

G. F. KNIGHT.

BUGGY-TOP.

No. 184,391.

Patented Nov. 14, 1876.

Fig. 1.

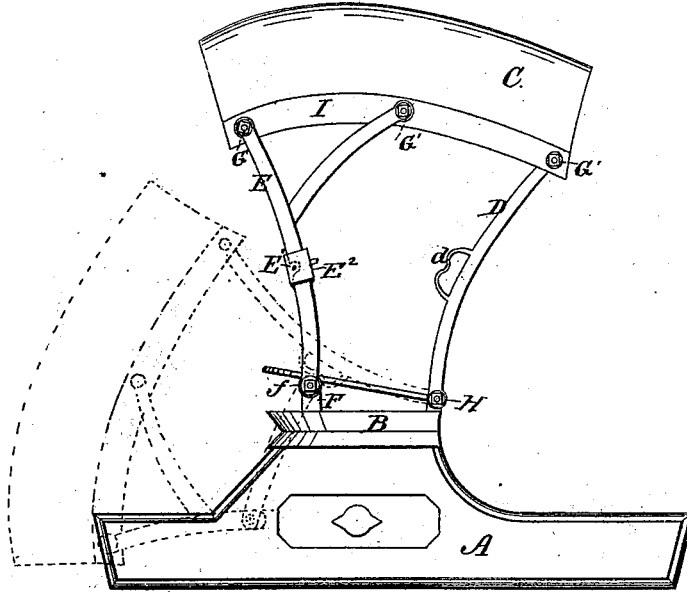
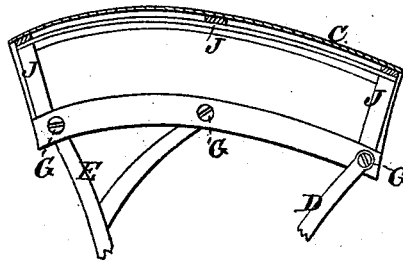


Fig. 2.



WITNESSES:

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GEORGE F. KNIGHT, OF CARROLL, OHIO, ASSIGNOR TO HIMSELF AND
JOHN W. WILLSON, OF SAME PLACE.

IMPROVEMENT IN BUGGY-TOPS.

Specification forming part of Letters Patent No. **184,391**, dated November 14, 1876; application filed
September 6, 1876.

To all whom it may concern:

Be it known that I, GEORGE F. KNIGHT, of Carroll, in the county of Fairfield and State of Ohio, have invented a new and Improved Carriage-Top; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 is a side elevation; Fig. 2, a longitudinal sectional elevation.

The invention will first be described in connection with the drawing, and then pointed out in the claim.

A represents the body of vehicle, B the seat, and C the top. The latter is connected with seat by the front braces D D and rear braces E E. The former are rigid throughout their whole length, and each is provided with a rest, *d*, that bears, when the top is down, upon the side projection *f* at the top of standards F F. These front braces D are also provided with the clamping-bolts G, to which the top C is pivoted, while they are themselves pivoted on the seat-bolts H. The rear braces E are bi-branched and rigidly attached at the top by bolts G pivoted to seat-bolts H and jointed at E¹. Over this joint works a sliding sleeve, E². By this construction the top can be quickly manipulated and securely held either up or down.

The top C is made of a continuous sheet of metal bent or formed by dies into the shape required, and braced by an internal frame, J, to which it is bolted by the six brace-bolts G. I are binders or re-enforcing strips on the outside edge of top, and secured by the same bolts G and nuts G'. These galvanized metallic covers are dressed in the usual manner, and may be made of sheet-iron or thin sheet metal.

The top is first trimmed, and then the frame bolted on, thus greatly facilitating the labor of trimming, while the construction is cheaper and more durable.

Having thus described my invention, what I claim as new is—

The vehicle-top C pivoted to the front rigid braces D, and fixedly attached to rear braces E, thus allowing the top to fall, as shown, and to be rigidly connected with seat-frame, as specified.

The above specification of my invention signed by me this 25th day of August, A. D. 1876.

GEORGE F. KNIGHT.

Witnesses:

M. C. ALDRED,
N. S. EBRIGHT.