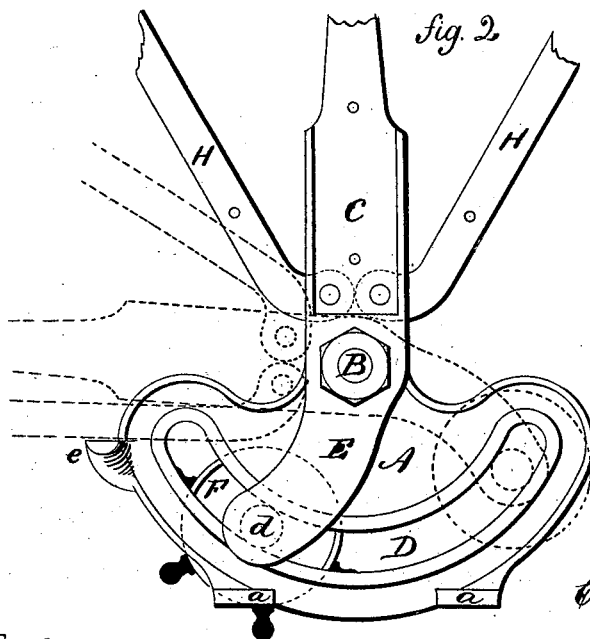
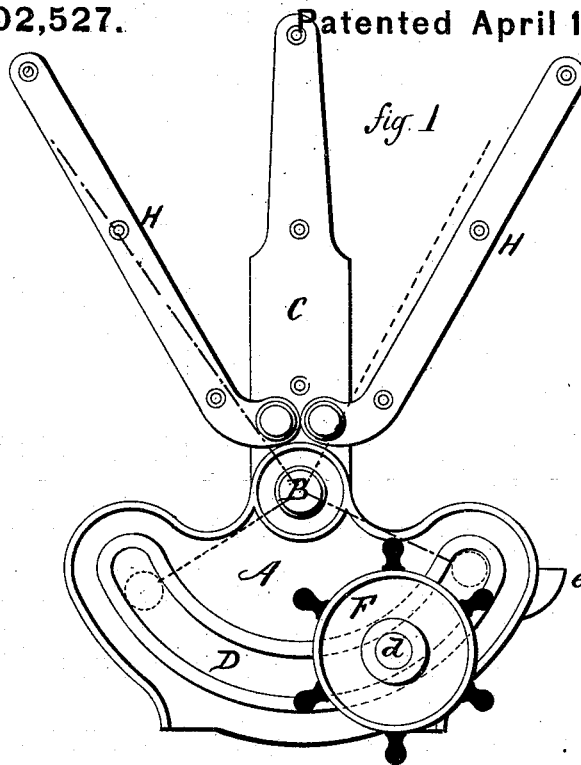


C. DUDLEY.
Carriage-Top Adjuster.

No. 202,527.

Patented April 16, 1878.



Witnesses.

J. H. Murray
Charles W. ...

Chas Dudley
Inventor

By *atly*
Wm. S. ...

UNITED STATES PATENT OFFICE.

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

IMPROVEMENT IN CARRIAGE-TOP ADJUSTERS.

Specification forming part of Letters Patent No. 202,527, dated April 16, 1878; application filed January 9, 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 Carriage-Top Adjusters; 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, inside view; Fig. 2, outside view.

This invention relates to an improvement in device for adjusting carriage-tops, having for its object to permit the top to be turned forward or back; and it consists in the construction and combination of parts as hereinafter fully described, and more particularly specified in the claim.

A is the body or seat iron to which the top is to be jointed. It is secured to the seat or body, according to the style of carriage, and at the point where the joint for the slat-iron is usually applied. For convenience of attachment, the iron is constructed with lugs *a*, or other suitable device.

B is the joint where the slat-iron C is attached to the body-iron A, and so as to turn freely thereon. The body-iron A is constructed with a slot, D, below the joint B, and in segmental shape, of which the joint B is the center. The slat-iron C extends down over this slot, forming an arm, E. A stud or bolt, *d*, on the arm E passes through the slot D, and on the opposite side is a thumb-nut, F, by means of which the arm E may be firmly clamped to the iron A, and so that the slat-iron may be turned forward or back, as indicated in broken lines, Fig. 1, from one extreme of the slot D to the other, and then reversed, or at any intermediate position.

The bow-irons H H (more or less in number) are jointed to the principal or slat iron C in the usual manner, and to these irons C and H, the bows are secured, also in the usual manner; hence, when the top is in the upright position—that is, the usual normal position—if the occupant of the carriage desire that the front should extend farther forward, so as to protect him from rain or sun, he simply

loosens the thumb nut or screw F, and turns the top forward to the desired extent, and then secures it again by setting the thumb-nut F. This avoids the fly or auxiliary top often applied to the front of the top for the same purpose, or making the top of so great extent, as it often is, to give this desired protection to the occupant.

The top may in like manner be turned back bodily, and without the usual joint or brace from the rear bow to the seat or body. The usual brace or stay is necessary between the rear and forward bows.

In order to support the bows when the top is thrown back, a lug, *e*, is made on the body-iron A, in rear of the joint B, and so that when the top is thrown back, as in broken lines, Fig. 2, the rear bow will strike and rest on the lug *e*, and thus support the top. The lug *e* serves also to prevent the rear bow from falling too much below the other bows when the top is thrown back.

This applicant is aware that it is not new to make a jointed connection between the top and body of a carriage, so that the top may be turned either forward or back, and therefore does not broadly claim a device for this purpose. Neither does he broadly claim an adjustable carriage-top attached to a body-iron which has a slot concentric to the joint, by which to clamp the bows to the body-iron, as such, he is aware, is not new; but,

Having thus fully described the invention, what is claimed as new, and desired to be secured by Letters Patent, is

The combination of the principal slat-iron with the seat or body iron, and jointed thereto, the said seat or body iron constructed with a segmental slot below the joint, and concentric thereto, and the said slat-iron provided with an arm extending below the joint, and over said slot on one side, and with a set screw or nut on the opposite side, to clamp the said slat-iron to and permit its adjustment on the said body or seat iron, substantially as described.

CHARLES DUDLEY.

Witnesses:

J. H. SHUMWAY,
H. A. KITSON.