

DODDS & WALSH.

Carriage-Top.

No 49,611.

Patented Aug. 29, 1865.

Fig. 1.

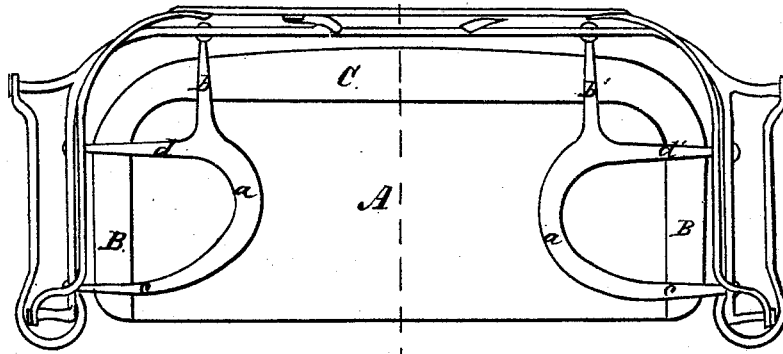


Fig. 2.

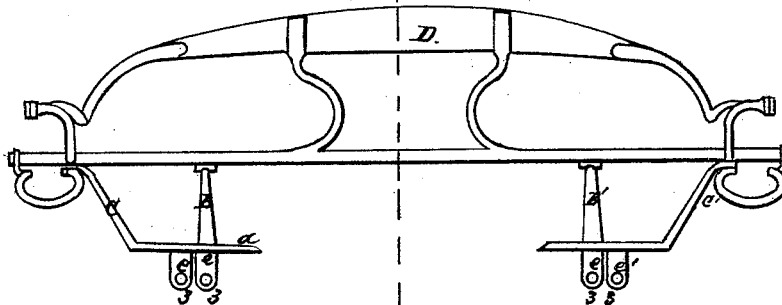
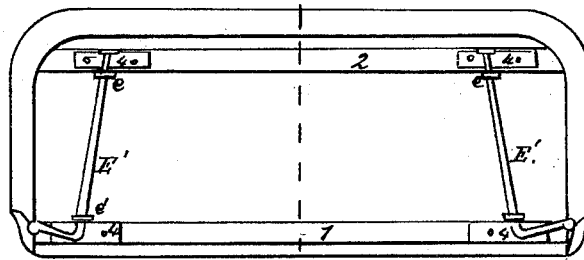


Fig. 3.



Witnesses.

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UNITED STATES PATENT OFFICE.

LEWIS Z. DODDS AND ROBERT WALSH, OF THREE RIVERS, MICHIGAN.

IMPROVEMENT IN CARRIAGE-TOPS.

Specification forming part of Letters Patent No. **49,611**, dated August 29, 1865.

To all whom it may concern:

Be it known that we, LEWIS Z. DODDS and ROBERT WALSH, of Three Rivers, in the county of St. Joseph and State of Michigan, have invented a new and useful Improvement in Carriage-Tops; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 represents our invention as applied to a buggy. Fig. 2 is a detached view of the skeleton-top; and Fig. 3 is a bottom view of the seat, showing the mode of attaching the top thereto.

The usual mode of constructing tops for all descriptions of pleasure-carriages has been to fix the top on standards or supports that project from or are framed into the body of the vehicle, and this mode of construction is exceedingly objectionable, because all the jars and strains received by the top are directly communicated to and rack the body. Now, it is the object of our invention to remedy this defect and guard the body from being injured by the top; and to this end our invention consists, first, in so constructing the top as that its rigid connection with the body shall be with the seats alone and not with the sides or back or front of the carriage, and, secondly, in so connecting the top with the seat or seats of the carriage without screws as that the former can be almost instantly released from the latter.

In the accompanying drawings we have shown our invention applied to a buggy; but it is obvious that our invention is equally applicable to a gig, phaeton, coach, or carriage of any form.

The seat A is made with its sides B and back C in any of the usual forms, and may have a board bottom to receive cushions, or can be made of open cone-work.

The top D is made of skeleton-work in any suitable metal and of any desired ornamentation, with all the necessary studs for the support of stationary or folding tops, with perforations for curtain-straps.

We construct the lower supporting portion of the top D with a suitable base, *a* and *a'*, and with connecting-supports *b* and *b'* fitting snugly to the back, and supports *c* and *c'* and *d'* fitting neatly the sides B.

The supports D have two studs, *e* and *e'*, each, which project through the seat, as seen in Figs. 2 and 3, and the seat has strengthening slats or braces 1 and 2 arranged longitudinally on its front and rear side. The studs *e* and *e'* each have an eyelet-hole, 3, that receives a bolt or bar, E and E', one end of which is turned, as shown in Fig. 3, to give a short leverage on the bar, and the opposite end is flattened to rest firmly on the guard-plates 4 4 of the slats 1 and 2.

The seat is bored or pierced at the proper points to permit the studs *e* and *e'* to pass through, and the eyelet-holes 3 in the studs must be so placed as to receive the bars E and E', that these bars may hold the top snugly to the seat.

The top being placed in position and the rods E and E' being placed in the eyelet-holes 3 and turned so that the handles rest against the bottom of the seat, the top will be held firmly in place, and whatever violence of motion may be imparted to it will be sustained by the skeleton-frame and will not be imparted to the body so as to rack or injure it, and when the top is to be detached from the seat for any purpose it is only necessary to turn the bars E and E', withdraw them from the studs, and the top can be almost instantly removed.

It is obvious that cushions of any kind may be used with carriages to which our invention is adapted, and it is also manifest that the weight of the passengers on the seats will add to the solidity and security of our top without the least personal inconvenience to them.

What we claim as our invention, and desire to secure by Letters Patent, is—

1. The combination of the top with the seat of a carriage, in the manner described, for the purpose set forth.

2. Fastening the top to the seat of the carriage, substantially in the manner described, for the purpose set forth.

3. The skeleton-frame, constructed as described, for the purpose set forth.

In testimony whereof we have hereunto subscribed our names.

LEWIS Z. DODDS.
ROBERT WALSH.

Witnesses:

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E. H. LATHROP.