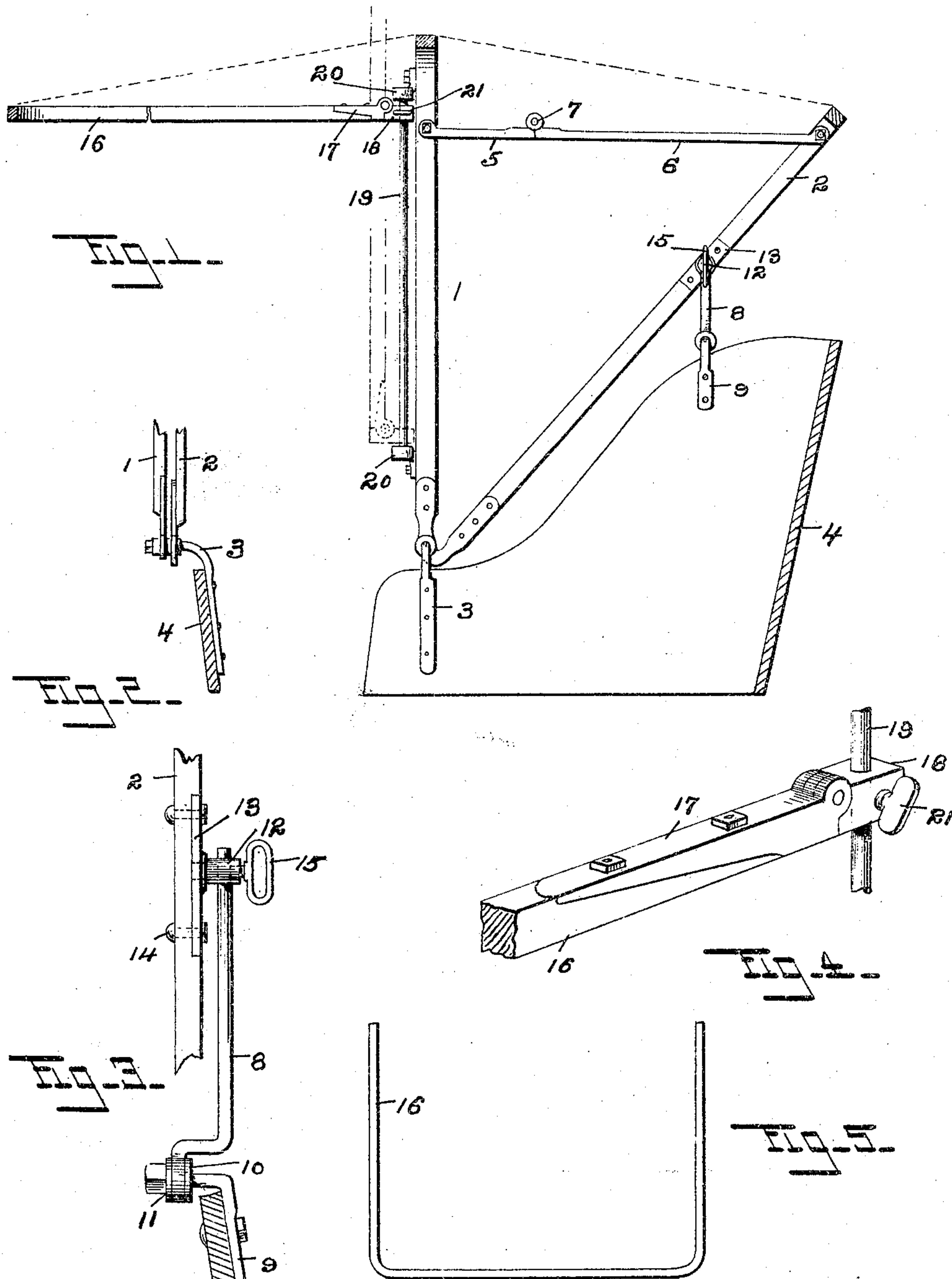


No. 794,446.

PATENTED JULY 11, 1905.

A. M. BEEBE.  
VEHICLE TOP.

APPLICATION FILED OCT. 7, 1904.



Witnesses.

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# UNITED STATES PATENT OFFICE.

ARTHUR M. BEEBE, OF NEW HAVEN, CONNECTICUT.

## VEHICLE-TOP.

SPECIFICATION forming part of Letters Patent No. 794,446, dated July 11, 1905.

Application filed October 7, 1904. Serial No. 227,542.

*To all whom it may concern:*

Be it known that I, ARTHUR M. BEEBE, a citizen of the United States, residing at New Haven, in the county of New Haven and State of Connecticut, 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.

My invention relates to new and useful improvements in vehicle-tops, and has for its object, among other things, the construction of a device of this character that is especially adapted for use upon automobiles and which will provide a cover for the two seats of such a vehicle without the usual objectionable standards or other sustaining parts that project upwardly from the vehicle-body in front of the rear seat, a further object being to so construct such a device that it may be folded and when not in use occupy the minimum amount of space.

To these and other ends my invention consists in the vehicle-top having certain details of construction and combination of parts, as will be hereinafter described, and more particularly pointed out in the claims.

Referring to the drawings, in which like numerals of reference designate like parts in the several figures, Figure 1 is a longitudinal sectional elevation of my device. Fig. 2 is a front elevation of the mechanism by which the top is pivotally secured. Fig. 3 is an enlarged fragmentary view of the mechanism for holding the top in its fixed positions. Fig. 4 is a perspective detailed view of the pivot connection for the horizontal bow, and Fig. 5 is a plan view of the horizontal bow.

In carrying out my invention I provide a front bow 1 and back bow 2, both of which are pivotally secured at their lower ends to a bar 3, that is secured to the vehicle-body 4, and connected near their upper ends by the links 5 and 6, which are pivotally secured at their outer ends to said bows and together by the pintle 7, so that said bows may be folded and when folded lie close together and substantially parallel with each other.

The mechanism for holding the top in its upright position comprises a rod 8, which is pivotally secured at its lower end to a fixed plate 9 between the collar 10 and the washer-nut 11, as shown in Fig. 3. This rod is slidable within a post 12, loosely fixed to the plate 13, that is secured to the back bow 2 by the bolts 14. It is apparent that by means of the pivotal connection between the rod 8 and plate 9 and the post 12 with the plate 13 the bow 2 can be raised to any desired position and when in said position locked against movement by the screw 15, that is threaded into the post 12, with its inner end impinging against the rod 8.

The horizontal bow 16 is of substantially the same shape as bows 1 and 2, but when in its extended position lies substantially horizontal, as shown in Fig. 1. To the free ends of said bow are secured the plates 17 in any preferred manner, which plates are pivotally connected with blocks 18, slidable upon the rods 19, that are fixed to the front bow 1 by means of the brackets 20. These blocks are secured in any of their intermediate positions by the thumb-screws 21, threaded therein, the inner ends of which impinge against said rods. All of said bows are connected with leather, cloth, or other flexible material, as is common in the art, and provided also with the necessary side and back curtains, if desired, they being attached in the usual manner.

In Fig. 1 the top is shown in its open position with the front cover reaching over the front seat. To fold the front cover, the thumb-screws 21 are loosened and the blocks 18 slid downwardly upon the rods 19, thus causing the bow 16 to assume a vertical position parallel with the front bow, as shown by broken lines in Fig. 1. The whole top can now be lowered by folding the links 5 and 6 upon each other, pushing the front bow backwardly onto the back bow 2, which is then released by actuating the screws 15, permitting the top to be closed tightly onto the back of the seat and out of the way.

There are many minor changes and alterations that can be made in my invention aside



from those herein suggested, and I would therefore have it understood that I do not limit myself to the exact construction herein shown and described, but claim all that falls fairly within the spirit and scope of my invention.

Having described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination with the pivotally-secured front bow; of the horizontal bow slidably secured thereto; a pivotally-secured back bow; and a connection between said bows.

2. The combination with the pivotally-secured front bow; of the horizontal bow slidably secured thereto; a pivotally-secured back bow; and a folding connection between said bows.

3. The combination with a vehicle-body; of front and back bows pivotally secured to said vehicle-body; a folding connection between said bows; and a horizontal bow pivotally and slidably connected with one of said bows.

4. The combination with a vehicle-body; of front and back bows pivotally secured thereto; means for rigidly securing said back bow to said vehicle-body in any of its adjusted positions; a folding connection between said

bows; and a horizontal bow adjustably secured to said front bow.

5. The combination with the front bow; of the back bow pivotally connected therewith; and the horizontal bow pivotally secured to a sliding member connected with said front bow.

6. The combination with the pivotally-secured front bow; of rods fixed thereto; blocks slidable upon said rods, having means connected therewith for securing the same in any of its intermediate positions; and a horizontal bow pivotally secured to said blocks.

7. The combination with the bow 1; of the bow 2; a connection between said bows, comprising the links 5 and 6 pivotally secured to each other; means, as the rods 8 and posts 12, for securing one of said bows in any of its intermediate positions; blocks 18 slidably secured to said bow 1; and a horizontal bow 16 pivotally secured to said blocks.

In testimony whereof I affix my signature in presence of two witnesses.

ARTHUR M. BEEBE.

Witnesses:

GEORGE E. HALL,  
FLORENCE H. MONK.