

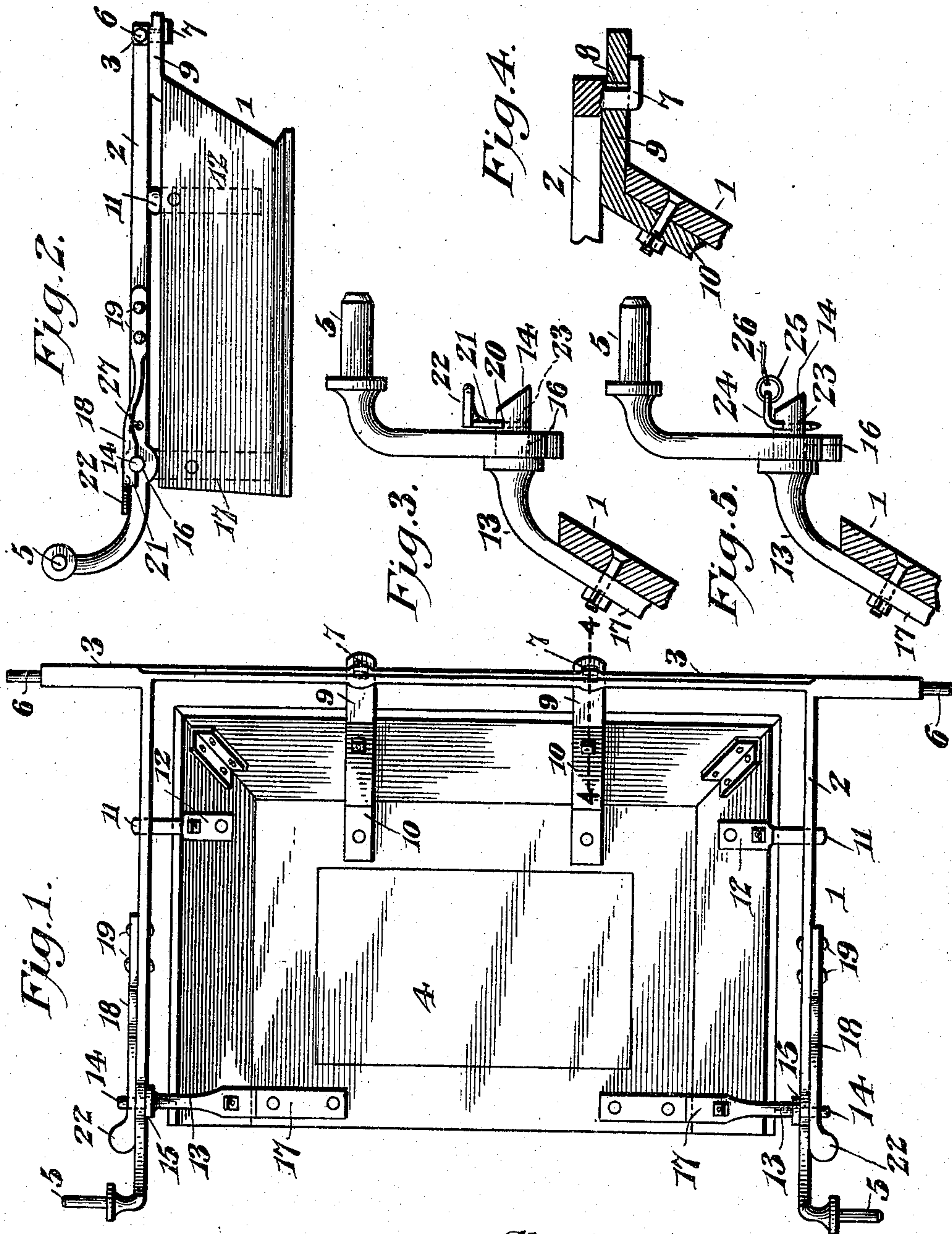
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C. SILCOTT.

REMOVABLE BOTTOM FRAME FOR VEHICLE TOPS.

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REMOVABLE BOTTOM FRAME FOR VEHICLE-TOPS.

No. 848,059.

Specification of Letters Patent.

Patented March 26, 1907.

Application filed September 8, 1905. Serial No. 277,502.

To all whom it may concern:

Be it known that I, CHARLES SILCOTT, a citizen of the United States, residing at Henderson, in the county of Henderson and State of Kentucky, have invented a new and useful Removable Bottom Frame for Vehicle-Tops, of which the following is a specification.

The invention relates to a removable bottom frame for vehicle-tops.

The object of the present invention is to improve the construction of devices for enabling vehicle-tops to be applied to and removed from vehicles and to provide a simple and comparatively inexpensive bottom frame of great strength and durability adapted to be readily applied to and removed from a vehicle-seat for enabling a vehicle to be used either with or without a top.

A further object of the invention is to provide a frame of this character which when in position will be securely fastened to the vehicle-seat and which may be quickly detached when desired.

With these and other objects in view the invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawing, and pointed out in the claims hereto appended, it being understood that various changes in the form, proportion, size, and minor details of construction within the scope of the claims may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawings, Figure 1 is a plan view of a vehicle-seat provided with a detachable bottom frame constructed in accordance with this invention. Fig. 2 is a side elevation of the same. Fig. 3 is an enlarged detail view, partly in section, showing one side of the frame and illustrating the manner of securing the same to a vehicle-seat. Fig. 4 is a detail sectional view on the line 4-4 of Fig. 1. Fig. 5 is a detail view, partly in section, illustrating the manner of locking the bottom frame in position by a pin.

Like numerals of reference designate corresponding parts in all the figures of the drawing.

1 designates a bottom frame designed to receive a vehicle-top of any desired construction and composed of sides 2 and a back 3, which are spaced from the sides and back of

a vehicle-seat 4, as clearly illustrated in Fig. 1 of the drawing. The sides and back of the bottom frame consist of bars, and the said frame is provided at the front ends of the sides with laterally-extending pivots 5 for the attachment of the bows of a vehicle-top. The front portions of the sides of the bottom frame are curved upward, as clearly shown in Fig. 2, to arrange the bows of the vehicle-top in proper position, and the rear bar 3 is extended laterally beyond the side bars and are provided with pivots 6 or other suitable means for connecting the rear brace of the vehicle-top with the bottom frame.

The rear bar of the bottom frame is provided at points equidistant of the side bars 2 with depending substantially L-shaped lugs 7, which extend through openings 8 of rearwardly-projecting arms 9 of the seat, whereby the back of the frame is detachably interlocked with the vehicle-seat. The arms 9, which extend horizontally from the back of the seat, are provided with integral shanks 10, consisting of straps or bars angularly bent to conform to the configuration of the seat and suitably secured to the bottom and back of the same and connecting those parts. The L-shaped lugs are adapted to be readily disengaged from the rearwardly-extending arms of the vehicle-seat by tilting the sides of the bottom frame upwardly, as hereinafter more fully explained.

The sides of the bottom frame are supported at an intermediate point by means of laterally-extending rear arms 11, arranged beneath the sides of the bottom frame and provided with integral shanks or attachment portions 12, which are bolted or otherwise secured to the sides of the seat, as clearly shown in Fig. 1. The front portions of the sides of the bottom frame are secured to and supported by front laterally-extending arms 13, terminating in studs 14 and provided at the inner ends of the studs with shoulders 15 for engaging the inner faces of the sides of the bottom frame. The sides of the bottom frame are provided with suitable openings 16, through which the studs 14 pass, and the said sides when free to move are adapted to be readily swung outward to disengage them from the studs. The front laterally-extending arms are provided with suitable shanks or bars 17, which are angularly bent to conform to the configuration of

the sides and bottom of the seat and which are bolted or otherwise secured to the same for connecting those parts.

The sides of the bottom frame are secured on the studs of the front laterally-extending arms by means of resilient catches 18, consisting of springs disposed longitudinally of the sides of the bottom frame and secured at their rear portions 19 to the outer faces of the sides 2. The intermediate portions of the catches are sufficiently reduced to enable the front portions to be readily lifted out of engagement with the studs, which are provided with suitable notches 20 to receive the depending portions of flanges 21 of the catches. The front ends 22 of the catches are enlarged to form suitable handles or grips for enabling the catches to be readily lifted out of engagement with the studs. When the sides 2 of the frame are disengaged from the studs, the bottom frame may be swung upward to remove the lugs 7 from the rearwardly-extending arms of the seat. The studs are also preferably provided with vertical perforations 23, adapted to receive a pin 24 for securing the sides of the bottom frame on the studs in the event of breakage of the catches. Each pin or key 24 has its upper portion bent horizontally and perforated to receive a ring 25, which carries a strap 26, adapted to be secured in a perforation 27 of the side of the bottom frame. Any other suitable means may, however, be employed for retaining the sides of the bottom frame in engagement with the studs of the front laterally-extending arms.

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

1. The combination of a seat, front and rear arms extending from the seat, the front

arms being provided with studs and the rear arms having openings, a bottom frame provided at opposite sides with transverse openings to receive the studs and having angular rear lugs extending through the openings of the rear arms and engaging the lower faces of the latter, and spring-actuated catches mounted on the bottom frame and engaging the front studs.

2. The combination with a seat, of front arms extending from the seat and having projecting studs provided with notches, rear arms extending from the seat, a bottom frame composed of sides and a back spaced from the sides and back of the seat, the sides being provided with transverse openings receiving the said studs, and resilient catches mounted on the sides of the bottom frame and engaging the notches of the studs.

3. The combination of a seat, front arms extending from the seat and having studs, rear arms extending from the said seat, a bottom frame composed of sides and a connecting portion, the sides having openings to receive the studs, and the connecting portion being provided with means for detachably interlocking it with the rear arms, and resilient catches extending longitudinally of the sides of the frame and secured at their rear ends to the same, and provided at their front portions with means for engaging the studs, whereby the sides of the frame are held against outward movement on the studs.

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

CHARLES SILCOTT.

Witnesses:

WILLIAM H. GREAM,
J. L. RENSCHAW.