

No. 720,710.

PATENTED FEB. 17, 1903.

W. F. LAWRENZ & W. C. KAUTH.

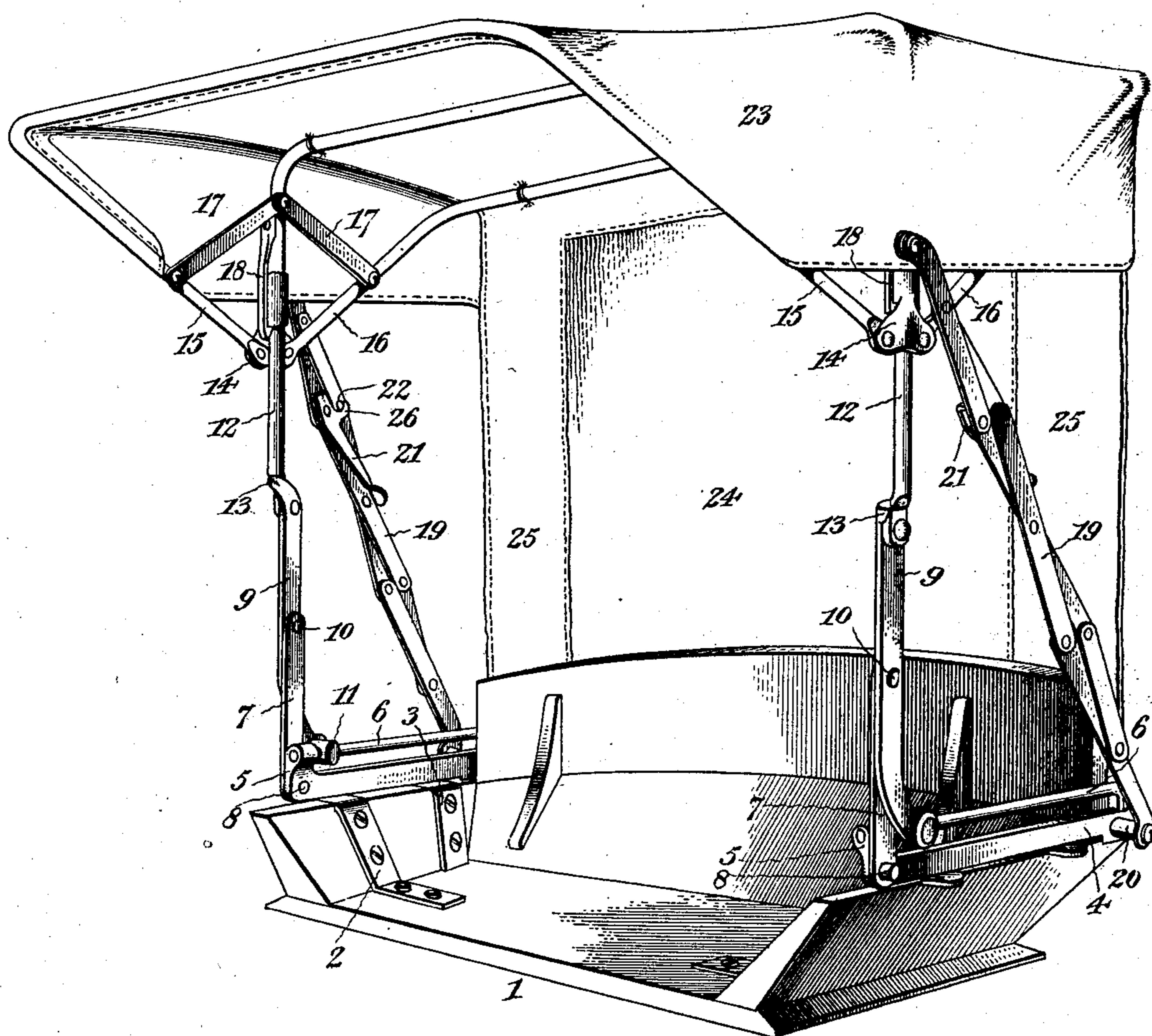
VEHICLE TOP.

APPLICATION FILED JAN. 2, 1903.

NO MODEL.

3 SHEETS—SHEET 1.

Figs.



Witnesses:
October
E. J. Ginnell

Inventors:
William F. Lawrenz
William C. Kauth
by Wm. F. Ginnell
Atty.

No. 720,710.

PATENTED FEB. 17, 1903.

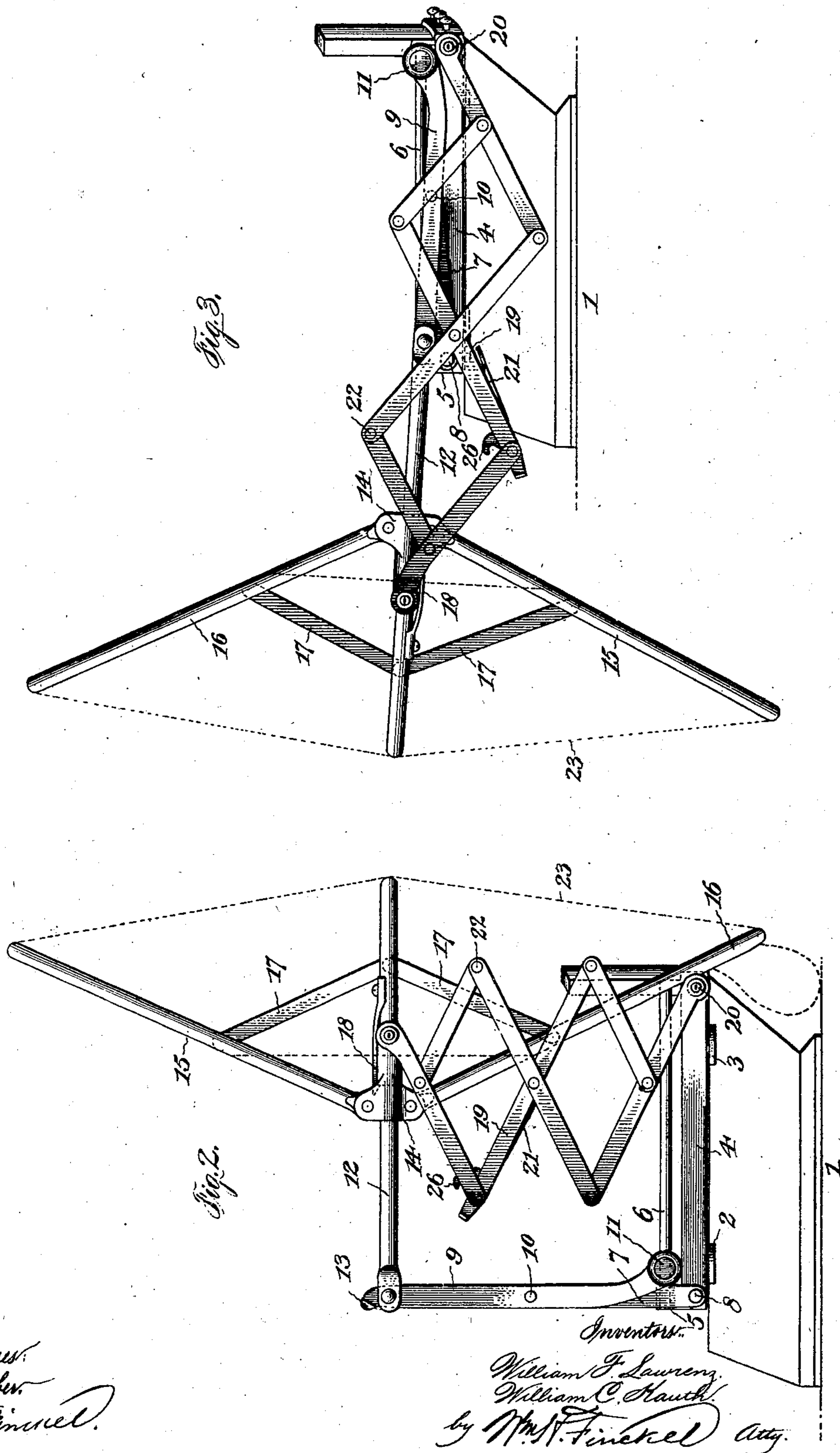
W. F. LAWRENZ & W. C. KAUTH.

VEHICLE TOP.

APPLICATION FILED JAN. 2, 1903.

NO MODEL.

3 SHEETS—SHEET 2.



Witnesses:
A. Ober
E. W. Kinnel

No. 720,710.

PATENTED FEB. 17, 1903.

W. F. LAWRENZ & W. C. KAUTH.
VEHICLE TOP.

APPLICATION FILED JAN. 2, 1903.

NO MODEL.

3 SHEETS—SHEET 3.

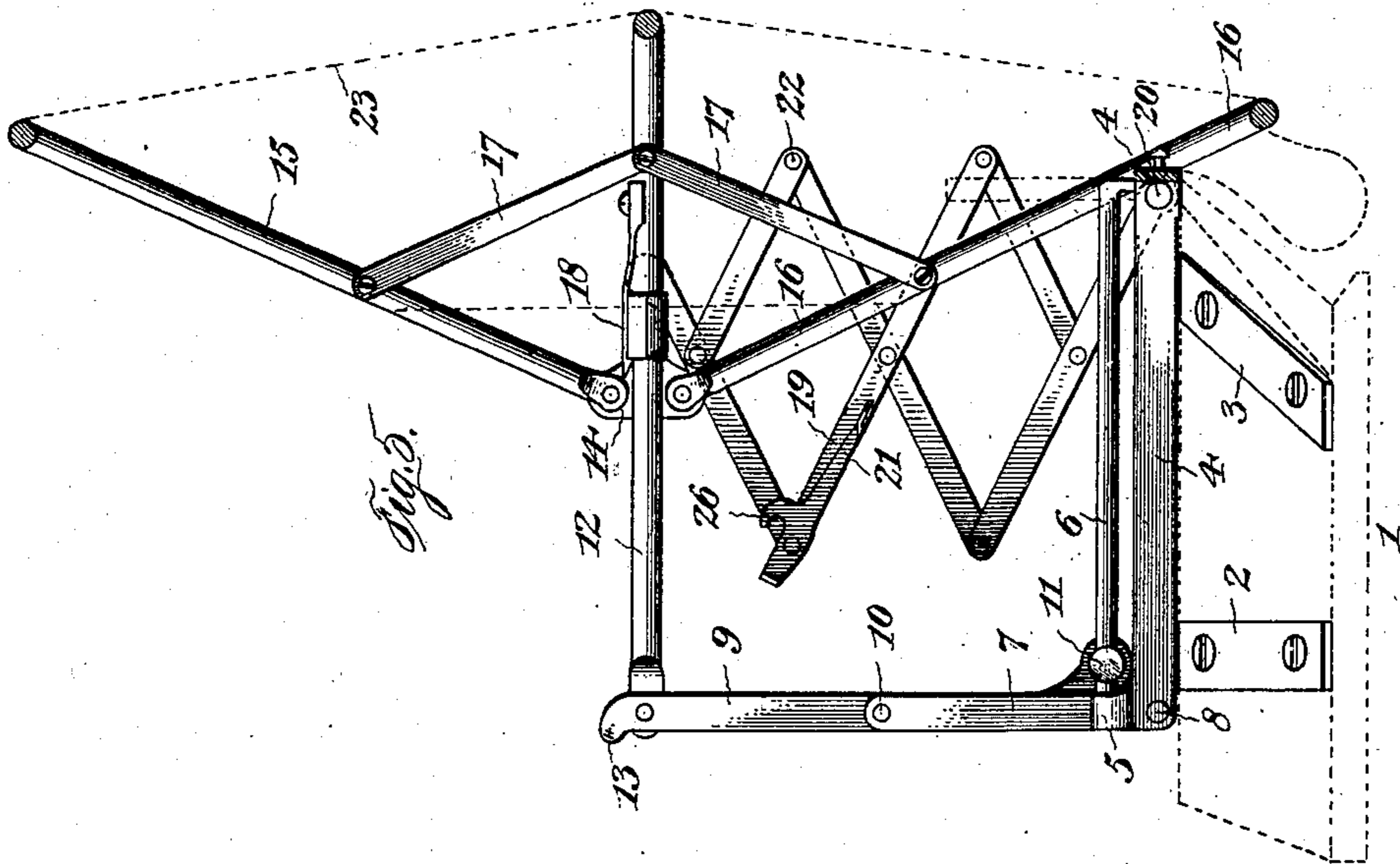


Fig. 5.

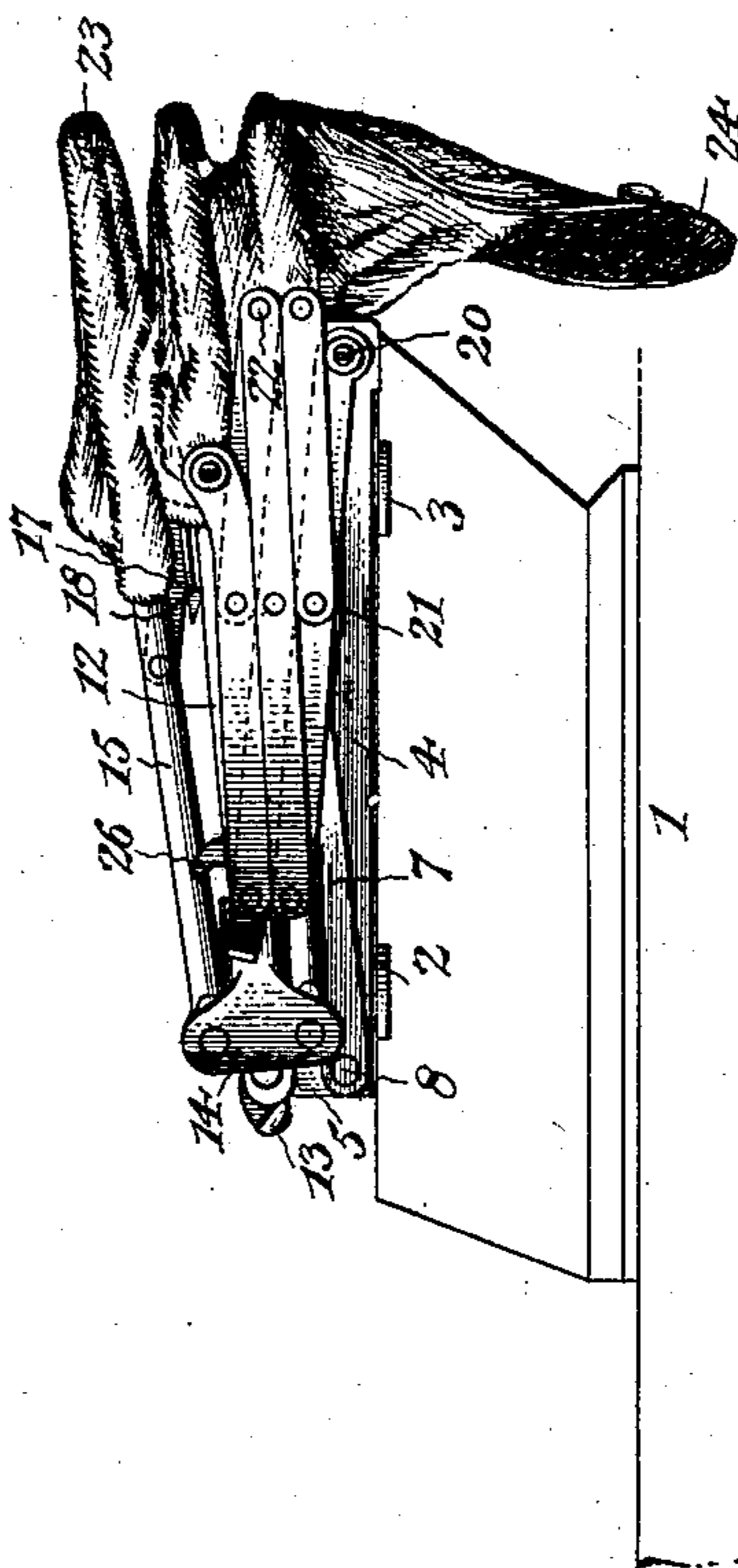


Fig. 4.

Witnesses:
Attest.
E. W. Kinney.

Inventors:
William F. Lawrence.
William C. Kauth.
by W. H. Finckel
Atty.

UNITED STATES PATENT OFFICE.

WILLIAM F. LAWRENZ AND WILLIAM C. KAUTH, OF HANCOCK, MICHIGAN.

VEHICLE-TOP.

SPECIFICATION forming part of Letters Patent No. 720,710, dated February 17, 1903.

Application filed January 2, 1903. Serial No. 137,508. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM F. LAWRENZ and WILLIAM C. KAUTH, citizens of the United States, residing at Hancock, in the county of Houghton and State of Michigan, have invented a certain new and useful Improvement in Vehicle-Tops, of which the following is a full, clear, and exact description.

The object of this invention is to provide a folding and adjustable top for use on vehicles which may be set in various positions above, behind, and in front of the occupant, so as to shield him from the elements.

The invention comprises a covered collapsible or folding frame supported upon lazy-tongs props, which latter are jointed to folding and collapsible standards, all as we will proceed now more particularly to set forth and finally claim.

In the accompanying drawings, illustrating the invention, in the several figures of which like parts are similarly designated, Figure 1 is a perspective view showing the top upright. Fig. 2 is a side elevation, the canopy being distended and tilted back. Fig. 3 is a side elevation, the distended canopy being tilted forward. Fig. 4 is a side elevation with the top collapsed or folded. Fig. 5 is a transverse section of Fig. 2 from front to rear.

The invention is shown as applied to a movable buggy-seat; but of course it is applicable to other kinds of seats and as a fixture or as an attachment.

The seat 1 may be of any approved construction provided with brackets 2 and 3, upon which is erected a rail 4, extending, if desired, continuously from the front of one side around the back and to the front of the opposite side. Lugs 5 at the front ends of the rail afford supports for the front ends of guide-bars 6, the rear ends of which are bent down, as seen in Fig. 5, and fastened to the rail at the rear. Each standard is composed of a link 7, pivoted at one end at 8 to the rail 4, and a stretcher 9, to which the other end of link 7 is pivoted at 10 between its ends. The lower end of the stretcher 9 has a pivotal connection with a slide 11, mounted upon the guide-bar 6, while the upper ends of opposite stretchers have pivoted to them the main or central bow 12 of the top. The upper ends of the stretchers are offset or other-

wise provided with stops 13, which arrest the forward movement of the bow 12. Slides 14 are mounted upon the straight members of the bow 12 above its union with the stretchers, and to these slides are pivoted the front and rear bows 15 and 16, respectively, and these bows 15 and 16 are further connected with the bow 12 by stretchers 17, pivoted to the bow 12 and jointed to the bows 15 and 16 to spread the top in distended position. Also fixed to the bow 12 are spring latches or hooks 18, which engage the slides 14 and retain the canopy in its distended position. The top-props 19 are made as lazy-tongs pivoted at their lower ends to lugs 20, projecting laterally from the rail 4, and pivoted at their upper ends to the bow 12 above the slides 14. In order to lock the lazy-tongs in extended position, any suitable device may be used, such as the lever-hooks 21, pivoted to one of the limbs and engaging pins 22 on the opposite limbs.

The bows may be covered with any suitable fabric or material 23, with a rear detachable curtain 24, and fixed portions 25, with or without side curtains or portions. (Not shown.) The rear curtain and its fixed portions may be buttoned to the rail 4. The bows and the covering constitute the "canopy," herein so called.

As thus constructed, the top is capable of use in the upright position, Fig. 1, with its curtains in any desired position, and in this case the fully-extended and locked props force the main bow 12 against the stops 13, and thus rigidly hold the parts. If the back of the user is to be mainly protected, the lever-hooks 21 are disengaged and the lazy-tongs collapsed, thereby permitting the bow 12 to be turned upon its pivotal connections with the stretchers 9 and the distended canopy to be turned down backwardly, as in Fig. 2. If the driver is to be protected mainly in front, the stretchers 9 are slid rearwardly upon the guide-bars 6, thereby carrying down with them the links 7 and throwing the canopy over forwardly, the further descent of the parts being arrested by the stretchers coming into contact with the pivots 8 of the links 7, as seen in Fig. 3. As shown in Fig. 4, the whole top may be collapsed or folded when the props and standards are disjointed

and the latches 18 are disconnected from the slides 14, so as to permit the said slides to be moved longitudinally of the bow 12 toward its union with the stretchers.

5 As shown, the lever-hooks 21 are pivoted to one of the joints of the lazy-tongs, and each has a handle end to spring into engagement with the adjacent lazy-tongs member and with an offset end bearing upon the lazy-
10 tongs to impart springiness to the hook and having the hook projection 26 to engage the pin 22; but, as already stated, any other suitable fastening may be employed.

Among other advantages possessed by our
15 invention we may mention that when the top is folded on back of seat, as in Fig. 4, it does not obstruct the body of the vehicle in the rear, but leaves it free, and so facilitates loading close to the seat. Also, when the top is
20 open, as in Fig. 1, there are no bows in front to obstruct free ingress and egress.

What we claim is—

1. The combination of jointed standards pivoted to a suitable base, a canopy having a
25 main bow pivoted to said standards, and lazy-tongs props connecting the base and canopy.

2. The combination of jointed standards pivoted to a suitable base, a canopy having a main bow pivoted to said standards, slides
30 mounted upon said main bow, front and rear bows pivoted to said slides, and lazy-tongs props connecting the base and canopy.

3. The combination of jointed standards pivoted to a suitable base, a canopy having a
35 main bow pivoted to said standards, slides mounted upon said main bow, front and rear bows pivoted to said slides, latches to hold said slides in position, and lazy-tongs props connecting the base and canopy.

4. A vehicle-top, comprising essentially 40 jointed standards erected upon a base and adjustable longitudinally of the base, a canopy pivoted to said standards, and lazy-tongs props connecting the base and canopy, the parts being combined and arranged to per- 45 mit the placing of the canopy overhead, in the rear, or in front of the user, substantially as described.

5. A vehicle-top, comprising a base, standards composed of links pivoted to said base 50 and stretchers sliding on said base, a canopy having a main bow pivoted to the stretchers, and lazy-tongs props connecting the base and canopy and adjustable to permit the distended canopy to be secured upright over a user, 55 or in rear or in front of him at pleasure.

6. An adjustable and collapsible top for vehicles, comprising a base, guide-bars on said base, standards comprising links pivoted to said base and stretchers pivoted to the 60 links and slidable upon said guide-bars, a canopy having a main bow pivoted to said stretchers, slides upon said bow, front and rear bows pivoted to said slides, stretchers for distending the canopy, means for holding 65 the slides in position to retain the canopy distended, and lazy-tongs props pivoted to the base and to the main bow, and means to hold the props in extended position.

In testimony whereof we have hereunto set 70 our hands this 27th day of December, A. D. 1902.

WILLIAM F. LAWRENZ.
WILLIAM C. KAUTH.

Witnesses:

MICHAEL QUAYLE,
EDWARD J. FINN.