C. DUDLEY.

Adjustable Carriage Top.

No. 202,004. Patented April 2, 1878.

fig. 1.

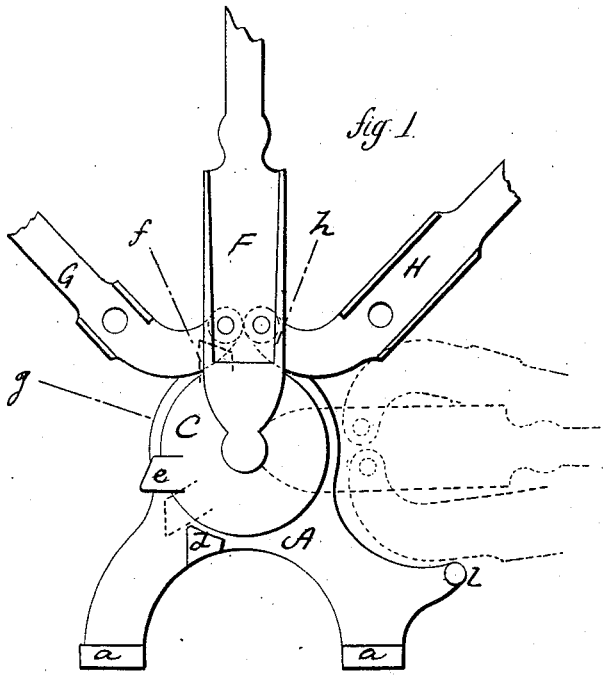
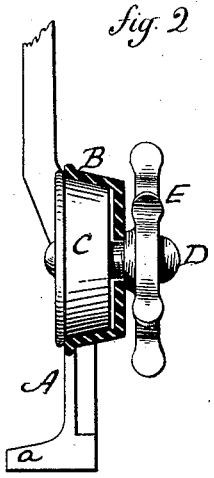


fig. 2



Witnesses.

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By atty

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UNITED STATES PATENT OFFICE.

CHARLES DUDLEY, OF NEW HAVEN, CONNECTICUT, ASSIGNOR TO O. B. NORTH & CO., OF SAME PLACE.

IMPROVEMENT IN ADJUSTABLE CARRIAGE-TOPS.

Specification forming part of Letters Patent No. **202,004**, dated April 2, 1878; application filed February 7, 1878.

To all whom it may concern:

Be it known that I, CHARLES DUDLEY, of New Haven, in the county of New Haven and State of Connecticut, have invented a new Improvement in Adjustable Carriage-Tops; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a side view, and Fig. 2 a vertical section.

This invention relates to an improvement in devices for adjusting carriage-tops, the object being to enable the occupant to turn the top bodily backward or forward, as occasion may require, to open the carriage, or to more fully protect the occupant from sun or storm than the top would do in its natural position; and it consists in the construction of adjusting devices, as hereinafter described, and more particularly recited in the claim.

A is the seat or body iron, constructed with lugs *a*, or equivalent devices, by which to attach the iron to the seat or body. In this iron a circular conical-shaped socket, B, is formed, and into this a correspondingly-shaped hub, C, is set, from which a shank, D, extends through to the opposite side; and on this shank a thumb-nut, E, is placed, by means of which the hub C may be drawn into the conical bearing, and thereby clamped or released, so as to be easily turned on its own axis.

From the hub C the principal slat-iron F extends upward, and is constructed to receive the carriage-bow, in the usual manner; and to this principal iron F other or auxiliary bows G H are hinged for the attachment of the other bows.

The top is covered in the usual manner, and the auxiliary bows should be provided with the usual jointed braces, so that the bows may be extended to expand the top.

As seen in Fig. 1, the parts are in the normal condition, or substantially the same as in the usual carriage-top when spread.

In case of storm, the occupant desires to throw the top forward. He loosens the nut D, and then turns the top forward, say, until the bows assume the position indicated by the lines *g f h*, these being the extreme forward position. A stop, *d*, is formed on the iron, and an arm, *e*, on the hub C, which strikes and rests upon the said stud, as indicated in broken lines.

If, on the contrary, the occupant desires to open the carriage to its extreme point, he turns the top in the opposite direction, in which case the bow H will strike upon a stop, *l*, and the brace loosened, the top will collapse, and be supported on the said stop *l*.

At any intermediate position the clamp may be set so as to secure the stop, and this enables the occupant to adjust the top forward or back at any point between the two extremes.

It will be understood that there is one of these irons at each side the seat or body.

I claim—

The combination of the socket B, provided with a stop, *d*, the hub C, provided with projecting arm *e*, and slat-iron attached thereto, with a device to clamp or release the said hub within the said socket, substantially as described.

CHARLES DUDLEY.

Witnesses:

J. H. SHUMWAY,

H. A. KITSON.