

No. 656,159.

Patented Aug. 21, 1900.

P. G. AUSTIN.
BUGGY TOP ATTACHMENT.

(Application filed May 26, 1900.)

(No Model.)

Fig. 1.

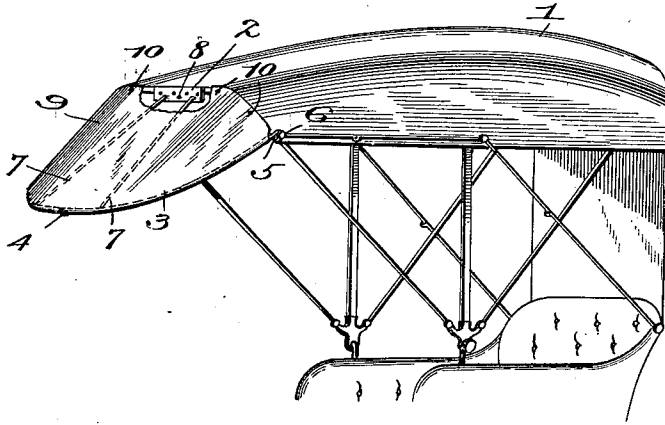


Fig. 2.

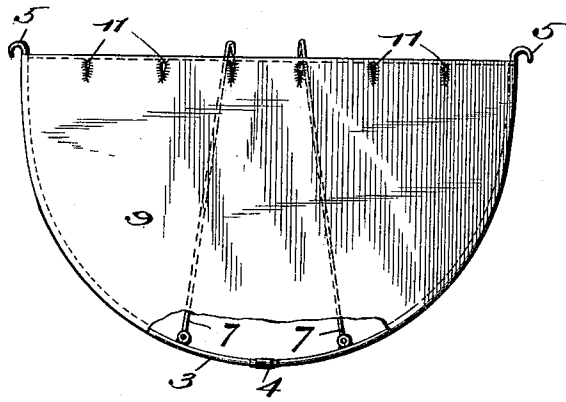
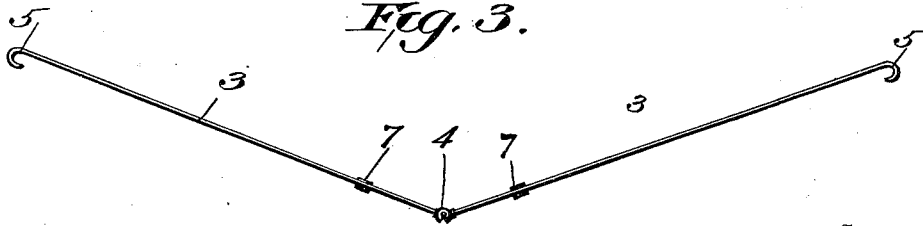


Fig. 3.



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BUGGY-TOP ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 656,159, dated August 21, 1900.

Application filed May 26, 1900. Serial No. 18,106. (No model.)

To all whom it may concern:

Be it known that I, PERRY G. AUSTIN, a citizen of the United States, residing at Hecla, in the county of Whitley and State of Indiana, have invented a new and useful Buggy-Top Attachment, of which the following is a specification.

My invention relates to vehicle-tops, and more particularly to an attachment for the same which can be secured to or removed from the front of the buggy or other vehicle, as may be desired. As ordinarily constructed the front part of the top of the vehicle does not extend forward a sufficient distance to properly protect the occupant from storm and excessive heat or sunshine, and especially when driving against a storm.

My invention consists in the improved construction and novel arrangement of parts of an attachment for vehicles which can be formed from light flexible material and which can be compactly stored, as will be hereinafter set forth.

In the accompanying drawings, forming a part of this specification, Figure 1 is a perspective view of my improved attachment in position on a buggy-top. Fig. 2 is a top plan view of the same detached. Fig. 3 is a front edge view of the frame.

Referring more particularly to the drawings, 1 indicates the buggy-top, which is of ordinary construction and has a plate 2 secured to its front bow.

My attachment comprises a frame 3, which is preferably bowed forwardly and jointed at its forward portion, as shown at 4. Each end of the frame is provided with a hook or loop 5, which is adapted to fit over the bolt 6 at the forward end of the ordinary top brace of the buggy. Flexibly secured to each half of the frame intermediate its ends is a brace-rod 7, the rear end of which is adapted to enter one of the openings 8 in the plate 2.

Secured to the frame in any desired manner is a covering 9 of any suitable waterproof fabric, as oil-cloth or canvas. The rear edge of the covering may be secured to the front of the buggy-top in any suitable manner—as, for instance, by means of buttons 10, which are secured to the front bow of the top and pass through suitable holes 11 in the covering.

By making the frame from flexible steel rods or wires they can be made light enough

so as to be bent into the curved shape shown in the drawings when applied to the buggy; but when not applied they will be straight and can be folded into such small compass that the entire attachment can be readily placed under the seat or in the ordinary buggy-box without any inconvenience. When it is desired to secure the attachment to the buggy, the rear edge of the curtain is buttoned to the top, and the rear ends of the brace-rods are placed in the openings in the plate in front of the top bow. The ends of the frame are then bent around and hooked over the bolts at the side of the top and the attachment is in position. As will be seen from the drawings, the front edge of the attachment extends forward and projects downward a sufficient distance to fully protect the occupants of the vehicle from storms and also from the bright sunshine without interfering with the vision of the occupant or driver. When the attachment is not needed, it can be readily removed from the top and stored in any suitable part of the vehicle until it is desired to use it again.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. In an attachment for vehicles, the combination, with a hinged frame, the ends of which are each provided with a hook, of brace-rods hinged to the intermediate portion of each side of the frame, a covering for the same provided with means for securing the attachment in position.

2. In an attachment for vehicles, the combination, with the vehicle-top, of a perforated plate secured to the central front portion thereof, buttons upon the front bow, a flexible hinged frame, the ends of which are formed into loops and adapted to engage with the front bolts of the top braces, brace-rods pivotally secured to the intermediate portion of each half of the frame, the rear ends of which enter the openings in said plate, and a waterproof covering secured at its forward edge to said frame and having its rear end provided with buttonholes for engaging the buttons on top of the bow.

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