

L. S. HENDERSON.
CARRIAGE TOP.
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1,080,147.

Patented Dec. 2, 1913.

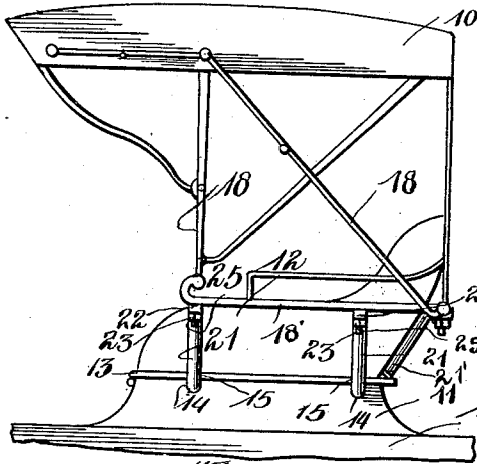


Fig. 1.

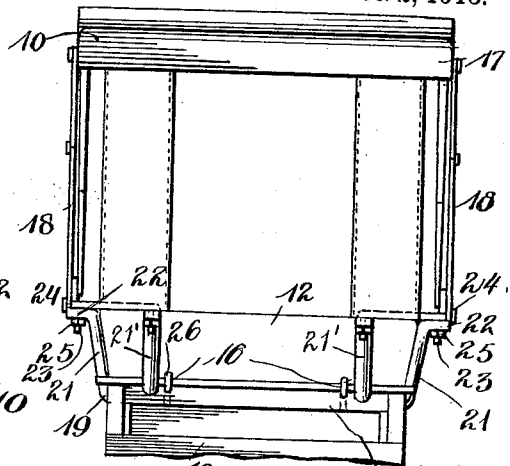


Fig. 2.

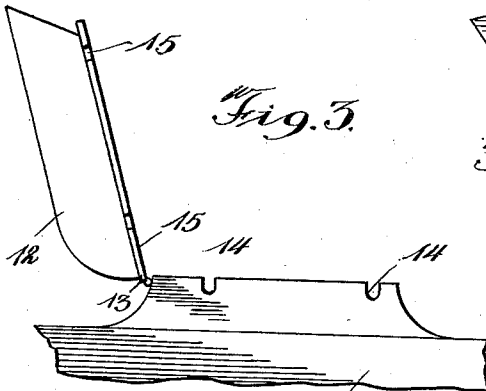


Fig. 3.

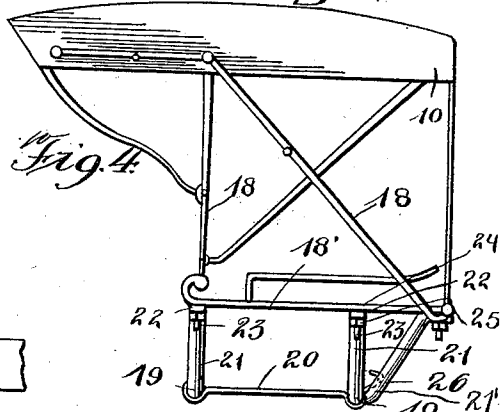


Fig. 4.

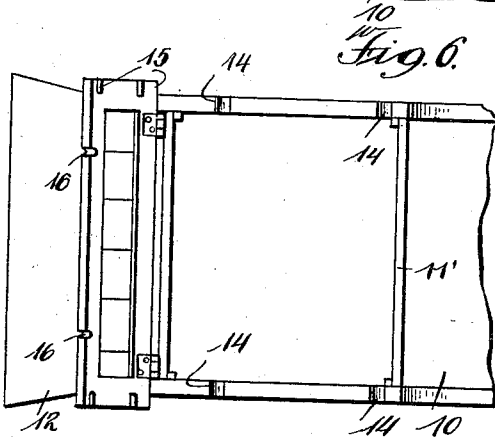


Fig. 5.

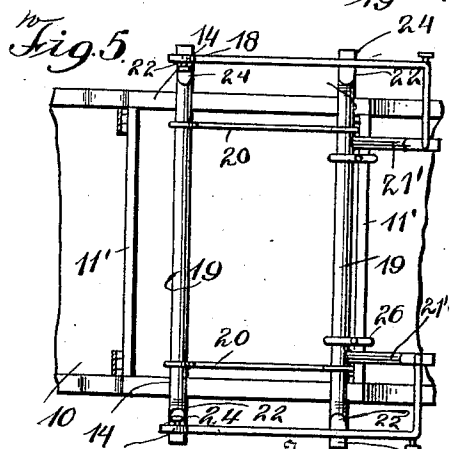


Fig. 6.

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CARRIAGE-TOP.

1,080,147.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, LEWIS S. HENDERSON, a citizen of the United States, residing at Blair's, in the county of Fairfield, State of South Carolina, 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.

This invention relates to improvements in buggy and carriage tops and particularly to detachable single buggy tops.

The particular object of the invention is to provide a carriage top which can be quickly and easily secured in place on the carriage without the necessity of special tools, or the removal or application of nuts and bolts.

Other objects and advantages will be apparent from the following description when taken in connection with the accompanying drawings.

In the drawings: Figure 1 is a side elevation of a portion of the carriage with the top in position. Fig. 2 is a rear elevation of the same. Fig. 3 is a side elevation of the portion of the carriage showing the seat turned up, and the top removed. Fig. 4 is a side elevation of the top removed. Fig. 5 is a horizontal section taken on the line below the canopy, the seat being upturned. Fig. 6 is a plan view of the parts shown in Fig. 3.

Referring particularly to the accompanying drawings, 10 represents a portion of the body of the carriage, the usual raised side rails 11 and cross members 11' being provided for elevating the seat 12 slightly above the body. This seat 12 is hinged at 13, and is disposed to be swung forwardly to permit the attachment and detachment of the top. In each of the rails 11 are formed the transverse notches 14, and in the ends of the lower portion of the seat are formed notches 15 which register with the notches 14 when the seat is down. In the rear of the bottom portion of the seat are also formed notches 16, the purpose of which will appear later.

The top includes the canopy 17 and the bows or supports 18. A frame, including the parallel bars 19 and the transverse connecting and spacing links 20, is disposed on

the rails 11 and seated within the notches 14. The ends of the bars 19 are turned upwardly to form the supporting members 21 which have the outturned terminals 22 formed with openings to receive the lugs 23 of the irons 18', nuts 24 being engaged on the threaded ends 23 to hold and support the canopy on the frame. Mounted on the rear bar 19 of the frame are the swinging latch members 26 which, when the frame is in position and the seat turned down thereon engage with the rear cross member 11' of the wagon body, to hold the frame rigidly in position on the side rails 11. The upturned portions 21 of the bars 19 engage in the notches 15 of the seat, so that when the seat is lowered, all of the parts are held securely in position. Extending upwardly and rearwardly from the rear bar 19 are the supports 21', the ends being apertured to receive the downturned threaded lugs 25 of the rear portions of the irons 18'.

From the foregoing, it will thus be seen that to move the top, it is only necessary to shift the latches 26, and turn forward the seat 12, when the top (which includes the irons 18') and frame attached thereto may be quickly and easily lifted from the vehicle. Thus the use of wrenches or other tools is not found necessary in attaching or detaching the top.

What is claimed is:

The combination with a carriage body and top which includes irons, having side rails formed with notches and a hinged seat having notches registering with the first named notches, of a removable frame including parallel bars seated within the notches, spacing links connecting the bars, said bars having upturned ends disposed in the notches of the seat, upturned rear members on the frame, the irons of the top being secured to the upturned portions of the bars, and rear members and latch members carried by one of the bars for engagement with a portion of the carriage body to hold the seat and frame in position.

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

LEWIS S. HENDERSON.

Witnesses:

J. E. MATHIS,

L. B. WILLINGHAM.