

F. SMILEY.
Carriage-Top.

No. 213,355.

Patented Mar. 18, 1879.

Fig. 1.

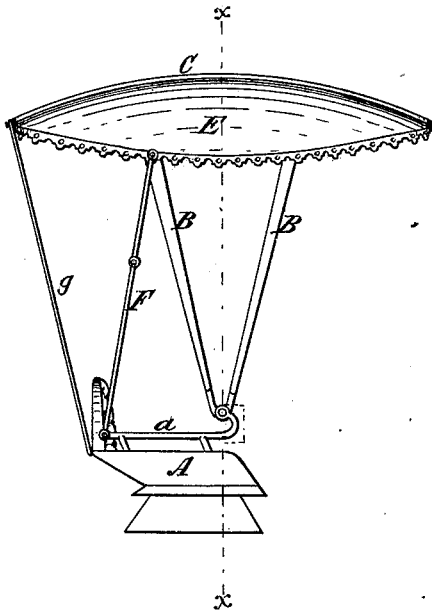


Fig. 2.

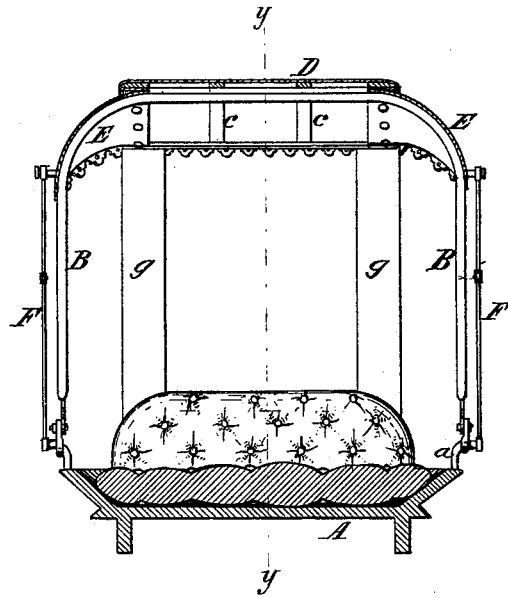


Fig. 3.

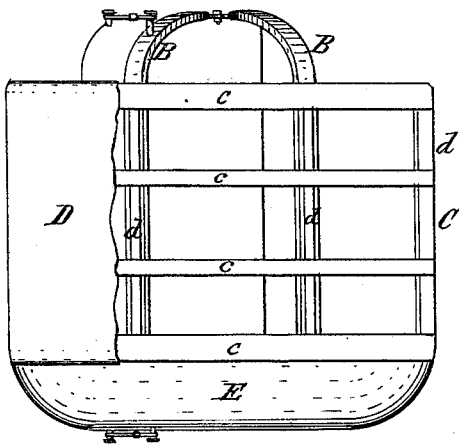
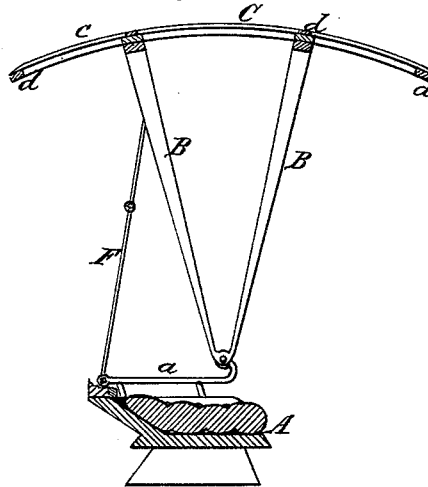


Fig. 4.



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UNITED STATES PATENT OFFICE.

FRANK SMILEY, OF BATAVIA, NEW YORK.

IMPROVEMENT IN CARRIAGE-TOPS.

Specification forming part of Letters Patent No. **213,355**, dated March 18, 1879; application filed January 14, 1879.

To all whom it may concern:

Be it known that I, FRANK SMILEY, of Batavia, in the county of Genesee, in the State of New York, have invented new and useful Improvements in Buggy-Tops, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to that class of buggy or carriage tops in which the several parts are rigidly connected, so that the top does not fold together or change its form when it is lowered, as contradistinguished from those tops in which the several bows fold together in lowering the top.

In rigid tops the edges of the cover are generally fastened to a horizontal frame secured below the upper portions of the bows, the side portions of the cover being stretched over the curved upper side portions of the bows and secured to the side portions of the horizontal frame.

When so constructed the side portions of the top-cover have a tendency to wrinkle where they are bent over the curved portions of the bows, which makes it very difficult to properly secure the cover to the sides of the horizontal frame.

The object of my invention is to remedy this difficulty and to construct a neat and attractive top, which is readily constructed and which will retain its shape when in use.

My invention consists of a rigid buggy-top having a curved rectangular frame secured to the upper side of the bows and adapted to receive the top-cover, and separate side pieces covering the curved side portions of the bows, as will be hereinafter fully set forth.

In the accompanying drawings, Figure 1 is a side elevation of my improved buggy-top. Fig. 2 is a cross-section thereof in line *x x* of Fig. 1. Fig. 3 is a plan view with a portion of the cover removed. Fig. 4 is a longitudinal section of the top with the cover removed, taken in line *y y* of Fig. 2.

Like letters of reference designate like parts in each of the figures.

A represents the seat, *a* the rail thereof, and B two bows, of ordinary and well-known construction.

C is a rigid rectangular frame, provided with longitudinal strips *c* and cross-pieces *d*, and secured to the upper side of the bows B, extending laterally as far as the straight top portions of the bows.

D is the top-covering, preferably made in one piece and stretched tightly over the frame C, and secured thereto in any suitable manner.

The side and end pieces of the frame C are preferably beveled off, to permit the edges of the top-cover D to be turned under and be secured on the lower side of the frame, as shown in Fig. 2.

The two bows B are secured to the frame C near its middle on opposite sides of its center line, so as to properly support the frame without being in the way of a person entering or leaving the vehicle.

E E represent the side pieces of the cover, fitted over the curved portions of the bows, and secured with their inner edges to the respective side pieces of the frame C on its under side, while their outer edges are fastened at several points to the bows.

The outer or lower edges of the side pieces E of the cover may be provided with stiffening-rods of iron or other suitable material inserted in suitable hems; but ordinarily this will not be necessary.

F represents an ordinary hinged prop, for supporting the top in an upright position, and *g* are the quarters connecting the rear part of the top with the seat.

The curved frame C, secured to the upper side of the bows, dispenses with the horizontal frame formerly employed, and enables the top-cover to be readily and tightly secured to the frame with very little trouble.

The side pieces E can be readily cut to the required shape to fit snugly over the curved portions of the bows, thereby imparting to the top a neat and finished appearance.

The cover D is firmly supported by the frame C and its longitudinal and cross pieces, thereby preventing the cover from sagging between the supports and impairing the appearance of the top.

My improved buggy-top is very strong, du-

nable, and elegant in appearance, and can be produced at comparatively small expense.

I claim as my invention—

1. The rigid top-cover frame C, curved longitudinally and made straight transversely, and adapted to be secured to the upper straight portions of the bows, substantially as and for the purpose set forth.

2. The combination, with the bows B B, of the rigid frame C, secured to the upper side of

the bows, and adapted to receive the top-cover, and the side pieces E E, covering the curved portions of the bows and secured to the under side of the frame C, substantially as and for the purpose set forth.

FRANK SMILEY.

Witnesses:

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