

(No Model.)

H. W. RANSOM.

CARRIAGE TOP.

No. 345,729.

Patented July 20, 1886.

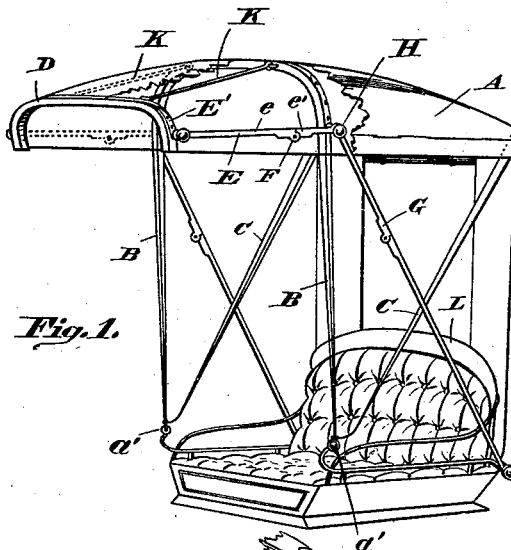


Fig. 1.

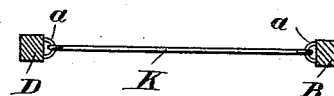


Fig. 5.

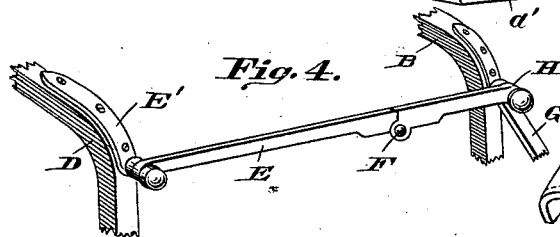


Fig. 4.

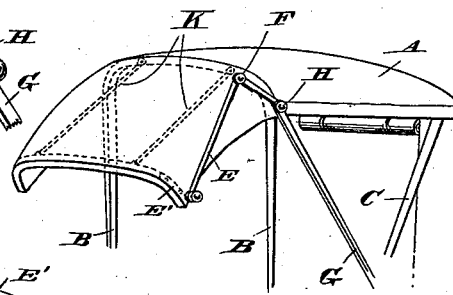


Fig. 3.

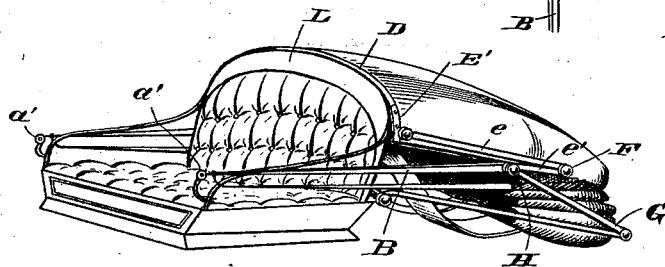


Fig. 2.

Attest.

*E. W. Ransom*  
*M. J. Christopher*

Inventor.

*Hiram W. Ransom*  
*per Wm. Hubbell Fisher*  
Atty.

# UNITED STATES PATENT OFFICE.

HIRAM W. RANSOM, OF CINCINNATI, OHIO, ASSIGNOR OF ONE-HALF TO THE  
EMERSON & FISHER COMPANY, OF SAME PLACE.

## CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 345,729, dated July 20, 1886.

Application filed August 31, 1885. Serial No. 175,722. (No model.)

### *To all whom it may concern:*

Be it known that I, HIRAM W. RANSOM, a resident of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Carriage-Tops, of which the following is a specification.

The various features of my invention and the several advantages resulting from their use, conjointly or otherwise, will be hereinafter fully set forth.

In the accompanying drawings, Figure 1 is a view in perspective of a buggy-top provided with my improvement. Part of the cover is cut away to show the construction of that part of the improvement which lies beneath the cover. Fig. 2 is a view in perspective of my improved buggy-top when dropped—that is, when let down or depressed and folded. Fig. 3 shows the front part of the roof of the top dropped—that is, inclined downward and forward to form a dust or rain protector. Fig. 4 is a perspective view of a part of the frame, illustrating my improvements. Fig. 5 is a sectional view illustrating the attachment of the links or rods to the two forward bows.

The top is attached to the carriage-body by a bow or bows in the usual manner. In place of the front long bow, I provide a short bow, D, which is the same in shape as the corresponding part of the ordinary front bow. The joints or braces G are pivoted to the rear of the seat, as usual, and each extends upwardly and forwardly, and is respectively pivoted on its pin or prop H to one of the long bows. The joint or brace E is also pivoted to the prop H and extends horizontally forward to be attached to the short bow D. The brace E is attached to the short bow D by screws or bolts passing through the lip E', which latter is cast or wrought in one piece with the adjacent arm of the brace E. Instead of being cast or wrought in one piece, the lip E' and the brace E may be made separate; but their attachment must be rigid. The pivot-connection or knuckle F of brace E is put farther back on said brace or joint in my device than it is ordinarily placed, and

it is placed at such a point on said brace E as that when the top is dropped the forearm *e* of the brace or joint E shall rest on prop H, which holds the adjustable front part (or hood) of the top in its proper position, so as to cover the rest of the folded top and not strike the seat, substantially as shown in Fig. 2. On each side of the top one of these joints or braces is present, and the conformation and arrangement of each of these joints or braces are alike. Links or rods K connect the bow D to the bow B by toggle or hinge joints, as shown in Figs. 1 and 5. The rods K are placed between the lining and the cover A. Instead of the rods K, webbing may be employed; but I prefer to employ the rods.

The mode of operation is as follows: When the top is up and the joints or braces E are broken upward, the front of the top drops, as shown in Fig. 3. The distance which the top droops is governed by the breaking of the joint or knuckle F on brace E. When the entire top is lowered, the bow D cannot lie against the bow B, as in the ordinary buggy-top; but it is held away by the brace E and fits over the back of the seat L, as shown in Fig. 2. In this position the cover A is stretched over the folded top and protects the lining.

The device has several advantages. The advantage of the dropping of the front and the cover of the lining is evident. In addition, the lower portions of the front bow being dispensed with, entrance into the buggy is more easily effected; also, the cover may be made to project farther forward than usual.

One or more features of my invention, when desired, may, so far as applicable, be used in connection with vehicle-tops of a description other than that herein specifically described.

What I claim as new and of my invention, and desire to secure by Letters Patent, is—

1. In a buggy-top, the combination of the long bow or bows, short bow D, connection K, and brace E, composed of two arms, *e* and *e'*, with break-up-joint connection F, the front end of arm *e* of said brace being rigidly connected to short bow D, and the rear end of said arm *e* being connected to short arm *e'*

at the connection F in front of the long bow B, substantially as and for the purposes specified.

2. The combination of the buggy-top having one or more long bows and the short bow, and pivotal or flexible connection between the short bow and adjacent long bow, and the joint or brace E, having the arm *e* rigidly attached to the short bow, and the arm *e'* piv-

oted to the adjacent long bow, the joint F between the arms *e* and *e'* being located back of the center of brace E and toward said adjacent long bow, substantially as and for the purposes specified.

HIRAM W. RANSOM.

Attest:

JNO. W. STREHL,  
O. M. HILL.