

J. V. EMMITT.  
Carriage-Top.

No. 198,194.

Patented Dec. 18, 1877

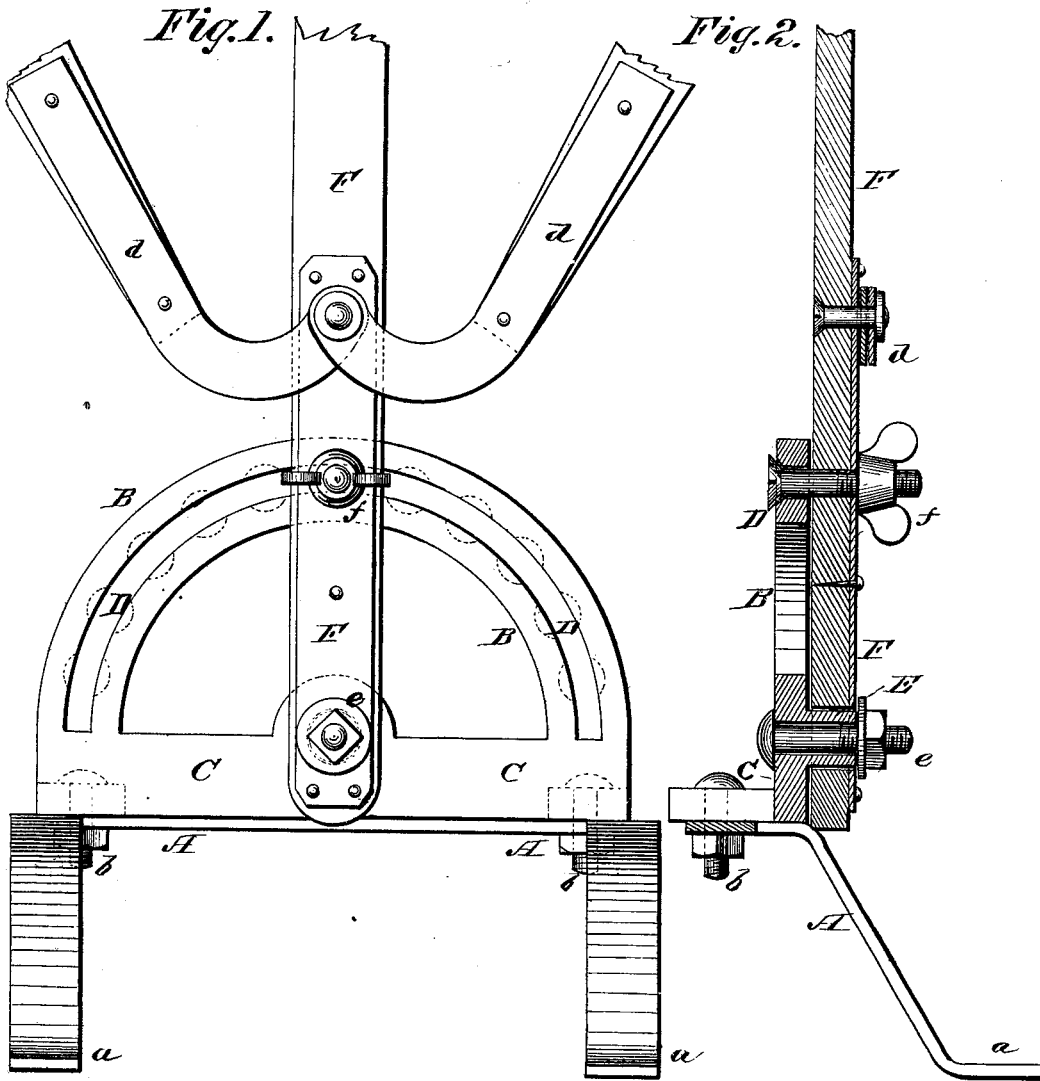
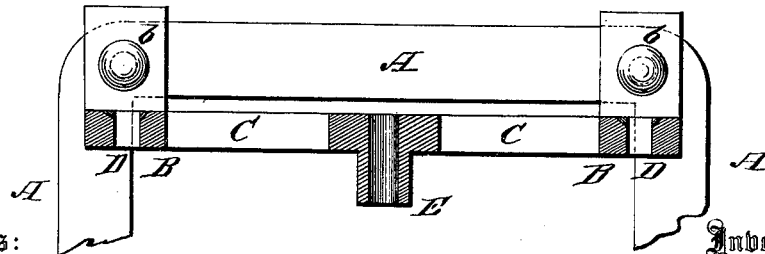


Fig. 3.



Witnesses:

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# UNITED STATES PATENT OFFICE.

JOHN V. EMMITT, OF STERLING, ILLINOIS.

## IMPROVEMENT IN CARRIAGE-TOPS.

Specification forming part of Letters Patent No. **198,194**, dated December 18, 1877; application filed October 10, 1877.

*To all whom it may concern:*

Be it known that I, JOHN V. EMMITT, of the city of Sterling, in the county of Whitesides and State of Illinois, have invented a new and useful Improvement in Carriage-Tops, which improvement is set forth in the following specification, reference being had to the accompanying drawings.

The object of my invention is to provide a removable top which shall be at once cheap and simple, and applicable equally to seats on team-wagons as to carriages or buggies.

Figure 1 is a side elevation of my invention. Figs. 2 and 3 are sectional illustrations of said invention.

As the parts to which my invention attaches are various and well known by reference, no more will be shown than is involved in the proper understanding of the invention itself.

A is a metallic brace, having the ends *a a*, by putting bolts or screws through which the part A is firmly fastened to a wagon-box, driver's seat, or open buggy-top, as may be desired, the ends *a a* being bent or shaped to suit the conformation of such adjacent part. B is a half-wheel, having the brace C connecting its lower ends, and provided with the circular slot D within its upper periphery, and with the hollow protuberance E on the inner side of the brace C, as shown, the half-wheel B, consisting of the aforesaid parts C, D, and E, to be cast or made in one piece, and to be fastened to the part A by means of the screw-bolts *b b*. The part A is intended to remain attached to the vehicle, and the half-wheel B can be readily fastened thereto or removed therefrom by means of the screw-bolts *b b*.

F is the ordinary standard, having the ribs *d d* riveted thereon, and which, in connection with their counterparts on the other side of the vehicle, support the roof. The standard F, near the lower end, has a hole laterally through it, by which it passes over and fits upon the protuberance E, and is fastened

thereon by means of the screw-bolt *e*. The washer on the screw-bolt *e* rests chiefly upon the end of the protuberance E, and the latter thereby forms a pivot for the standard F, and the latter may move freely, however tightly the screw-bolt *e* may be drawn.

The screw-bolt *f* is passed from the outside through the slot D and standard F, and fastened with a wing-nut on its inner end. A series of depressions are formed on the outside of the slot D, to receive the head of the screw-bolt *f*, which fits into such depressions.

When the bolt *f* is drawn tightly its head, fitting into the aforesaid depressions, prevents the standard from moving on its pivot.

By loosening the bolt *f* by means of the wing-nut thereon the standard F, and thereby the top, can be readily moved into any desired position, and there again fastened. By reason of the distance between the protuberance E and slot D, a leverage on the top is obtained. This distance can be varied as necessary or convenience may require.

It is evident that all the parts described have their counterpart on the other side of the vehicle, and that but one side of the top is shown.

The top may be removed by taking out the bolts *f* and *e*, the wheel B remaining on the vehicle.

I am aware that carriage-top supporting-irons somewhat similar to mine have heretofore been used, and I do not wish to claim them, broadly; but

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

The half-wheel B, having the depressions and slot D, brace C, and boss E, in combination with standard F, hold-screw *e*, and binding-screw *f*, all substantially as described.

JOHN V. EMMITT.

Witnesses:

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