C. J. BRACKEBUSH.

Carriage-Top Iron.

No. 198,184. Patented Dec. 18, 1877.

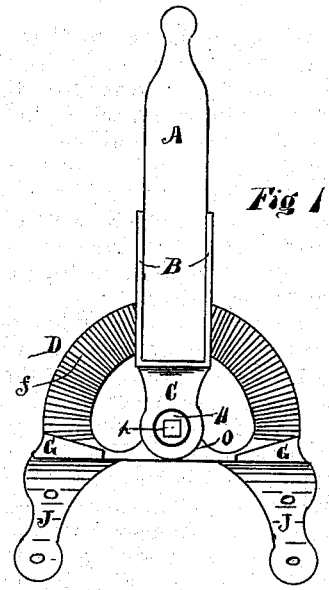

Fig 1

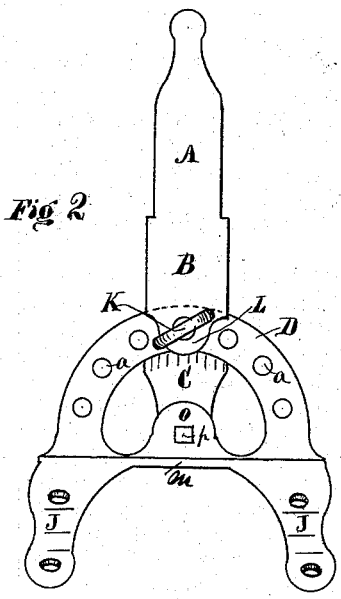

Fig 2

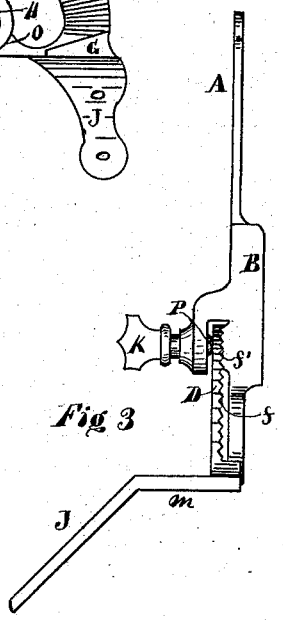

Fig 3

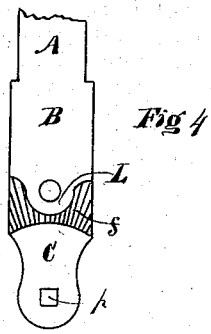

Fig 4

Witnesses;

S. V. Brink

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UNITED STATES PATENT OFFICE.

CHARLES J. BRACKEBUSH, OF INDIANAPOLIS, INDIANA.

IMPROVEMENT IN CARRIAGE-TOP IRONS.

Specification forming part of Letters Patent No. **198,184**, dated December 18, 1877; application filed November 19, 1877.

To all whom it may concern:

Be it known that I, CHARLES J. BRACKEBUSH, of Indianapolis, in the county of Marion and State of Indiana, have invented a new and useful Device for Operating Adjustable Awnings as Applied to Vehicles, &c., which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 represents a front elevation of my improved device. Fig. 2 is a rear elevation, and Fig. 3 a side view, of the same. Fig. 4 represents a view of the centrally-pivoted bow-iron detached from the segmental arch.

The object of my invention is to furnish a device that is reversible and can be applied to either side of a vehicle-seat, by which the seat-awning can be removed from one seat to another, and be made adjustable to any angle required, either forward or backward, so as to afford protection from storms, or from the rays of the sun, and which is adapted to be attached to all classes of vehicles.

In the drawings, A, B, and C represent the centrally-pivoted bow-iron, the lower end of the bow being inserted and secured in the socket B; and the iron, extending upward, as at A, is also secured to the bow as an additional support thereto, which is the ordinary manner of securing the bow to its pivoted iron.

The other features of this centrally-pivoted bow-iron are of peculiar construction and adaptation, as follows: The lower part C is provided with a hole that will admit of its working on the lug H of the segmental base-support below, which will hereinafter be described. Immediately above this hole the body C of the pivoted bow-iron extends upward, and forms the bow-socket B on one side. On the side of the bow-iron opposite to that of the bow-socket B there is a projecting hook or hooked lug, L, which extends over the top of the segmental arch D, and downward on the opposite side of the segment from that of the body of the bow-iron, which is provided with a binding-screw, K, as shown in Figs. 2 and 3.

The inner face of the body C, that is opposite that of the screw K, is serrated or formed with indentations, *f'*, similar to that of the edge of a saw, which correspond with similar serrations or indentations formed on the outside face *f* of the segmental arch D, in such a manner as to allow the central bow-iron A B C to be inclined either forward or backward to any desired angle, and firmly secured by means of the binding-screw K, which draws the jagged indentations *f'* of the bow-iron and those of the segmental arch D together, as shown in Fig. 3 more fully.

The segmental arch D is provided on one side with serrations *f*, and also with two lugs, G G, one on each side, at the base of the arch, which form supports for the central bow-iron A B C when it is inclined sufficiently far to come in contact therewith. The other side of the segmental arch D is provided with a series of countersinks, *a*, which are designed to be spaced at equal distances apart, and are used for the purpose of allowing the tapered end P of the binding-screw K to be inserted therein, to form an additional means for securing the awning when the same is inclined to angles most frequently used.

The segmental serrated arch D is united to or forms part of the base *m* J J. That part marked *m* is designed to fit on the upper edge of the seat, and the inclined braces J J are made to suit the bevel of the seat, and is secured thereto by the usual means.

It will be seen from the foregoing that when the central bow-iron A B C is constructed and adapted to be operated in the manner shown, in connection with the serrated segmental arch D, the awning-cover can be readily adjusted and permanently secured in any desired position, and by the peculiar construction of the different parts the adjustable irons are reversible, and can be used on either side of the seat.

What I claim as new, and desire to secure by Letters Patent, is—

1. The centrally-pivoted bow-iron A B C, provided with a hooked lug, L, to receive a binding-screw, K, and having its face that is opposite that on the inside of the lug L serrated, as at *f'*, all in the manner substantially as shown and described.

2. The centrally-pivoted bow-iron A B C, provided with lug L, binding-screw K, and serrated face *f'*, in combination with the segmental arch D, provided with serrated face *f*, lugs G G, and central support H for the bow-iron, in the manner substantially as shown and described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLES J. BRACKEBUSH.

Witnesses:

E. O. FRINK,

A. F. MCMAHEL.