

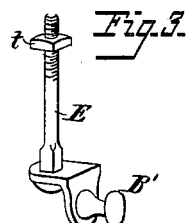
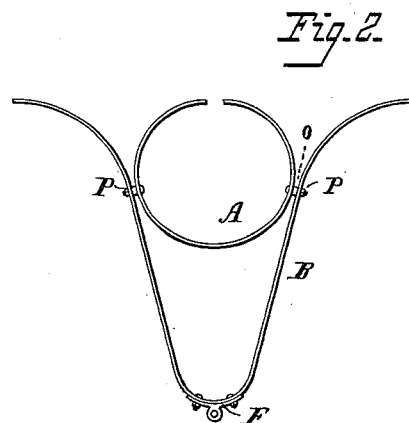
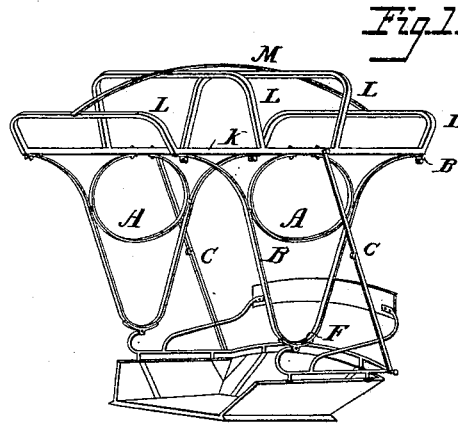
(No Model.)

C. W. SALADEE.

VEHICLE TOP.

No. 262,128.

Patented Aug. 1, 1882.



*Attest:*  
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*Inventor:*  
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*By his attorney*  
*Charles E. Foster*

# UNITED STATES PATENT OFFICE.

CYRUS W. SALADEE, OF TORRINGTON, CONNECTICUT.

## VEHICLE-TOP.

SPECIFICATION forming part of Letters Patent No. 262,128, dated August 1, 1882.

Application filed June 10, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, CYRUS W. SALADEE, a citizen of the United States, and a resident of Torrington, in the county of Litchfield and State of Connecticut, have invented certain new and useful Improvements in Tops for Vehicles, of which the following is a specification.

My invention is an improved falling top for vehicles constructed, as fully described hereinafter, to secure strength, rigidity, and durability with light weight.

My invention also relates to certain details of construction.

In the drawings, Figure 1 is a perspective front and side view of a wagon-seat with the improved top attached. Fig. 2 is a side view of the side braces and intermediate stay, and Fig. 3 is a perspective view of one of the bolts and knobs.

The canopy of the top consists of a series of short bows, L, the lower ends of which are connected to side pieces, K. A longitudinal brace, M, either a thin strip of wood or metal, is extended across the top of the bows, and is secured thereto to hold them in their relative position to each other. Each side brace, B, is formed of one piece of metal, bent, as clearly represented, the ends being perforated to receive bolts, by which to attach them to the side pieces, K, of the canopy. To the lower portion of the brace B B is secured by bolts or rivets an eye-piece, F, the socket in which receives the pivot-pin. An intermediate stay, A, is secured between the side braces, B B, by bolts or rivets P, and washers O are interposed between the stay A and side braces, B B, as a finish, and to permit the complete side brace to be more neatly japanned or painted than if these parts were brought flat together. The stay A may, if preferred, terminate at P, Fig. 2, or have its upper ends extended and bolted to the canopy, as shown. The bracket supporting the knob B', on which to fasten the side curtains of the top, has a square hole in its upper portion, through which to pass a bolt, E; or both may be in one piece. These knobs and bolts, Fig. 3, serve the purpose of securing the top ends of the braces A and B to the canopy-frame, and as fastenings for the side curtains. The bolts E pass up through the ends of the braces and through the side pieces, K, and nuts t, turning on the bolts, firmly hold the parts together.

The top is held up by means of the usual joint-irons, C.

The side braces may be made of either flat or round rods of steel; but I prefer to use steel finished either by japanning or painting, or with a leather covering.

As in this construction there are no bows extending down to the seat in the usual way, there are no front bows in the way of getting in or out of the vehicle, and the canopy, being a rigid frame, is prevented from folding together when thrown back, and thus protects the leather from becoming prematurely defaced or worn out, while the side braces are of such form as to admit of the top being thrown far enough back without resorting to the practice of folding it together when down.

I am aware that a carriage-top having a rigid skeleton-frame canopy supported on each side upon a metallic standard, the top ends of which are rigidly secured to sides of the skeleton-frame canopy, and the lower ends hinged or pivoted to the seat or body, is old and well known, the same being described in Patent No. 23,347, May 29, 1859, and in Patent No. 151,916, September 8, 1874. I therefore do not claim such construction, broadly; but

I claim—

1. In a carriage-top, the side braces, B B, bent of one piece of metal, and in combination with the intermediate stay, A, and the side bar, K, of the canopy, substantially as and for the purpose set forth.

2. The intermediate stay, A, combined with the side brace, B, and secured thereto by the bolts P and intermediate washer, O, as and for the purpose set forth.

3. The curtain-knob B', carried by a bracket, combined with the bolt E and its nut, substantially as and for the purpose set forth.

4. The combination, with the bent brace B, of the eye-piece F, secured to the bend of the brace and perforated to receive the pivot-pin, substantially as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CYRUS W. SALADEE.

Witnesses:

C. L. McNEIL,  
ISAAC W. BROOKS.