C. HEERGEIST.

Carriage-Top.

No. 160,905. Patented March 16, 1875.

Fig. 1

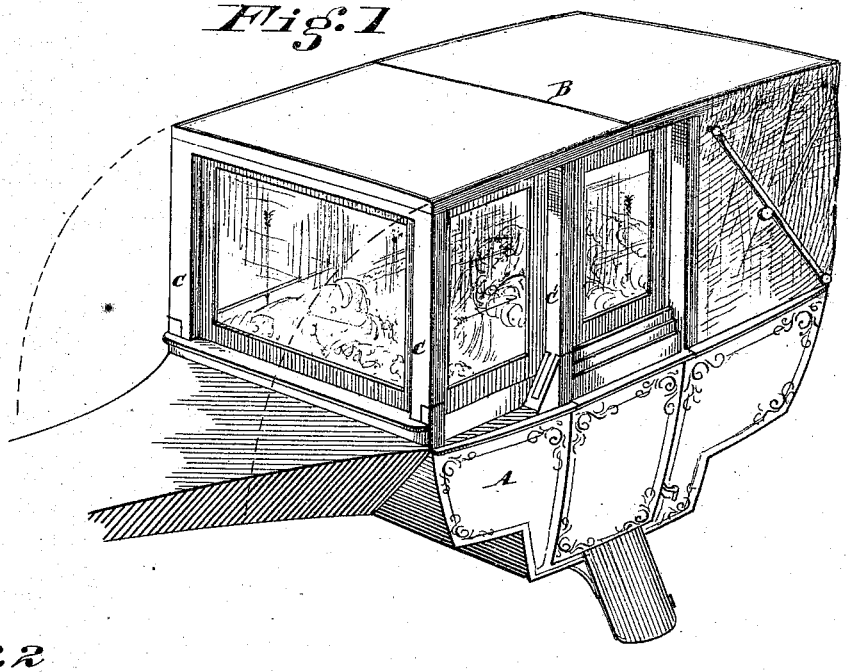


Fig. 2

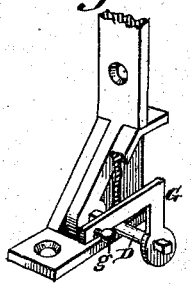


Fig. 3

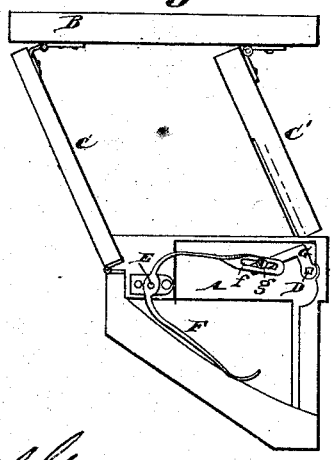
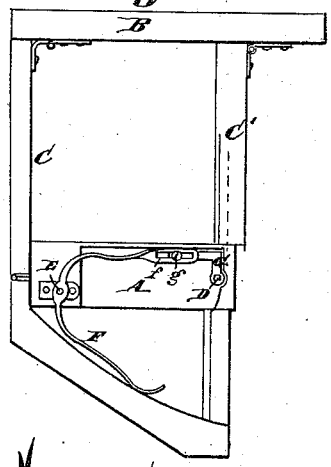


Fig. 4



Attest

Edgar J. Gross

John L. Jones

Inventor

Charles Heergeist

By F. Millward

Attorney

THE GRAPHIC CO. PHOTO-LITH. 39 & 41 PARK PLACE, N.Y.

UNITED STATES PATENT OFFICE.

CHARLES HEERGEIST, OF CINCINNATI, OHIO, ASSIGNOR TO CRANE, BREED & CO., OF SAME PLACE.

IMPROVEMENT IN CARRIAGE-TOPS.

Specification forming part of Letters Patent No. **160,905**, dated March 16, 1875; application filed February 18, 1875.

To all whom it may concern:

Be it known that I, CHARLES HEERGEIST, of Cincinnati, Hamilton county, State of Ohio, have invented an Improvement in Carriage-Tops, of which the following is a specification:

My invention relates to the class of folding or adjustable carriage-tops; and consists in a combination of top or canopy hinged parallel side bars, bell-crank shaft, and slotted spring, by which the canopy can be elevated or folded closely down, and retained in either position.

Figure 1 is a perspective view of a landau embodying my invention. Fig. 2 is a perspective view of the lower end of one of the parallel bars or pillars with its shaft and bell-crank. Fig. 3 is an inside elevation of canopy device in the act of moving down, and 4 is a similar figure when the canopy is elevated.

A is the body of the carriage, and B the top or canopy. C C′ are parallel bars or pillars connecting the top with the body of the carriage, the bar or pillar C being connected by common hinges, and the other, C′, connected to a partially-rotating shaft, D. A pivoting-pin, E, is secured to each side of the carriage, upon which the U-shaped spring F may adjust itself, one end of the spring resting upon the rocker of the carriage, as shown, and the other being slotted at *f* to receive the screw *g* of the bell-crank G secured to shaft D. By the provision of the swinging pillars C C′ the top can be elevated or folded closely down to the body of the carriage, preserving its horizontality continuously, and by the provision of the slotted spring F *f* and crank G *g* the spring is enabled to a great extent to sustain the top both in the elevated and closed positions, and also to counteract the weight of the top in raising and lowering. Although I prefer to employ the spring F, slotted as shown, in the connection with the crank, as shown, it is obvious that other forms of spring would perform the same office in the same way, or that a weight may be substituted for the spring to act on the crank G in a manner equivalent to the described action of the spring F.

I claim—

In a vehicle, the combination of top B, swinging bars C C′, crank-shaft D G *g*, and spring F *f*, substantially as and for the purpose set forth.

In testimony of which invention I hereunto set my hand.

CHARLES HEERGEIST.

Witnesses:

J. E. CARMANY,

EDGAR J. GROSS.