

(No Model.)

C. THOMAS.
CANOPY TOP.

No. 580,296.

Patented Apr. 6, 1897.

Fig. 1.

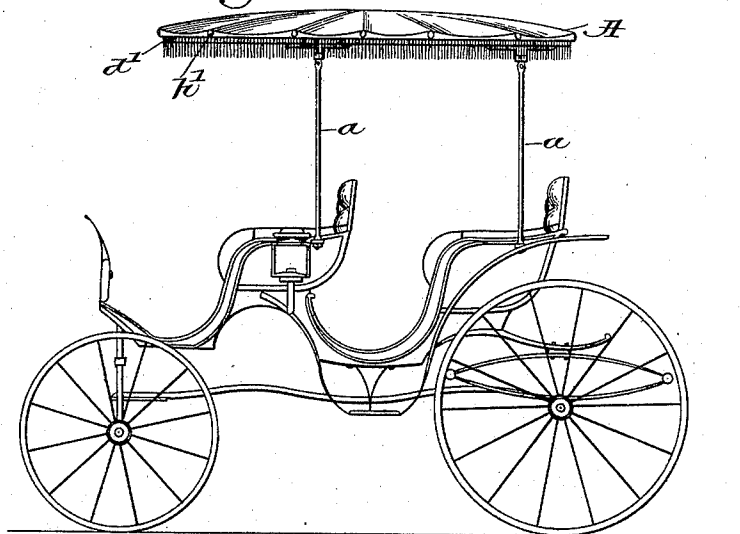


Fig. 2.

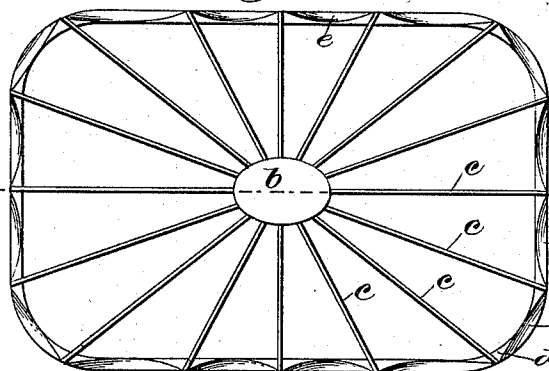


Fig. 6.

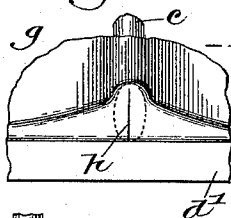


Fig. 6^a.

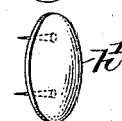


Fig. 10.

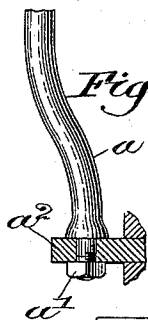


Fig. 3.

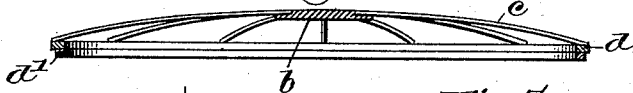


Fig. 4.



Fig. 7.

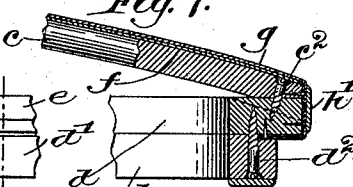


Fig. 5.

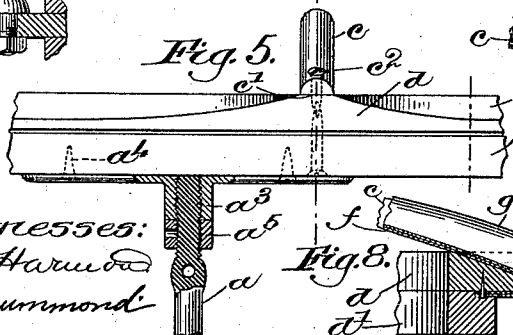


Fig. 8.

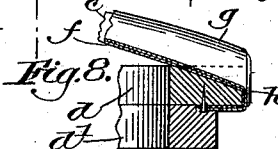


Fig. 9.



Witnesses:
A.C. Harwood
V.J. Hammond

Inventor.
Charles Thomas.
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UNITED STATES PATENT OFFICE.

CHAUNCEY THOMAS, OF BOSTON, MASSACHUSETTS, ASSIGNOR TO CHAUNCEY THOMAS & CO., OF SAME PLACE.

CANOPY-TOP.

SPECIFICATION forming part of Letters Patent No. 580,296, dated April 6, 1897.

Application filed January 4, 1897. Serial No. 617,887. (No model.)

To all whom it may concern:

Be it known that I, CHAUNCEY THOMAS, of Boston, county of Suffolk, State of Massachusetts, have invented an Improvement in Canopy-Tops, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

This invention has for its object the production of an extremely ornamental novel-shaped canopy-top for use in connection with vehicles of any kind, my novel top presenting the appearance between its ribs that an open umbrella presents between its ribs. To effect this novel shape of top, I employ a center piece and from it extend substantially radially a series of ribs, the said ribs inclining downwardly to the edge frame of the top, a portion of said edge frame being shaped to present a series of concavities, the said concavities being located between the ends of the ribs. Preferably the edge frame of the top will be composed of two superimposed pieces, the lower piece being preferably a quadrilateral frame. The shape given to the edge frame of the top is also very important, for the concavities between the ribs enable the fullness of the cover, which may be leather, enamel-cloth, or other usual covering material, to be accommodated so that such cover may be applied to an inclined top practically without wrinkles, the only slits actually necessary in the cover being at points opposite the outer ends of the ribs, and said slits are covered by ornamental nails or shields.

Figure 1, in side elevation, represents a carriage provided with a top made to represent my invention. Fig. 2 shows the entire framework of the top with the cover omitted; Fig. 3, a section of the top, Fig. 2, on the line *x*; Fig. 4, an enlarged detail of the center piece of the top frame and parts of two ribs; Fig. 5, an enlarged detail showing part of the edge frame of the top, a rib, and part of one of the top standards. Fig. 6 shows part of the edge frame and a rib with part of the cover laid on it. Fig. 6^a shows a nail or covering-shield. Fig. 7 shows the edge frame and part of a rib in section with part of the top applied and the slit shown in Fig. 6 covered by the

nail or shield, the section being in the middle of a rib. Fig. 8 is a similar section taken at one side of said rib. Fig. 9 shows the beveled lower edge of one of the ribs, and Fig. 10 shows the lower end of one of the usual top standards.

The carriage body and wheel may be of any usual or suitable shape.

The top A will be supported in usual or suitable standards, the lower ends of which are fastened by suitable nuts *a'* on ears *a*², extended from the carriage-body, the upper threaded ends of said standards entering threaded sockets *a*³, attached by suitable screws *a*⁴ to the edge frame of the top to be described, a check-nut *a*⁵ acting to hold the parts in their true and proper adjusted positions and the top level.

My improved top A is composed of a center piece *b*, which may be varied in shape externally, it being herein shown as oval, and it may be greater or less in size. The edges of the center piece, as herein shown, serve to remove and hold the inner ends of a series of ribs *c*, represented as varying in length, the variations depending on the shape of the edge frame *d* of the top, such frame being herein shown as having straight sides and ends with rounded corners, but the shape of the edge frame may be variously modified according to taste without departing from my invention. The inner ends of these ribs are herein shown as entering holes in the edge of the center piece, and after the said ribs have been glued into said holes I preferably plane down the edges of the top of the center piece from the dotted-line position, Fig. 4, to the full-line position, thus doing away with any appearance of a shoulder at the junction of the ribs and the center piece. The ribs may be either round or elliptical in cross-section and extended substantially radially from the edge of the center piece and inclined somewhat downwardly toward the edge frame *d*, made preferably in two separate superimposed parts *d* and *d'*, which in practice are united by suitable screws *d*². The upper portion of the edge frame is cut out or concaved at intervals, as shown at *e*, to leave a series of circular concavities starting from substantially

the point where the beveled outer ends c^2 of the ribs are secured by screws c^3 to the edge frame.

In making up this top I prefer to first apply to the top frame a suitable lining f , and I then lay on the cover the top g , of whatever material, and between the tops of the ribs and in the concavities of the edge frame I lay the outer edge of the cover, the concavities taking up the slack which accumulates, as will be well understood, leaving the edge of the covered top to present the appearance of a series of scallops, (see Fig. 1,) or to present the same appearance between the ribs that an open umbrella presents between its ribs. In this top opposite the ends of the ribs, which project above the edge frame, I make a slit, as at h , taking out any extra edge fullness to thus obviate any plait. The edges of the lining and top are preferably put in between the two parts d d' of the edge frame, as best shown in Figs. 7 and 8, and over the slit h I apply a suitable tack or ornament h' to cover the slit.

The standards a are bent near their lower ends to thus afford more space and adapt the standards to tops of greater widths than the body, and with the bent standards it is obvious that it must on the completed carriage always occupy exactly one position, but to enable the top to be held stiffly on the upper ends of these standards I have provided each standard at its upper end with a screw-thread which is screwed into a threaded socket a^3 , and when the standard is in the position in which it must be left the check-nut a^5 is turned up against the socket and acts to effectually lock the standard and top together.

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

1. A canopy-top composed of a center piece, an edge frame provided with a series of concavities, and a radial series of ribs connecting said center piece and said edge frame at points between said concavities, and a top cover applied to said frame, the cover overlapping the ribs and following the concavi-

ties of the edge frame, substantially as described.

2. A canopy-top consisting of a center piece, an edge frame composed of two layers d , d' , the upper surface of the layer d being provided with a series of concavities e , a series of radial ribs connecting said center piece and edge frame, and a top cover covering all the said top and having its edges confined between the two layers of the edge frame, substantially as described.

3. A canopy-top composed of a center piece, an edge frame provided with a series of concavities, and a radial series of ribs connecting said center piece and said edge frame at points between said concavities, and a top cover applied to said frame, the cover overlapping the ribs and following the concavities of the edge frame, the edge of said cover being slitted opposite the outer ends of the said ribs, substantially as described.

4. A canopy-top frame, composed of a center piece, an edge frame provided with concavities, and a series of ribs connected with said center piece and engaging said edge frame, substantially as described.

5. A canopy-top frame composed of a center piece, an edge frame provided with concavities, and a series of ribs connected with said center piece and engaging said edge frame, the outer ends of said ribs projecting above the upper side of the said edge frame, substantially as described.

6. A canopy-top frame composed of a center piece, an edge frame provided with concavities, and a series of ribs connected with said center piece and engaging said edge frame, the outer ends of said ribs being beveled at their under sides to rest on said edge frame, and means to unite said ribs and edge frame, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHAUNCEY THOMAS.

Witnesses:

GEO. W. GREGORY,
LAURA MANIX.