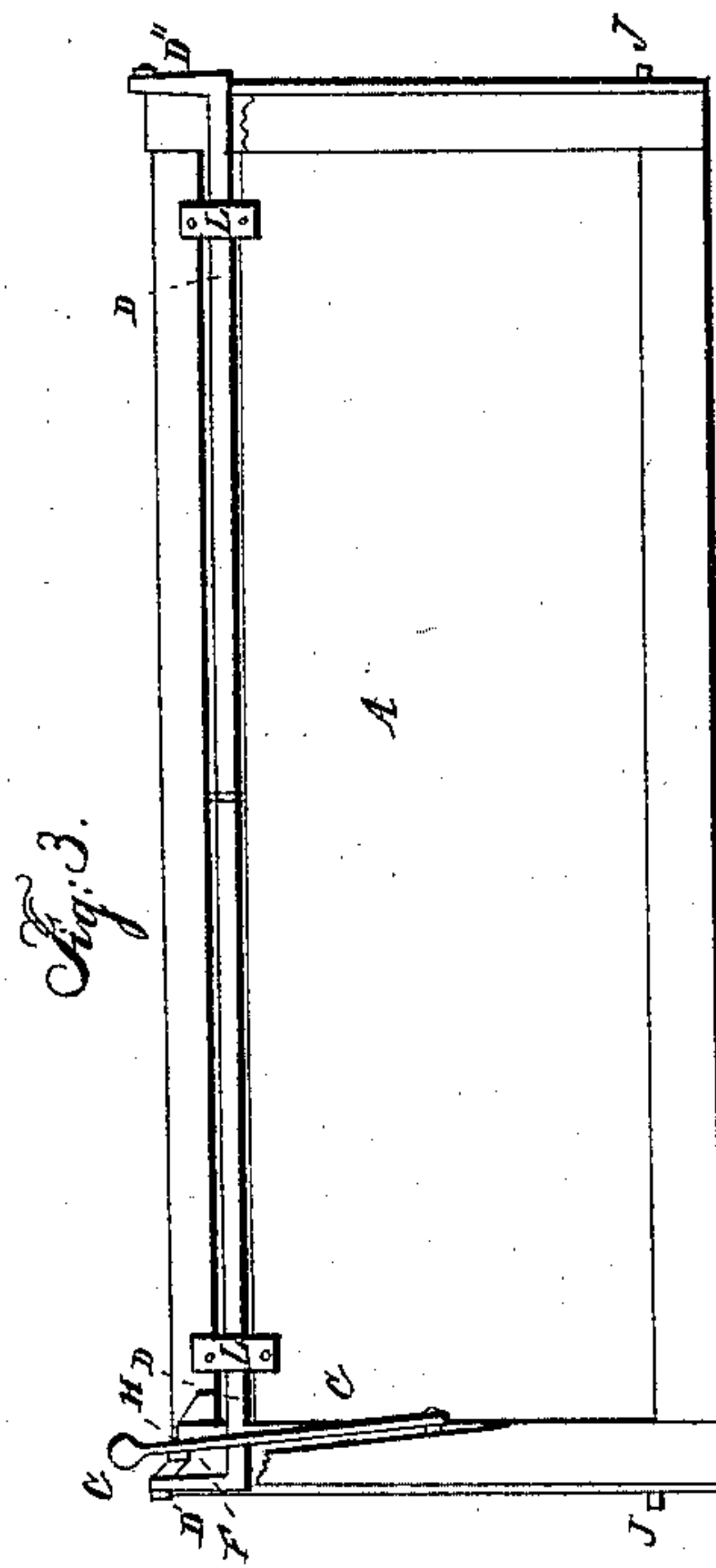
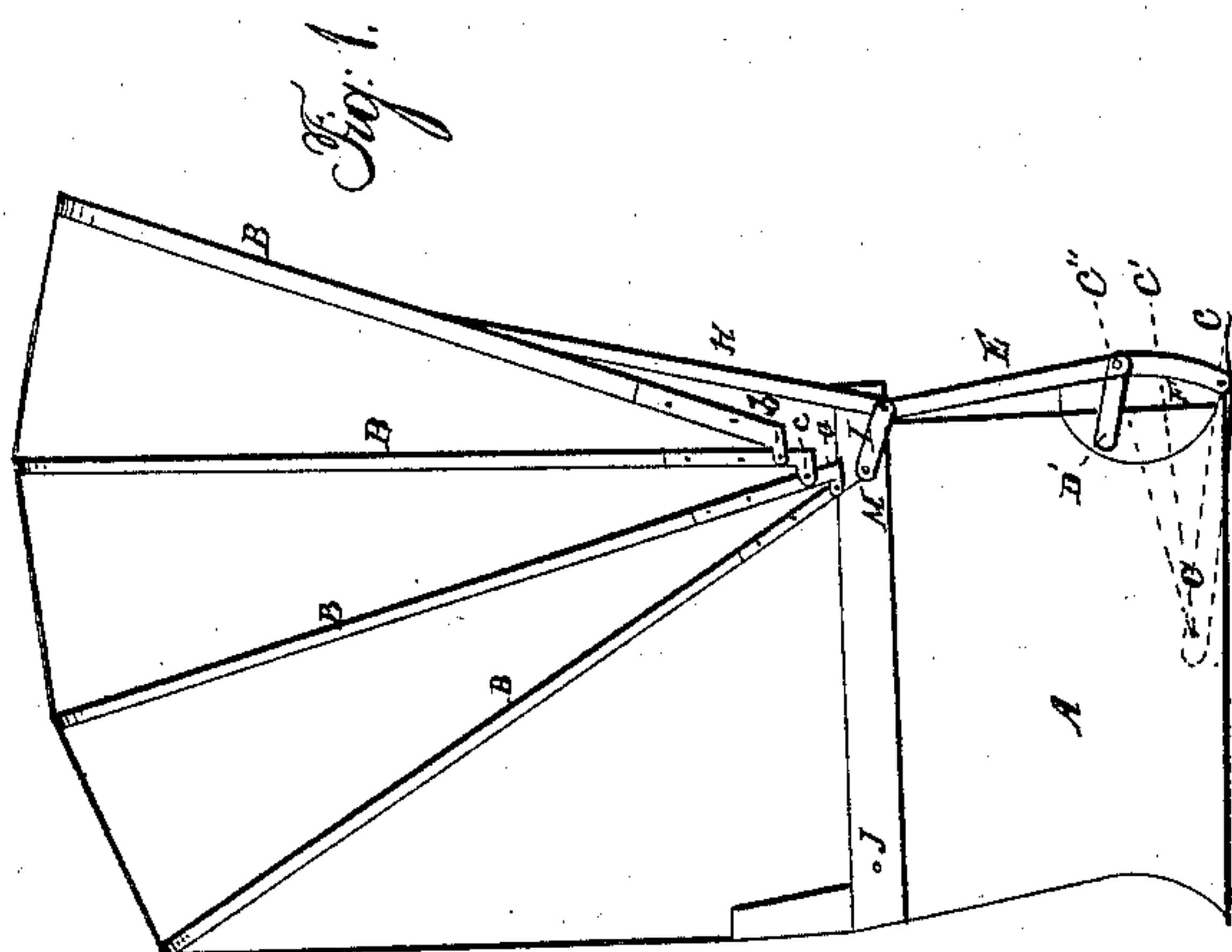
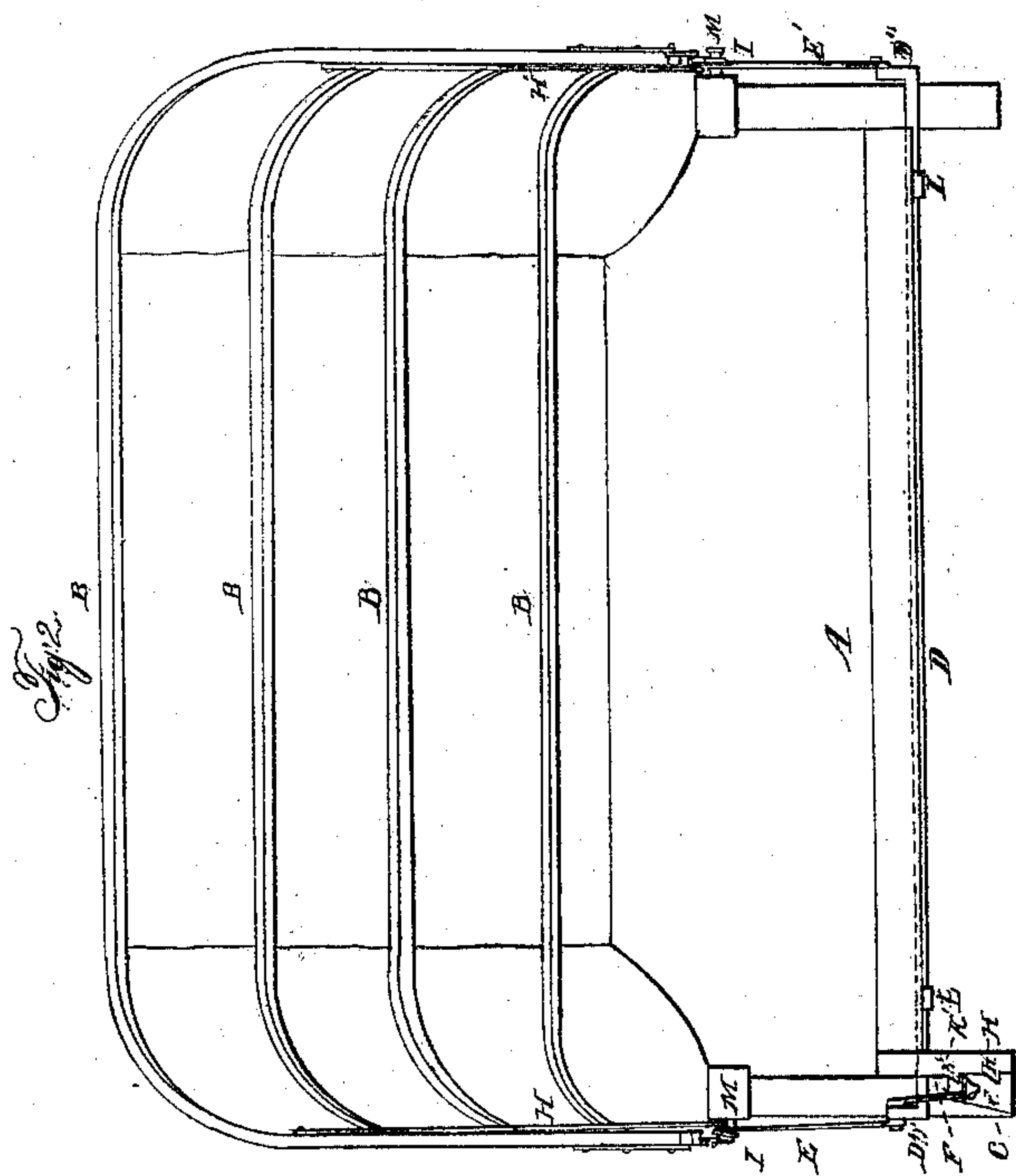


R. MILLER.
Carriage-Top.

No. 10,723.

Patented Apr. 4, 1854.



UNITED STATES PATENT OFFICE.

RODNEY MILLER, OF MIDDLEFIELD, OHIO.

CARRIAGE-TOP.

Specification of Letters Patent No. 10,723, dated April 4, 1854.

To all whom it may concern:

Be it known that I, RODNEY MILLER, of Middlefield, in the county of Geauga and State of Ohio, have invented a new and useful Improvement in the Mode of Constructing Carriage-Tops; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon.

The nature of my invention consists, in so constructing a carriage top and seat, that a person upon the seat, can, without rising from the seat, easily raise and lower the top, by placing his foot or hand on the lever at the right of the seat; the lever being held in place at the desired point by catches upon the seat.

To enable others skilled in the art, to make and use my invention, I will proceed to describe the same with reference to the drawings.

Figure 1, is a side view of my improved carriage top, and seat, showing the top raised; Fig. 2, a front view of the same, with the top half down; and Fig. 3, a view of the under side of the seat.

A, in the several figures, is the carriage seat; B, B, B, B, the several bows which compose the frame of the calash; C, the lever by means of which the raising and lowering of the carriage top is effected; D, Figs. 2 and 3, a shaft which turns in a groove on the under side of the seat, and which is attached by the cranks D' D'' to the rods or straps E E, Figs. 1 and 2, the crank D' being also attached by a pin joint to the rod F; the rod or strap F, is attached by a pin joint to the lever C. The rods or straps E E, are connected by a pin joint to the rods or straps H H, and to the arms I, I. The rods or straps H H, are secured to the first bow of the calash, and, the arms I, I, which are for the purpose of keeping the rods or straps H H, and E E, in their places. The arms I I turn upon the same stud, M, that the last bow of the calash turns upon, as seen in Figs. 1 and 2.

J J, are two pins upon which the calash rests, when thrown back.

K K are catches which are secured to the seat.

The first bow of the calash, is secured by

a pin joint to the second bow, at b, and the second bow is likewise secured to the third bow at c, and the third likewise secured to the fourth at e, which fourth bow, turns upon the stud M, as seen in Fig. 1. The caps L L, Figs. 2 and 3, aid in keeping the shaft D, in place.

The lever C, is secured by a pin joint, to the side of the seat as seen in Figs. 1 and 3. The lever C, is attached to the crank D, by the strap F by which it operates it. The turning of the cranks D, D turns the shaft D' D'', and raise and lower the top, by means of the rods or straps E E, and H H.

When a person upon the seat of a carriage to which my improved top has been affixed, wishes to lower the top half way, he must move the lever slightly to the right, this will remove it from the catch K, and allow it to pass up to the catch K', the catch K' holding it in place, in the position seen in Fig. 2 and indicated by the red line C'' in Fig. 1; if he wishes to lower it entirely he must again move the lever slightly to the right, when the top will fall by its own weight, back upon the pins J J Fig. 1, causing the lever to assume the position indicated by the red line C'', Fig. 1. When the person wishes to raise it half way, he must move the lever to the right, at the same time giving it a downward movement, this will bring it under the catch K', which will sustain it in that position; if the wishes to raise it entirely, he must again move the lever to the right, at the same time giving it a downward movement. This will bring it under the catch K', which will sustain it in an upright position, as seen in Fig. 1, both sides of the calash being alike.

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

The combination and arrangement of the rods or straps, H, E, and F, either separately or combined with the cranks D' and D'', and the arms I, I, in the manner specified, and operated by the lever C, for the purpose of raising and lowering carriage tops in the manner set forth.

RODNEY MILLER.

Witnesses:

W. H. BURRIDGE,

GEORGE W. TIBBITTS.