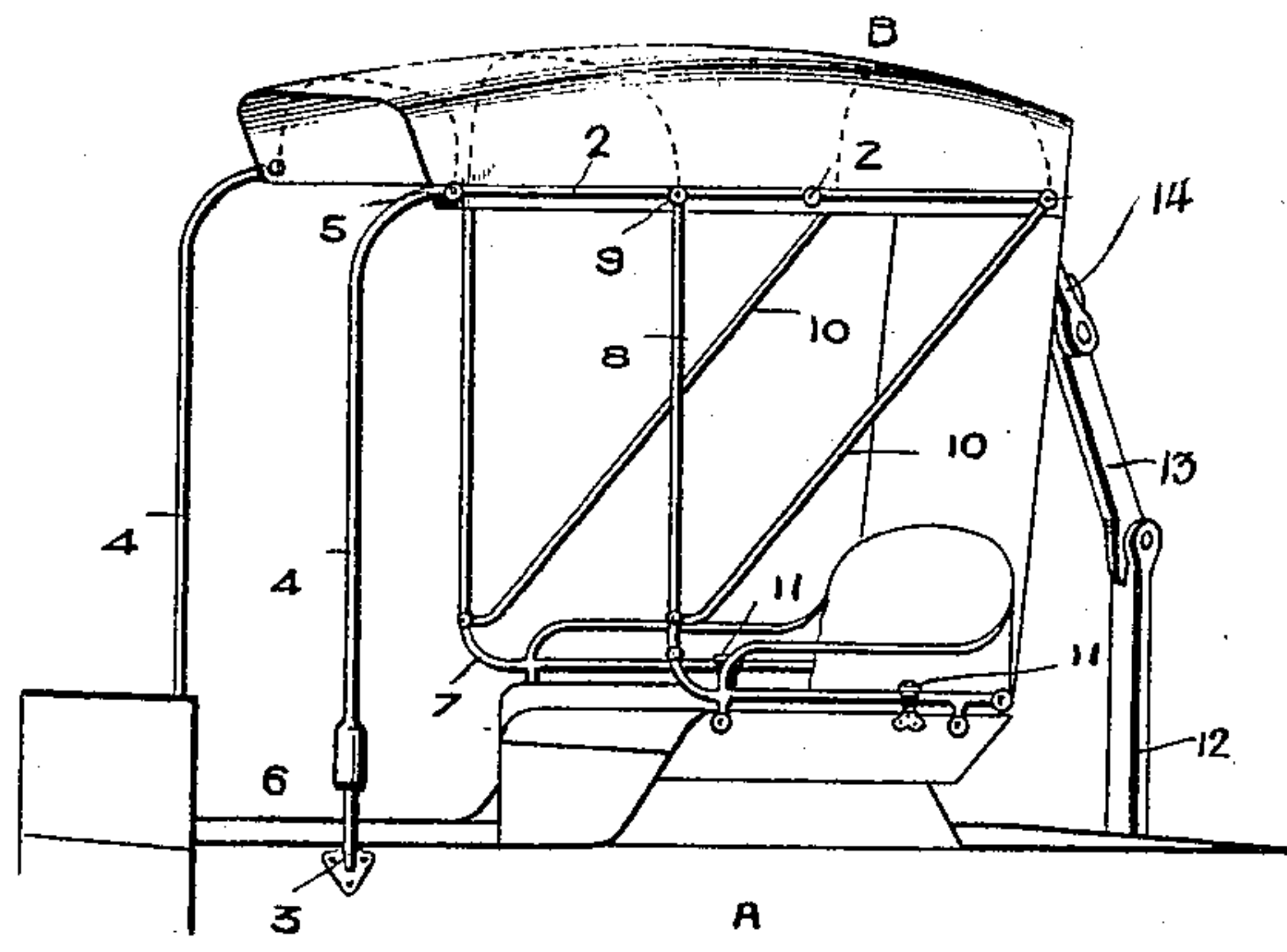


Fig. 2.

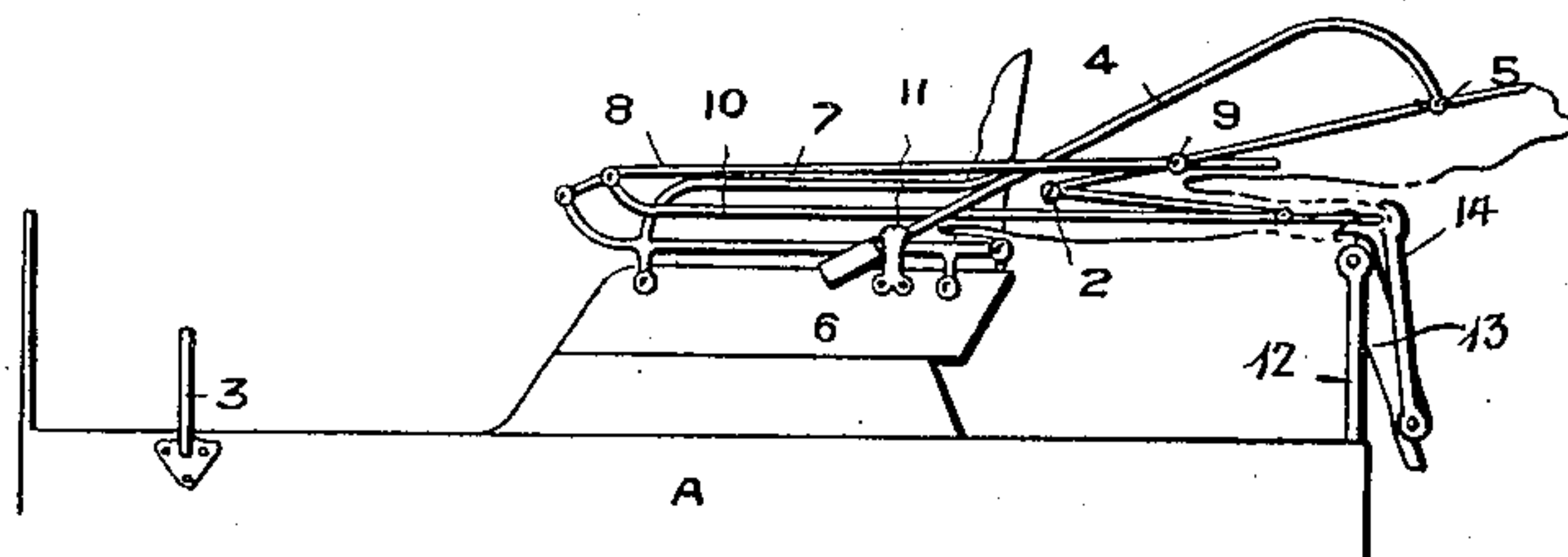
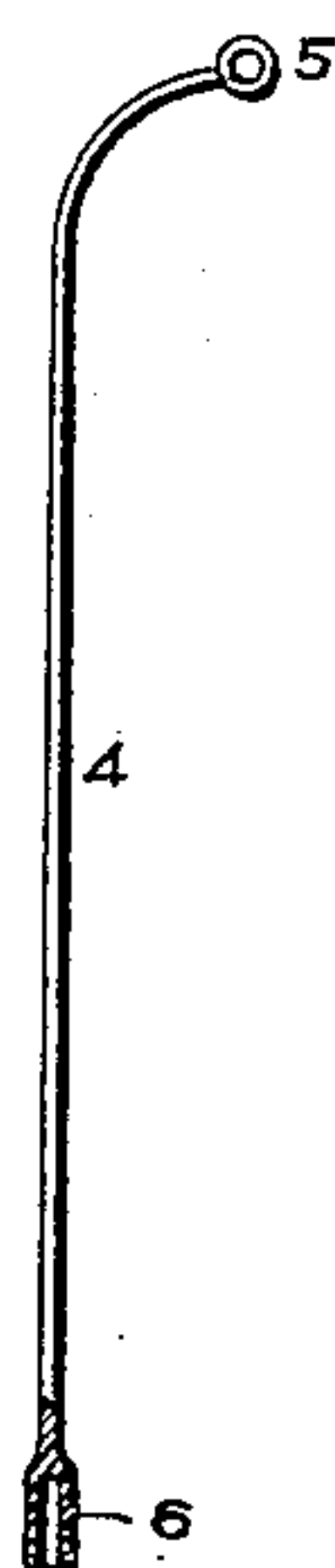


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

JAMES F. HUGHES, OF LONE GROVE, TEXAS.

BUGGY-TOP.

SPECIFICATION forming part of Letters Patent No. 641,513, dated January 16, 1900.

Application filed September 6, 1899. Serial No. 729,591. (No model.)

To all whom it may concern:

Be it known that I, JAMES F. HUGHES, a citizen of the United States, residing at Lone Grove, in the county of Llano and State of Texas, have invented certain new and useful Improvements in Buggy-Tops; and I do 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 appertains to make and use the same.

The invention relates to buggy-tops; and the object is to simplify and improve the construction and increase the utility, convenience, and efficiency of the same.

To this end the invention consists in the construction, combination, and arrangement of the several elements of the device, as will be hereinafter fully described, and particularly pointed out in the appended claim.

In the accompanying drawings, Figure 1 is a perspective view of a vehicle-top embodying my invention with the top raised. Fig. 2 is a similar view showing the top lowered. Fig. 3 is a detail section of one of the forward arms.

In the drawings the same reference characters indicate the same parts of the invention.

A denotes the vehicle-body, and B the top. 3 denotes a vertical stud-post fixed to the body side near the dash, and 4 denotes an arm extending downward and hinged at its upper end to a forward short bow or to the end of the hinged joints 2 2, and its lower end is provided with a slip-socket 6, the lower end of which encompasses the stud-post 3 to rigidly support the arm in a vertical position.

7 denotes the seat-rail, and to its forward end are hinged the lower ends of the bows 8 and 10.

Of course it will be understood that each side of the vehicle is similarly provided.

12 denotes a bracket fixed to the back portion of the body, and it is provided with a hinged arm 13, the upper end of which is pivoted to a somewhat similar arm 14, which is connected to the transverse portion of the bow 10, so as to support the top when elevated, and which folds down, as shown in Fig. 2, when the top is lowered.

In lowering the top the sockets 6 6 are raised clear of the stud-posts 3 3, and the top is then lowered, the arms being the length required to fasten onto the stud-post 3 or at the side bracket 11, as shown in Fig. 2.

It will of course be understood that various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having thus described the invention, what is claimed, and desired to be secured by Letters Patent, is—

In combination with a vehicle-body and breakdown top, of the stud-post 3 fixed to the body, and the jointed side rail fixed to the collapsible top, the seat-rail, the vertical and diagonal bows or braces 8 and 10 hinged to said seat and side rails, and the vertical arms 4 4 hinged to said side rail or to the ends of short bow at the upper front part of the top and having their free ends terminating in sockets 6 6 adapted to encompass said vertical stud-posts, substantially as and for the purpose set forth.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JAMES F. HUGHES.

Witnesses:

P. M. MCCASKILL,
W. W. GARDNER.