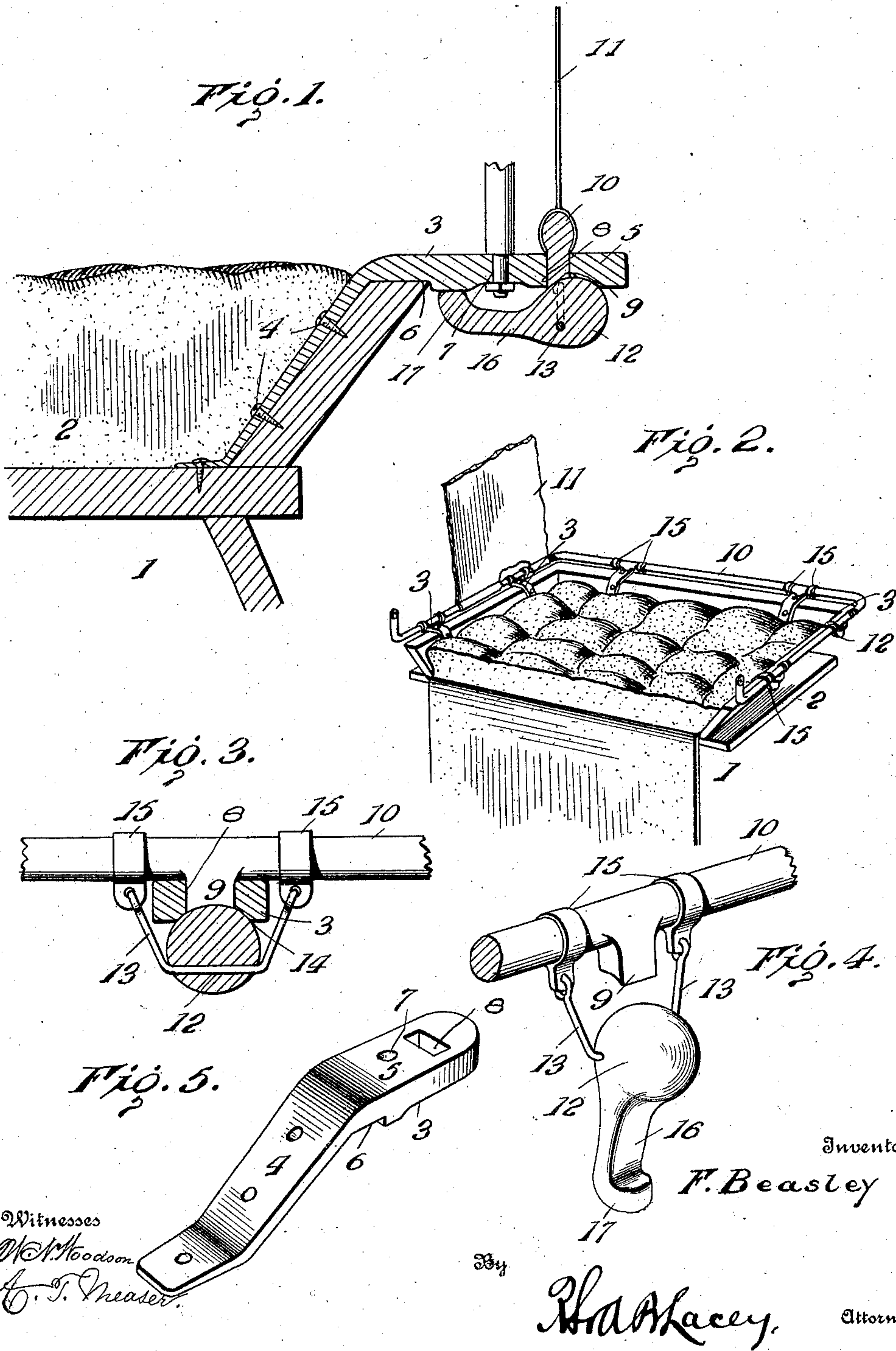


No. 850,461.

PATENTED APR. 16, 1907.

F. BEASLEY.  
MEANS FOR REMOVABLY ATTACHING BUGGY TOPS.  
APPLICATION FILED MAR. 17, 1906.





# UNITED STATES PATENT OFFICE.

FRANK BEASLEY, OF LYONS, NORTH CAROLINA.

## MEANS FOR REMOVABLY ATTACHING BUGGY-TOPS.

No. 850,461.

Specification of Letters Patent.

Patented April 16, 1907.

Application filed March 17, 1906. Serial No. 306,673.

*To all whom it may concern:*

Be it known that I, FRANK BEASLEY, a citizen of the United States, residing at Lyons, in the county of Granville and State of North Carolina, have invented certain new and useful Improvements in Means for Removably Attaching Buggy-Tops, of which the following is a specification.

The present invention relates to vehicle-tops, and more particularly to an improved method of securing the tops in position which enables them to be quickly removed when desired.

With the constructions heretofore in use it has been necessary to employ a wrench and loosen a number of bolts for the removal of the top, and this construction has obvious disadvantages, owing principally to the large amount of time consumed in the operation of removing or placing them in position.

The present invention consists, essentially, of a peculiar clamping member which is permanently attached to the supporting-rail having the top secured thereto and which therefore enables the top to be very quickly removed and eliminates any loose parts, which are extremely liable to be lost.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and accompanying drawings, in which—

Figure 1 is a longitudinal sectional view showing one of the devices in position upon a vehicle-seat. Fig. 2 is a perspective view of a seat having the brackets and supporting-rail secured thereto. Fig. 3 is a transverse sectional view through one of the brackets and shows the method of attaching the supporting-rail thereto. Fig. 4 is a perspective view of a portion of the supporting-rail and one of the clamping members, and Fig. 5 is a perspective view of one of the brackets.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The numeral 1 designates a vehicle of any suitable type, and 2 the seat thereof. A number of brackets 3 are permanently secured to the sides of the seat 2, so as to project outwardly from the sides and rear thereof. These brackets 3 comprise an inclined or diagonally-disposed arm 4, which is permanently secured to the sides of the seat 2,

preferably against the inner faces thereof, as shown, and also an approximately horizontal arm 5, which projects outwardly from the seat. In the preferred construction the brackets 3 are provided upon their lower faces with recesses 6, which are adapted to receive the upper edges of the sides of the seat, and thereby enable a rigid connection to be formed therewith. The outwardly-projecting arms 5 of the brackets are formed with two openings, the inner opening 7 receiving the brace for the back, while the outer opening 8 preferably has a square or angular formation and is adapted to receive the downwardly-projecting lugs 9 upon the supporting-rail 10. This supporting-rail 10 extends around the back and sides of the seat 2 and rests upon the outwardly-projecting arms 5 of the brackets 3. For this purpose a series of the brackets 3 is employed, which are disposed around the seat, the rail 10 being provided at suitable intervals with lugs 9, which fit within the angular openings 8 in the respective brackets.

The cover or top 11, which may be of any suitable type, is permanently secured to the supporting-rail 10, and this rail is detachably connected to the brackets by means of peculiarly-formed clamping members. These clamping members 12 are loosely connected to the rail 10 by means of link members 13 and are shown as having an eccentric formation, so as to bear against the lower faces of the brackets 3 and prevent the top from being lifted out of position. The clamping members 12 have an approximately spherical formation, and in order to enable a firm engagement to be made with the brackets 3 the latter members are provided upon their lower faces with depressions 14, which communicate with the angular openings 8 and are preferably located slightly to one side thereof. In this connection it may be stated that the ends of the lugs 9 are beveled, as shown, so as to fit against the curved surface of the clamping members. The links 13 are shown as having an approximately U shape, the ends thereof being loosely connected to collars 15, which fit upon the rail 10. As shown in the drawings, these collars can be very conveniently formed out of a strip of metal, which is bent around the rail and has its opposite ends projecting outwardly for engagement with the links. For the operation of the clamping members 12 they are provided with finger-pieces 16,



which bear against the lower faces of the brackets 3 when the top is in position upon the vehicle, and attention is called to the fact that the cross-bars of the links 13 pass through the clamping members somewhat off center, so that the finger-pieces are always held tight against the brackets. It will be observed that the ends of the finger-pieces are bent upwardly at 17, so as to hold the body of the finger-piece spaced from the bracket and enable a secure hold to be readily obtained thereon. With this construction it will be apparent that the rail 10, having the top 11 permanently connected thereto, is held against lateral displacement by means of the lugs 9 and when in position is securely held against removal by means of the clamping members 12. However, when these clamping members are released the rail can be lifted from the brackets and the top thereby quickly removed from the vehicle.

While I have described the device as being employed in connection with a vehicle-seat, it must be understood that it could be employed with equal facility upon the body of a wagon or in connection with other devices where a removable top would be desired.

Having thus described the invention, what is claimed as new is—

1. In a device of the character described, the combination of outwardly-projecting brackets, a supporting-rail resting upon the brackets, U-shaped link members, the opposite arms of which are connected to the supporting-rail upon opposite sides of the outwardly-projecting brackets, and clamping members carried by the U-shaped link members and engaging with the brackets to hold the supporting-rail in position.
2. In a device of the character described, the combination of outwardly-projecting brackets provided with openings, a supporting-rail resting upon the brackets and formed with projections which fit in the openings therein, U-shaped links, the two arms of which are secured to the supporting-rail upon opposite sides of the bracket, and clamping

members carried by the links and engaging with the brackets to hold the supporting-rail in position.

3. In a device of the character described, the combination of outwardly-projecting brackets, a supporting-rail resting upon the brackets, U-shaped link members, the two arms of which are connected to the supporting-rail upon opposite sides of the brackets, and eccentric clamping members carried by the U-shaped links, the said eccentric clamping members having an approximately spherical formation and being adapted to engage with the brackets to hold the supporting-rail in position.

4. In a device of the character described, the combination of outwardly-projecting brackets having openings therein and provided on their lower faces with depressions, a supporting-rail resting upon brackets and provided with lugs which fit within the openings therein, a top secured to the supporting-rail, and eccentric clamping members having an approximately spherical formation so as to engage with the depressions in the lower faces of the brackets, the said clamping members being employed for detachably connecting the supporting-rail to the brackets.

5. In a device of the character described, the combination of outwardly-projecting brackets having openings formed therein, a supporting-rail resting upon the brackets and provided with lugs which fit within the openings therein, U-shaped link members, the two arms of which are connected to the supporting-rail upon opposite sides of the brackets, and eccentric clamping members carried by the U-shaped link members and adapted to be engaged by the brackets to hold the supporting-rail in position.

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

FRANK BEASLEY. [L. s.]

Witnesses:

J. T. AIKEN,  
E. E. MANGUM.