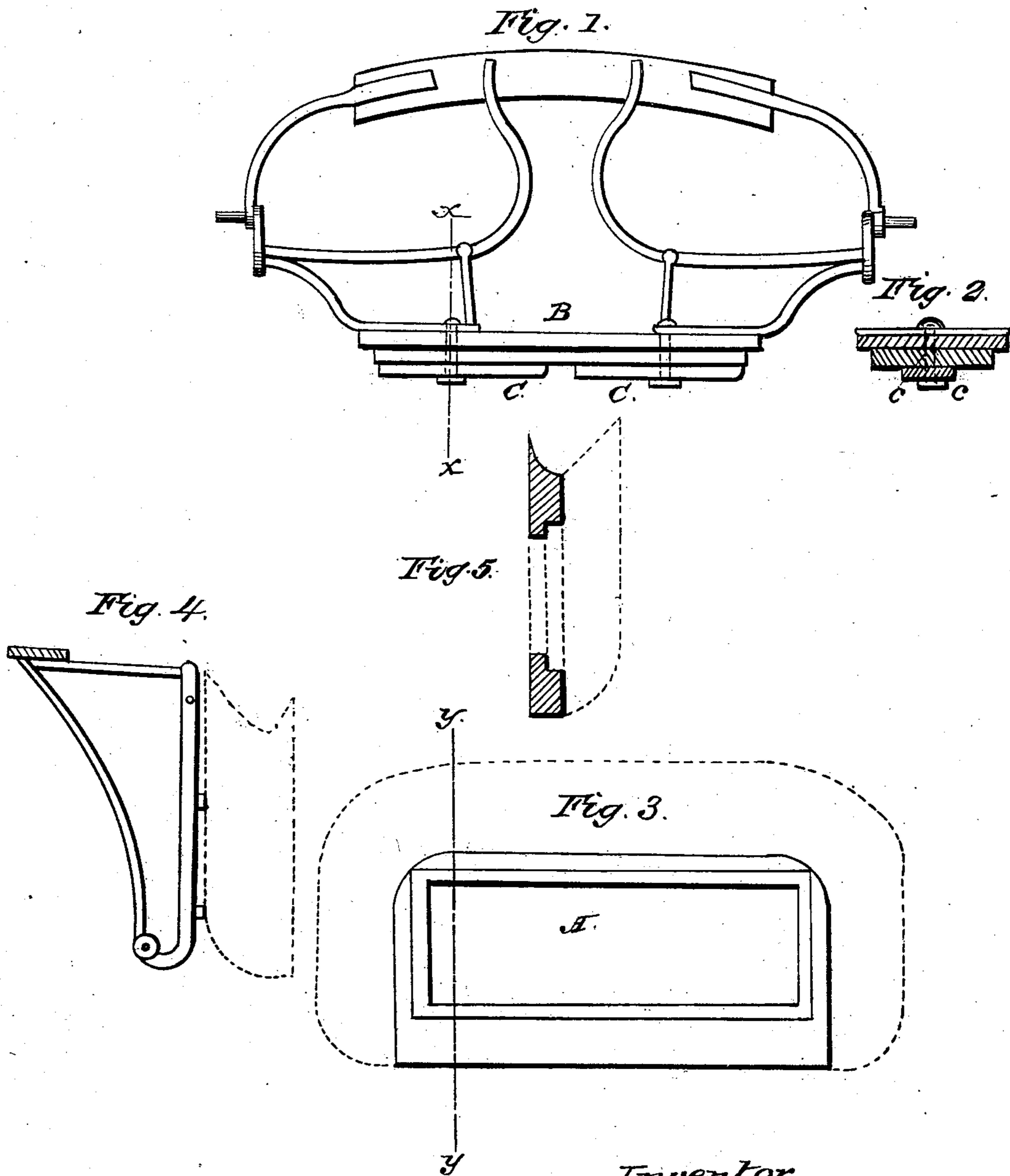


G. R. LUCAS.  
Carriage Top.

No. 85,680.

Patented Jan. 5, 1869.



Witnesses:

Edwin James

W. B. Trisby.

Inventor.

George R. Lucas

per J. E. J. Holmwood  
Attorney

# United States Patent Office.

GEORGE R. LUCAS, OF MANNSVILLE, NEW YORK, ASSIGNOR TO HIMSELF AND H. W. SHEPARD, OF SAME PLACE.

Letters Patent No. 85,680, dated January 5, 1869.

## IMPROVEMENT IN SHIFTING CARRIAGE-TOP.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, GEORGE R. LUCAS, of Mannsville, county of Jefferson, and State of New York, have invented certain new and useful Improvements in Shifting Carriage-Tops; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, and the letters of reference marked thereon, making part of this specification, in which—

Figure 1 is a front elevation of the shifting top.

Figure 2 is a section of the top seat on the line  $x-x$ , fig. 1.

Figure 3 is a top view of the carriage-seat frame.

Figure 4 is a side view of the arms of the top.

Figure 5 is a sectional view on the line  $y-y$ , fig. 3.

In shifting-top carriages as heretofore constructed, great inconvenience has been felt on account of the irons or rails, which of necessity remain attached to the seat after the top has been removed, these irons or rails being always in the way.

By my invention, I do away with all these, and when the top is taken off you have an open carriage, as free as if it had originally been constructed without a top, while at the same time any top-carriage now in use can, with very little expense, be easily converted into an open one.

My invention also enables any one to change, in a much shorter time, a top-carriage into an open one, without the use of any tools whatever, and the same cushions which are now used with the top-carriage can be used with the open one.

The top which I attach to the carriage is much stronger and more durable than any one now in use, and, by its peculiar construction, prevents all noise, wear, or rattle of the same while in motion, and on account of its simplicity of construction it is very difficult to get out of order.

To enable others skilled in the art to make and use my invention, I will now proceed to describe its construction and operation.

A is the frame of the carriage-seat, which is constructed with an open rectangular centre, into which fits the bottom of the shifting top.

B is the bottom or seat of the shifting top, to which are securely attached all the rods necessary for supporting the covering of the top.

On the under side of the seat B, I attach two buttons or catches, C C, by means of a pin, c, provided at one end with a head and at the other with screw-threads and a nut.

These buttons project a sufficient distance beyond the front and back of the seat B, to enable it to be securely fastened to the bottom of the seat-frame of the carriage.

The operation is as follows:

To take off the top, turn the buttons or catches C C until their ends do not project beyond the front or back of the seat B, and raise the top from the seat-frame A, and you have a no-top carriage.

To replace the top, you have simply to turn the buttons or catches C C until they are parallel with the sides of the frame-seat B, and the top is securely fastened on.

Having thus fully described my invention,

What I claim therein as new, and desire to secure by Letters Patent of the United States, is—

A shifting carriage-top, when the base, B, of the same is flush with the frame of the carriage-seat when inserted, and is firmly held in position by means of the buttons C C on its under side, each of the same having a double bearing, substantially as described, as and for the purpose specified.

In testimony whereof, I have signed my name to this specification, in the presence of two subscribing witnesses.

GEO. R. LUCAS. [L. S.]

Witnesses:

N. G. BAKER,

WM. M. WARDWELL.