

(No Model.)

M. D. MARTIN.
CARRIAGE TOP.

No. 500,925.

Patented July 4, 1893.

Fig. 1

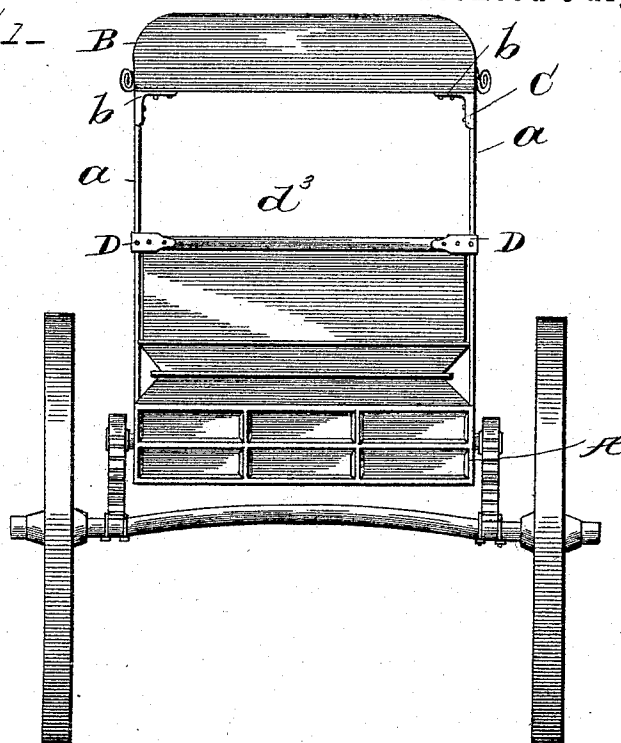


Fig. 2

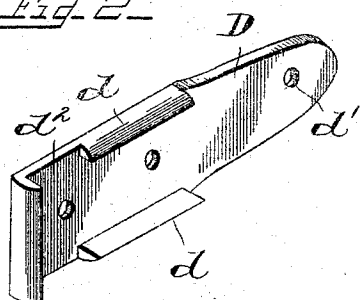


Fig. 3

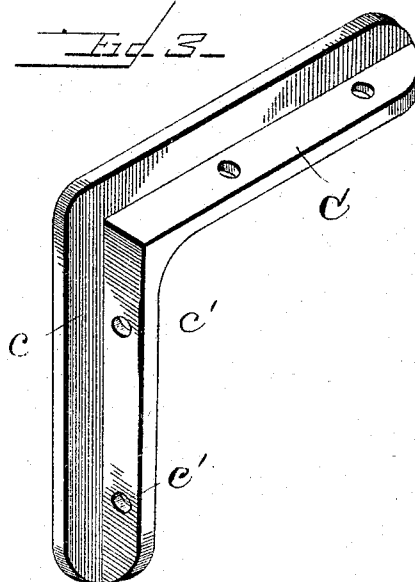
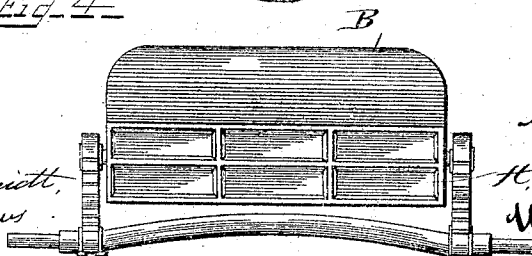


Fig. 4



Witnesses

J. A. Farschmann
Jennie D. Knigge

Inventor

Milton D. Martin

H. By Whitaker & Overoost
Attorneys.

UNITED STATES PATENT OFFICE.

MILTON D. MARTIN, OF YORK, PENNSYLVANIA.

CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 500,925, dated July 4, 1893.

Application filed December 16, 1892. Serial No. 455,389. (No model.)

To all whom it may concern:

Be it known that I, MILTON D. MARTIN, a citizen of the United States, residing at York, in the county of York and State of Pennsylvania, have invented certain new and useful Improvements in Carriage-Tops; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention consists in tops for carriages and wagons and consists of certain novel features of construction whereby the packing and shipping of the articles, are greatly facilitated.

In order that my invention may be understood I have illustrated it in the accompanying drawings and described it in the following specifications.

Figure 1 of the drawings is a rear elevation of a vehicle provided with my improved device. Figs. 2 and 3 are perspective views of devices for securing the top to the uprights and for bracing the latter. Fig. 4 is a rear view of the vehicle ready for packing.

Similar letters of reference indicate identical parts throughout.

The vehicle A is provided with uprights *a* which are bolted or otherwise rigidly secured to the main body and are for the purpose of supporting the top B. Ordinarily these uprights are formed of one continuous piece and are bowed like an inverted U, but in my construction they are made separate and are connected to the top by means of angle irons C. To this end the top B is provided with a horizontal rod or analogous part *b* adapted to be secured to the horizontal portion of the angle iron C. The angle iron C is constructed substantially as shown in Fig. 2 and is provided with flanges *c* which preferably have outward rounded surfaces. Openings *c'* are provided which register with similar open-

ings in the horizontal part of the top and of the uprights, for the passage of bolts or screws.

To strengthen the uprights I provide the devices shown in Fig. 3 consisting of the main flat body D having projections *d* and openings *d'*, a space *d²* being left to receive the uprights. A horizontal rod or strip as *d³* is secured to this part, being inserted between the projection *d'* and the part then fastened to one of the uprights. By this construction it is apparent that a knock down top is provided which is very convenient for packing and easily put together, as by removing the bolts the entire top may be taken apart in a short time and made to occupy the smallest space as shown in Fig. 4.

Instead of having the horizontal portion of the angle iron C secured to the part *b* as described, I prefer to secure it to a similar part extending along the side of the top, thus making the angle iron substantially invisible from the outside.

What I claim, and desire to secure by Letters Patent, is—

1. In a vehicle the combination with the uprights for supporting the top and angle irons having upwardly extending flanges for removably securing the top to the uprights, substantially as described.

2. In a vehicle the combination with the uprights for supporting the top, angle irons having upwardly extending flanges for removably securing the top to the uprights, a brace, and a part having inward projections adapted to engage the edge of said brace and said support, substantially as described.

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

MILTON D. MARTIN.

Witnesses:

L. P. WHITAKER,
JESSIE D. KINGSBERY.