R. DUNN.

TOPS FOR LANDAU CARRIAGES.

No. 182,567. Patented Sept. 26, 1876.

Fig. I.

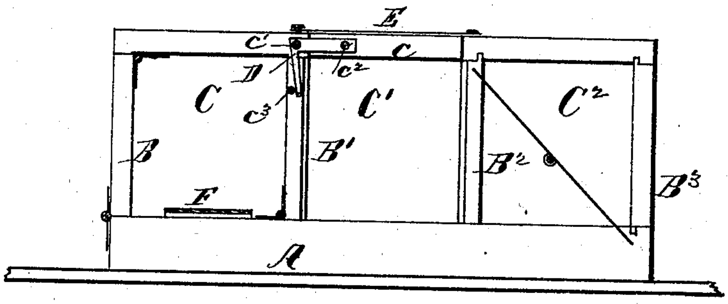

Fig. II.

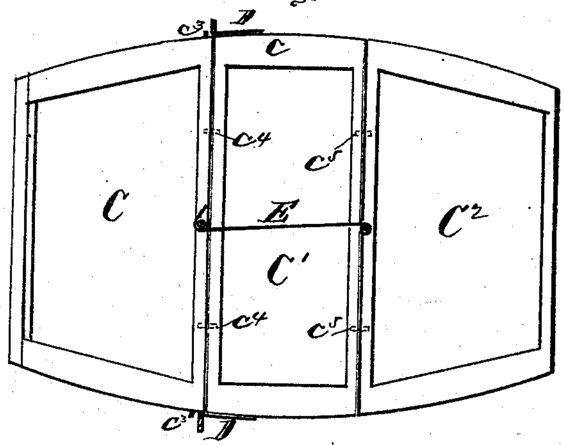

Fig. III.

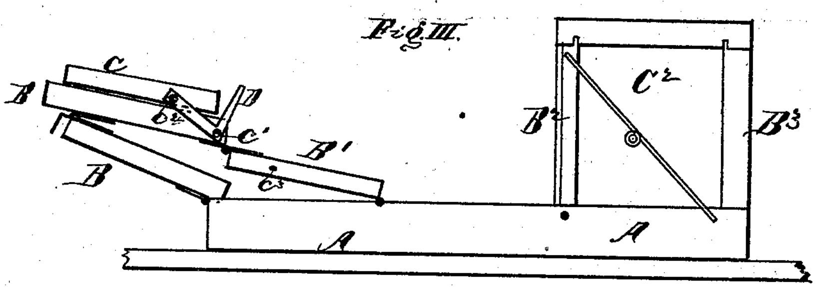

Fig. IV.

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[illegible]

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UNITED STATES PATENT OFFICE.

ROBERT DUNN, OF ST. LOUIS, MISSOURI.

IMPROVEMENT IN TOPS FOR LANDAU CARRIAGES.

Specification forming part of Letters Patent No. **182,567**, dated September 26, 1876; application filed June 7, 1876.

To all whom it may concern:

Be it known that I, ROBERT DUNN, of the city and county of St. Louis and State of Missouri, have invented a certain new and useful Improvement in Landau Carriages, of which the following is the specification:

This invention relates to the peculiar method of adjusting the different parts of the top, so that the said top may be turned down when it is not required to be standing. The construction and arrangement of the different parts will be readily understood by the subjoined description, and by the accompanying drawings, of which—

Figure I is a side elevation of the carriage body and top, showing the top in a standing position. Fig. II is a general plan of the same. Fig. III is a side elevation of the same, showing the front part of the top thrown down. Fig. IV is a detail drawing, showing the bottom rail or side of the carriage, with a metal angle-piece for keeping rain-water from passing under the sash.

The body A of the carriage supports four sets of bows B, B^1 B^2 B^3, which divide the top into three general sections, C C^1 C^2. The frame *c*, which forms the top central section C^1, is held to the front section C of the top, by means of two angle-iron hinge-pieces, D, the construction and form of which are most clearly shown in Figs. I and III. These pieces D are held to the top part of the frame, over the bows B^1, by means of pivot-pins c^1. These connections permit the frame *c* to be thrown over on top of the front section C of the top, as shown in Fig III. The top or horizontal ends of these pieces D are connected with the side rails of the frame *c* by means of pins c^2, which pass through suitable holes in the end of said piece D. These pins are fastened to, or into, the side rails of the frame *c*, and the holes for them in the brace-piece D may be either circular or elongated, as found most desirable. Pins c^3, fastened into the outside of the bows B^1, act as stops and rests for the lower arms of the angular braces D, and the said braces, resting against these stops, support the central panel of the top when the parts are in the position shown in Fig. I. Dowels c^4 c^5 (shown by dotted lines in Fig. II) hold the side rails of the frame *c* in their proper relative position, when the said top is in its standing position. When the top is raised up the hook E holds the different sections firmly together in place. Angle-irons F (shown best in detail drawing in Fig. IV) are fastened to the top of the carriage-body A to prevent the rain-water from the outside from being driven under the sashes.

Grooves *a*, formed inside of these angle-irons, are intended to receive the sashes of the side lights in such a manner as to permit the sashes of the side lights being slid around into the front part of the top when the top is to be turned down.

Having described my invention, I claim—

The angle-brace D and its connecting-pins c^1 c^2 c^3, by which the frame *c* is connected with the bows B^1, as and for the purpose set forth.

ROBERT DUNN.

Witnesses:

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