(No Model.)

A. WOEBER.

VEHICLE TOP.

No. 394,804. Patented Dec. 18, 1888.

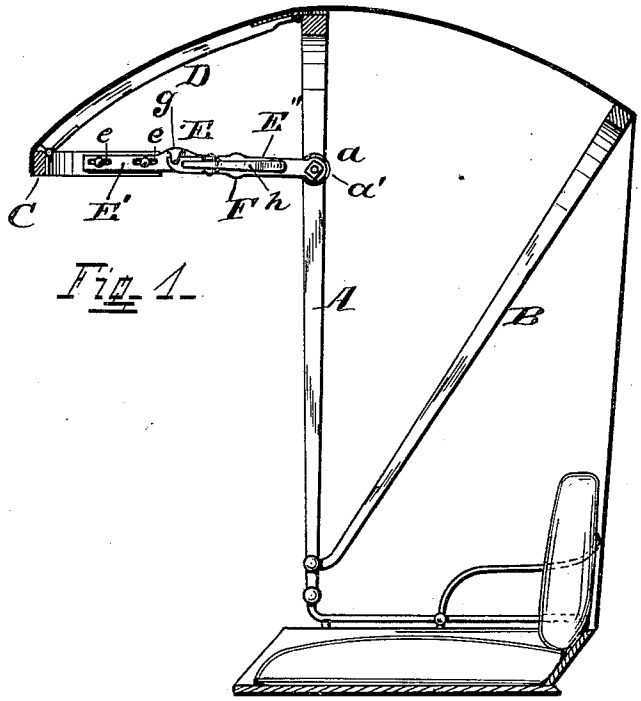


Fig. 1.

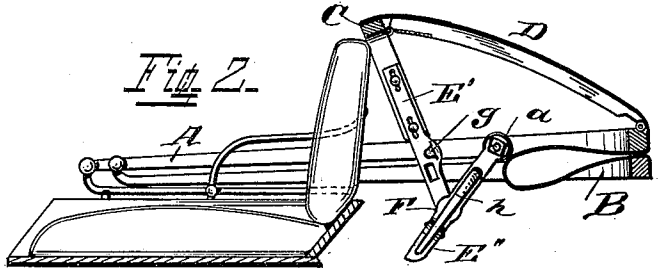


Fig. 2.

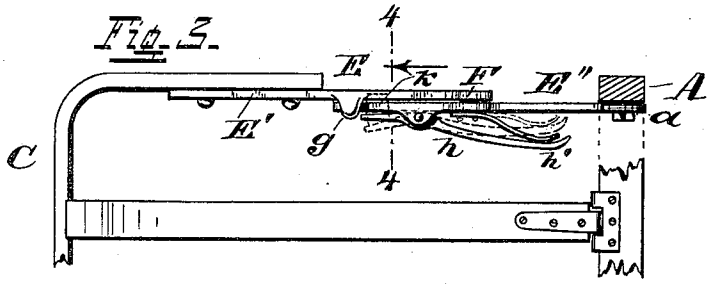


Fig. 3.

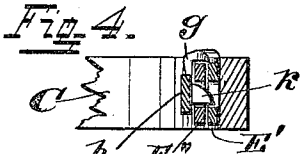


Fig. 4.

Attest
Frank D. Loveland
James H. Ramsey

Inventor
Amos Woeber
by Parkinson & Parkinson Atty's

N. PETERS. Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

AMOS WOEBER, OF CINCINNATI, OHIO.

VEHICLE-TOP.

SPECIFICATION forming part of Letters Patent No. 394,804, dated December 18, 1888.

Application filed October 16, 1888. Serial No. 288,254. (No model.)

To all whom it may concern:

Be it known that I, AMOS WOEBER, a citizen of the United States, residing at Cincinnati, in the county of Hamilton, State of Ohio, have invented a new and useful Improvement in Vehicle-Tops, of which the following is a specification.

My invention relates to that class of vehicle-tops adapted to be folded down when desired; and it consists in a novel mechanism for supporting and folding the top, as hereinafter fully described and claimed.

Referring to the drawings, Figure 1 is a view, partly in section, showing the vehicle-top in a raised position. Fig. 2 is a view of the same shown with top folded. Fig. 3 is a top view of a portion of the hood. Fig. 4 is a section on line 4 4, Fig. 3.

A B are bows of a vehicle-top, connected with the shifting-rail in the usual manner.

C is a bow having its arm cut away to form a hood. This bow is connected to bow A by one or more hinged straps, D, which may be of wood, metal, or other suitable material, and jointed braces E.

The object of the braces E is to attach the hood to the main top in such manner as to prevent any swaying or other movement independent of the main top, and to permit the hood being readily folded independently of the main top when desired. For convenience of operation I prefer to place these braces or top-props, mounted as hereinafter set forth, on the interior of the top; but it is obvious that the same result may be accomplished by having them attached at the outside.

The brace E shown in the drawings is composed of two metal straps, E′ E″, lying in parallel planes and bolted together at a point intermediate between their extremities, as at F. E′ is bolted firmly to the bow C. It is preferably made adjustable by means of elongated slots *e e*. E″ is pivoted at *a* to the bow A. I have shown a plano-concave washer, *a′*, between the bow A and brace E. This makes the hood more stable, especially if the washer is extended out underneath the brace for a short distance. E′ is provided with a lug, *g*, adapted to engage E″ when the hood is raised. It is preferably made hook-shaped, so as to take over E″ to prevent lateral movement of the brace, as well as to hold against upward movement of the part E″. When the parts E′ E″ are in line, E″ bearing against lug *g* on E′, they are held in this position by a spring-latch, *h*. I have shown this latch as a lever, *h′*, having a projection, *k*, thereon taking through mortises in the two parts E′ E″; but it is obvious that any means of locking these parts may be used.

The hood is folded by pressing the lever *h′*, thereby disengaging the projection *k*, and the brace-joint is broken down.

I have shown my invention in connection with a hood for a buggy-top; but it is equally applicable to all vehicle-tops and jointed braces and top-props used either inside or outside.

Heretofore hoods for vehicle-tops have been constructed with braces having the ordinary knee-joint of a top-prop and used upon the outside of the vehicle-top, it being impossible to use it on the inside, because the joint, breaking up, would puncture the covering of the hood. Having no means of fastening that joint when the hood was up, the joints were liable to break when the vehicle received a sudden jolt and allow the hood to fall down when not desired. These braces formerly were in a very awkward position for operating, being on the outside of the vehicle. All of these objectionable features are obviated by my invention.

I claim—

1. In a vehicle-top, a jointed brace consisting of two or more straps or plates pivoted to each other and a latch adapted to lock the same in position, substantially as and for the purpose described.

2. In a vehicle-top, a jointed brace consisting of two or more pivoted straps or plates, one of which is provided with a stop or lug, and a spring-latch adapted to lock the straps, substantially as and for the purpose described.

3. The combination, in a vehicle-top, of a carriage-top bow, a hood-supporting bow, and jointed braces connecting the bows, and con-

sisting of a fixed strap or plate, a strap or plate pivoted at one end to the fixed strap and at the other end to one of the bows, and a latch adapted to lock the fixed strap and the pivoted strap to each other, substantially as described.

4. In a vehicle-top, a bow, A, bow C, hinged straps D, jointed brace E, consisting of parts E′ and E″, and latch *h*, combined in the manner and for the purpose specified.

AMOS WOEBER.

Witnesses:
FRANK O. LOVELAND,
JAMES N. RAMSEY.