

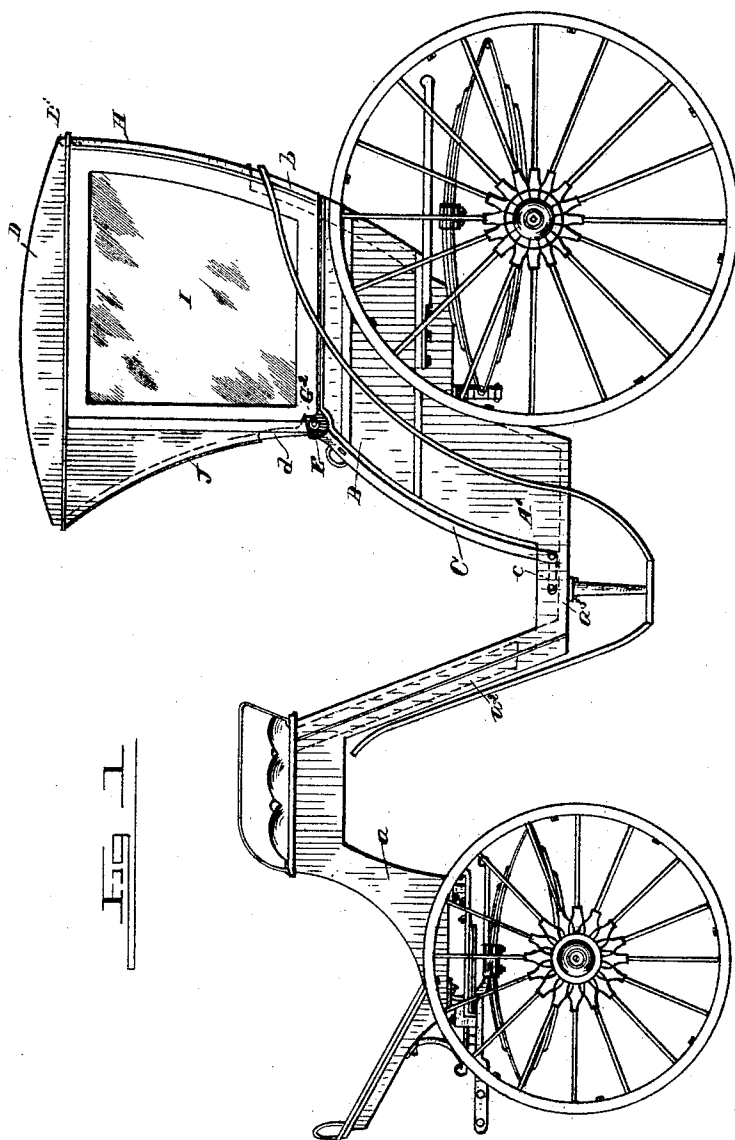
(No Model.)

2 Sheets—Sheet 1.

B. F. TUCKER.
VEHICLE.

No. 458,865.

Patented Sept. 1, 1891.



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WITNESSES

C. W. Levell.

Arthur E. Sowell.

INVENTOR

B. F. Tucker

by
J. A. Alexander
Attorney

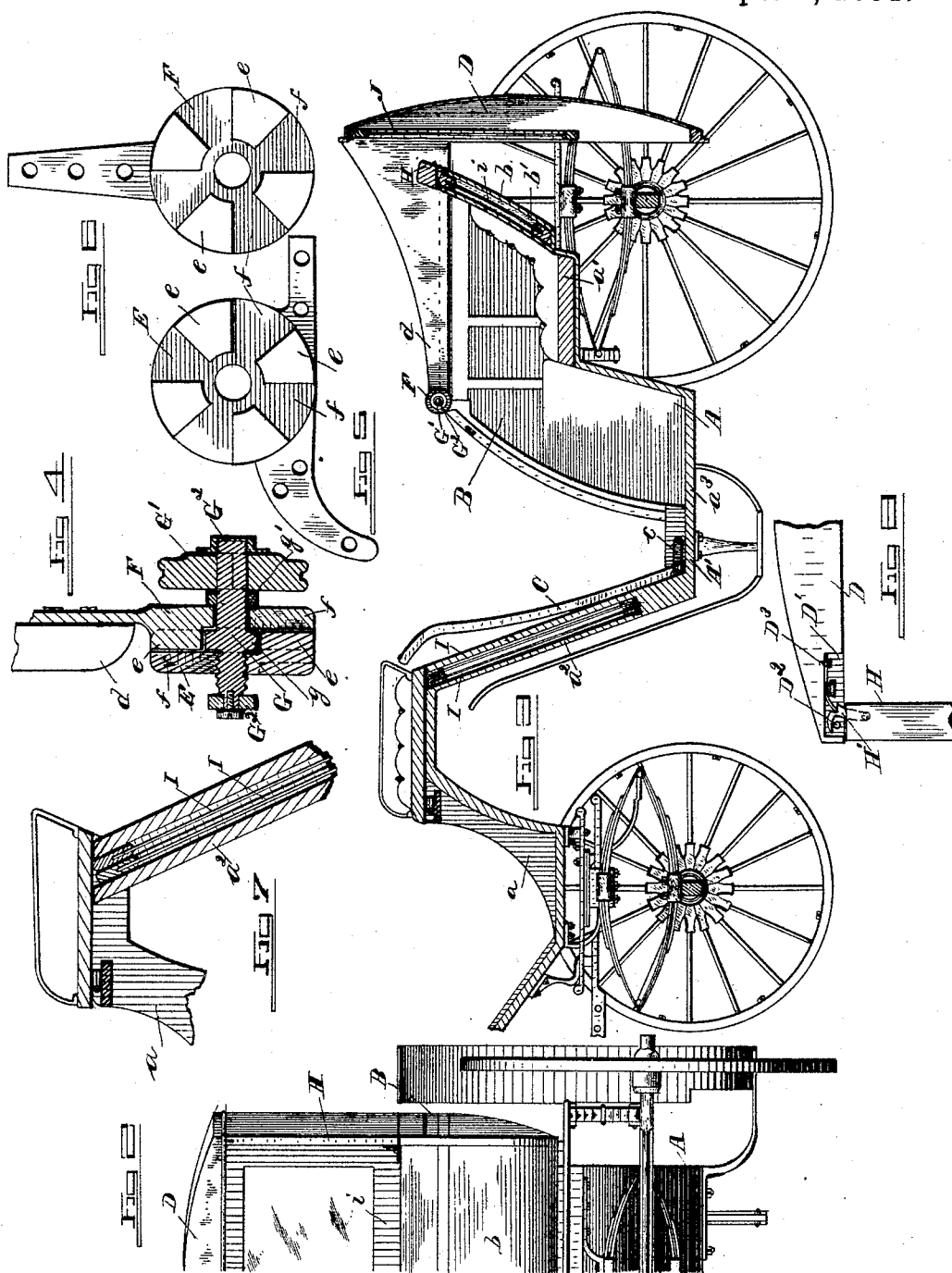
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C. W. Seville.

Arthur E. Towill

INVENTOR

B. F. Tucker by
Alexander
Attorney

UNITED STATES PATENT OFFICE.

BENJAMIN F. TUCKER, OF LA PORTE, INDIANA.

VEHICLE.

SPECIFICATION forming part of Letters Patent No. 458,865, dated September 1, 1891.

Application filed May 20, 1891. Serial No. 393,460. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN F. TUCKER, of La Porte, in the county of La Porte and State of Indiana, have invented certain new and useful Improvements in Vehicles; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification, in which—

Figure 1 is a side elevation of my improved vehicle-body with top raised. Fig. 2 is a half-rear view of the same. Fig. 3 is a vertical sectional view of the same, with top folded. Fig. 4 is an enlarged detail sectional view of the locking joint or hinge connecting the top and body. Figs. 5 and 6 are detail views of the connecting-pieces. Figs. 7 and 8 are details.

This invention is an improvement in carriages, and its object is to provide an improved adjustable-top carriage which can be arranged to form a close carriage or an open carriage, as may be desired; and it consists in the novel construction and combination of parts, hereinafter clearly described and claimed.

Referring to the drawings by letter, A designates the body of the vehicle in side elevation, resembling a "Victoria" body, having a front elevated driver's seat-support *a*, under which the front wheels can turn, and a rear seat *a'*, the frame of the body being bent downward or dropping between the seats. The rear seat is partly inclosed by low sides B B and a back *b*, as shown. The inclined portion *a*², connecting portion *a* with the central bottom portion *a*³ of the body, is hollow or chambered, opening at top, and is adapted to receive the side sashes of the top, hereinafter mentioned.

C designates a laterally-movable door, adapted to fit neatly between and against the front edges of sides B B, thus inclosing the seat, and which is connected by links *c c* to bottom A', so that the door may be moved bodily backward against the edges of sides B or forward against portion *a*². The links cause the bottom edge of door to move close to the sides B or to portion *a*² as the door is opened or closed. The top D is preferably made

non-collapsible, and is supported at front by side pieces *d d*, which are securely united thereto, and at their lower ends are hinged by suitable connections to the front upper corners of sides B B. These connections consist of opposite disks E and F, having central openings and registering lugs and recesses *e f*, as shown. The disks E have shanks by which they are fastened to the lower ends of pieces *d*, and the openings thereof are screw-threaded. The disks F are provided with peripheral wings or flanges by which they are made fast to the sides B. The inner ends of the openings in the disks are enlarged, as at *e f*, to accommodate a collar *g* on bolts G, which are passed through the opposed disks and hinge them together. The bolts can turn freely in disks F and are confined thereto by collars *g* and by washers *g'* and a milled nut or other device G' by which the bolt can be turned. The inner ends of the bolts are screw-threaded and engage, respectively, the threaded openings in the disks E, so that when the bolts are turned the disks will be either drawn together or forced apart, according to the revolution of the bolt. Caps G² may be fixed on the inner end of the bolts to prevent the disks E being forced off the same. When the top is raised and pieces *d* upright, the recesses and lugs in the disks register, and they are locked by tightening bolts G. When the top is lowered, the recesses and lugs will again register, so that the top can be locked in either position.

H H designate rear uprights, which are hinged at their lower ends to the rear corners of the sides or back and are adapted to turn inward toward each other along the top of the back when the top D is lowered; but when the top D is raised the uprights are set up, and they are fastened to the rear corners of the top and serve to support the same. The uprights are, for instance, provided with hooks H', which are adapted to enter slots D' in the rear edge of top D (see Fig. 1) and lock on pins D² therein, and are held in engagement therewith by spring-catches D³, secured within the slots, which catches are provided with finger-pieces, by which they can be thrown out of engagement with the hooks or uprights, so as to permit the latter to be disengaged from the top.

I I designate sashes adapted to fit in be-

tween the pieces *d*, uprights H, sides B, and top D, as indicated, thus closing the sides, and *i* is a rear sash adapted to close the space between the uprights H, back *b*, and top D at rear, and which can, when desired, be lowered into a chamber or recess *b'* in back *b*, as indicated in Fig. 3.

J designates a sash hinged at its upper edge to the front edge of top D, and which, when the door is closed, will when lowered close the space between top of door, top D, and pieces *d*. When thus adjusted, it will be seen that the entire seat is inclosed, and the occupants thereof may be protected and shielded.

Instead of hinging the sash J to the top D, it may be connected to and slide within the top or within door C, which can be made hollow to receive it.

When it is desired to have an open carriage, the sash I I are taken out and slipped in the hollow part *a'* of the body. Sash *i* is dropped into the chamber in the back. Sash J is then put in place and uprights H H lowered, the bolts G turned so as to disengage disks E and F, and the top then dropped backward to the position shown in Fig. 3. The pieces *d* then become side pieces or arms to the seat. By this construction I provide a compact adjustable carriage, easily converted from an open into a closed carriage and vice versa, and one which is light and slightly.

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

1. The combination of the body and the seat, sides, and back thereof, substantially as described, with the top, the side pieces connected to the top near the front thereof and hinged to the front edges of the sides, and the uprights hinged to the rear corners of the body and adapted to engage the top when raised, substantially as described.

2. The combination of the body and the seat, sides, and back thereof, substantially as described, with the top, the side pieces rigidly attached to the top near the front thereof and hinged to the front corners of the sides, the uprights hinged to the rear corners of the sides and adapted to engage the top when

raised, and the adjustable back and side sashes, substantially as specified.

3. The combination of the body and the seat, sides, and back thereof, substantially as described, with the top, the side pieces connected to the top near the front thereof and hinged to the front edges of the sides, the uprights hinged to the rear corners of the body and adapted to engage the top when raised, the door, and the adjustable front, back, and side sashes, substantially as and for the purpose described.

4. The combination of the body having a front and rear seat, a chambered portion between the seats, a back and sides for the rear seat, a door connected to the bottom between the seats by pivoted links, the rigid top, the side pieces connected to the top near the front thereof and hinged to the front upper edges of the sides, and the uprights hinged to the rear corners of the sides and adapted to engage the top when raised, with the adjustable back, front, and side sashes, substantially as and for the purpose set forth.

5. The combination, with the opposite interlocking disks, of a revoluble bolt passing therethrough and confined to one disk, so that it can revolve, but not move longitudinally, and engaging the other disk by screw-threads, whereby upon revolving the bolt the disks are positively moved toward or from each other, substantially as specified.

6. The combination of the body having sides B and back *b* and the door C with the top D, the hinged pieces *d d*, and uprights H, substantially as specified.

7. The combination of the body having sides B and back *b* and the door C with the top D, the hinged pieces *d d*, the uprights H, the side sashes I I, rear sash *i*, and front sash J, substantially as and for the purpose described.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

BENJAMIN F. TUCKER.

Witnesses:

JAMES DUSHANE,
WILL G. CRABILL.