

J. RIGG.  
VEHICLE-SEAT AWNINGS.

No. 195,168.

Patented Sept. 11, 1877.

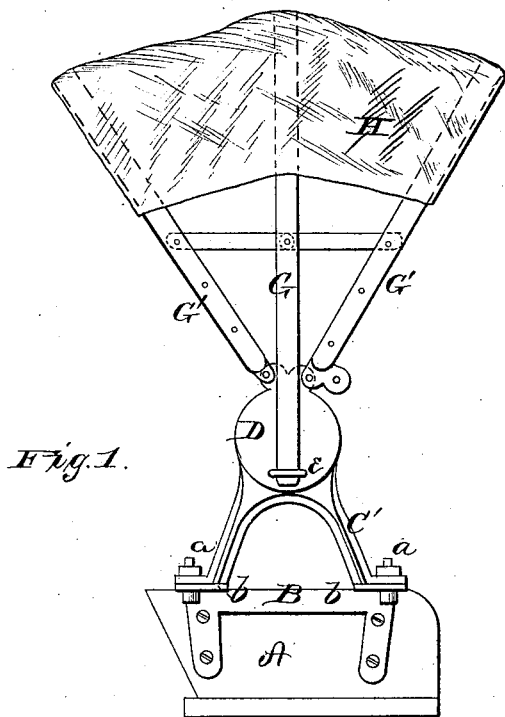


Fig. 1.

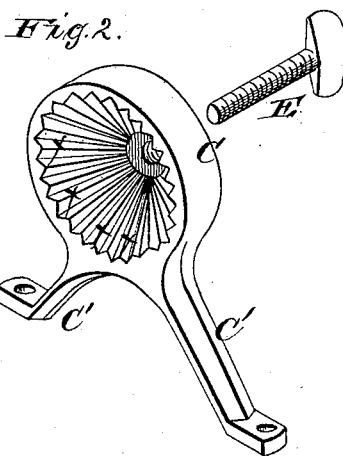


Fig. 2.

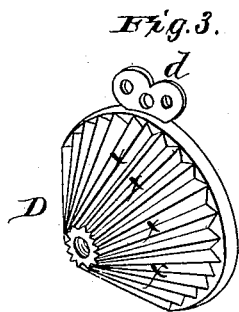


Fig. 3.

WITNESSES  
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# UNITED STATES PATENT OFFICE.

JAMES RIGG, OF DUBUQUE, IOWA.

## IMPROVEMENT IN VEHICLE-SEAT AWNINGS.

Specification forming part of Letters Patent No. **195,168**, dated September 11, 1877; application filed August 13, 1877.

*To all whom it may concern:*

Be it known that I, JAMES RIGG, of Dubuque, in the county of Dubuque, and in the State of Iowa, have invented certain new and useful Improvements in Vehicle-Seat Awnings; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a device for attaching and adjusting tops to vehicle-seats, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a side view of a vehicle-seat embodying my invention. Figs. 2 and 3 are detailed views of parts thereof.

A represents the seat of a buggy or other vehicle, to each end of which is rigidly fastened a bracket, B, having at its upper edge two outwardly-projecting horizontal ears or flanges, *b b*. On these flanges are, by means of bolts *a a*, firmly fastened two arms, C' C', formed on and projecting from a circular casting, C, which is formed in its outer side with a conical concavity, as shown in Fig. 2. This conical concavity is formed with corrugations *x x* or their equivalents, radiating from the center to the circumference, as shown. D represents a similarly-corrugated cone, which fits in the concave C, and is fastened therein by means of a thumb-bolt, E, passed from the inner side through the concave, and screwing into the cone. The cone D is provided with

a projecting flange, *d*, to each end of which a bow, G', is pivoted. The center-bow G is inserted in a staple, *e*, on the outer side of the cone D, and fastened by a screw through the center of the flange *d*. H is the awning or top, fastened to the bows in the usual manner.

By loosening the thumb-bolt E the cones D, which carry the entire top, can be turned at any angle forward or backward, and fastened again by screwing up the thumb-bolt.

I am aware that carriage-tops have been arranged with their fastenings having corrugations running radially upon two flat disks, to take into each other. In my invention the corrugations are formed on cones, whereby a longer gripe is obtained, rendering the fastening more firm, and the corrugations are entirely concealed and protected from dust, rain, &c.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination of the flanged bracket B, corrugated conical concave C, with arms C' C', the corrugated cone D, and the thumb-bolt E, substantially as and for the purposes herein set forth.

2. The combination of the adjustable cone D, having flange *d* and staple *e*, the stationary center-bow G, pivoted bows G', and the top or awning H, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 13th day of July, 1877.

JAMES RIGG.

Witnesses:

FRANK W. ALTMAN,  
J. M. MASON.