

J. LAMSON & J. BROTHERTON.
 Vehicle-Top Adjuster.

No. 205,104.

Patented June 18, 1878.

FIG I

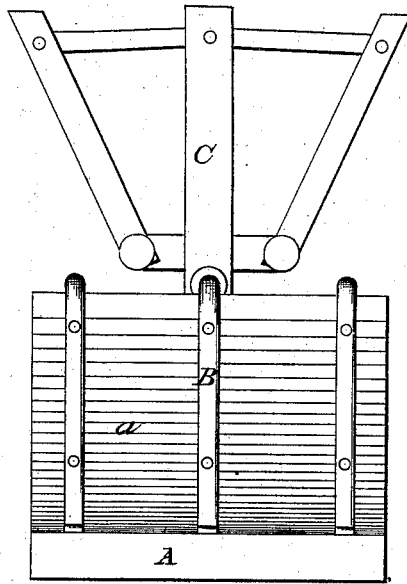


FIG 2'

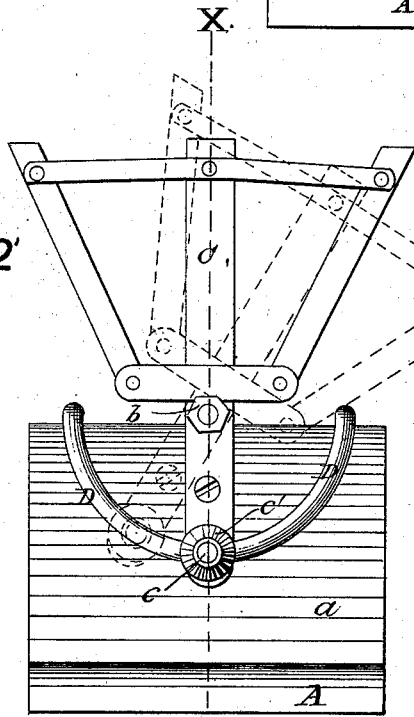
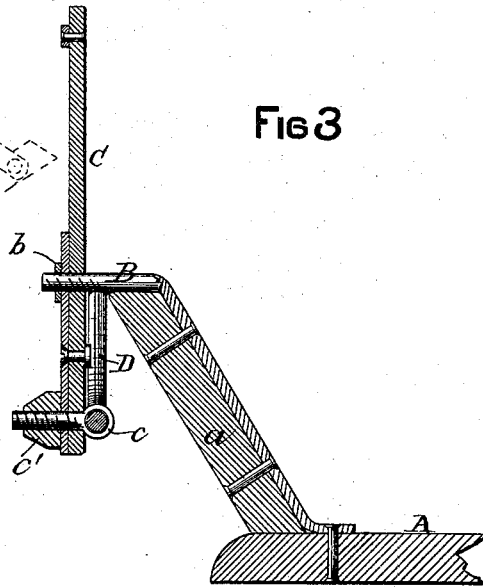


FIG 3



WITNESSES

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UNITED STATES PATENT OFFICE.

JEROME LAMSON AND JAMES BROTHERTON, OF WAVERLY, IOWA.

IMPROVEMENT IN VEHICLE-TOP ADJUSTERS.

Specification forming part of Letters Patent No. **205,104**, dated June 18, 1878; application filed May 8, 1878.

To all whom it may concern:

Be it known that we, JEROME LAMSON and JAMES BROTHERTON, of Waverly, in the county of Bremer and State of Iowa, have made certain Improvements in Wagon-Seat Awnings; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawing, and to the letters of reference marked thereon, which form a part of this specification, and in which—

Figure 1 is an interior end elevation of our improved wagon-seat awning. Fig. 2 is an exterior end elevation of the same; and Fig. 3 is a vertical section through the line *x x* of Fig. 2.

Corresponding parts in the several figures are denoted by like letters.

The object of my invention is to provide a cheap, durable, and efficient means for raising or lowering either forwardly or backwardly the awning or cover of a wagon-seat, and to remove the objection of having the irons projecting above the end rails of the wagon-seat and interfering with and annoying the person or persons sitting thereon; and it consists of a curved segmental bar or crescent, adjusted below the top of the end rails of a wagon-seat, upon which operates the pivoted middle bow, by means of a threaded eyebolt and nut or other suitable means, substantially as hereinafter more particularly set forth.

In the annexed drawing, A marks the seat of a wagon, having the end rails *a*, upon which is firmly attached the screw-bolt B, the outer or free end of which passes through the ironed middle bow C, and is secured by a nut, *b*. Passing through the lower end of the pivoted middle bow C is a clamping-screw or eyebolt, *c*, encircling the segmental bar or crescent D, and operated by a thumb-screw or other suitable means, *c'*. The ends of the segmental bar or crescent D are secured to the end rails and wagon-seat *a A*.

It will be seen from the foregoing that the awning or shade can be readily adjusted and secured in any desired angle by means of the clamping-screw *c* and thumb-screw or its equivalent *c'*.

The great objection to wagon-seat awnings having arches projecting above the seat is that they are continually in the way of the person or persons on the seat. The screws, bolts, &c., strike and annoy the person by the jolting or rocking of the wagon, and, when the awning is removed, the irons look unsightly, &c.

By removing the thumb-screw *c'* and nut *b* the awning can be readily removed from the wagon-seat.

An eccentric-spring may be used instead of the thumb-screw.

What we claim, and desire to secure by Letters Patent, is—

1. The pivoted ironed bow C, having an adjusting nut and screw, in combination with a segmental bar, D, extending below the top of the exterior side of the end rails of a wagon-seat, substantially as and for the purpose set forth.

2. A wagon-seat provided with a segmental bar, D, the ends of which are secured to the inner side of the seat *a A*, and extend downwardly from the top of the end rails and exteriorly thereto, in combination with the central bow C pivoted to the bar B, and provided with an adjusting nut and screw, substantially as shown and described, and as and for the purpose set forth.

In testimony that we claim the foregoing as our own we hereunto affix our signatures in the presence of two witnesses.

JEROME LAMSON.
JAMES BROTHERTON.

Witnesses:

W. SHEPARD,
D. W. BIGELOW.