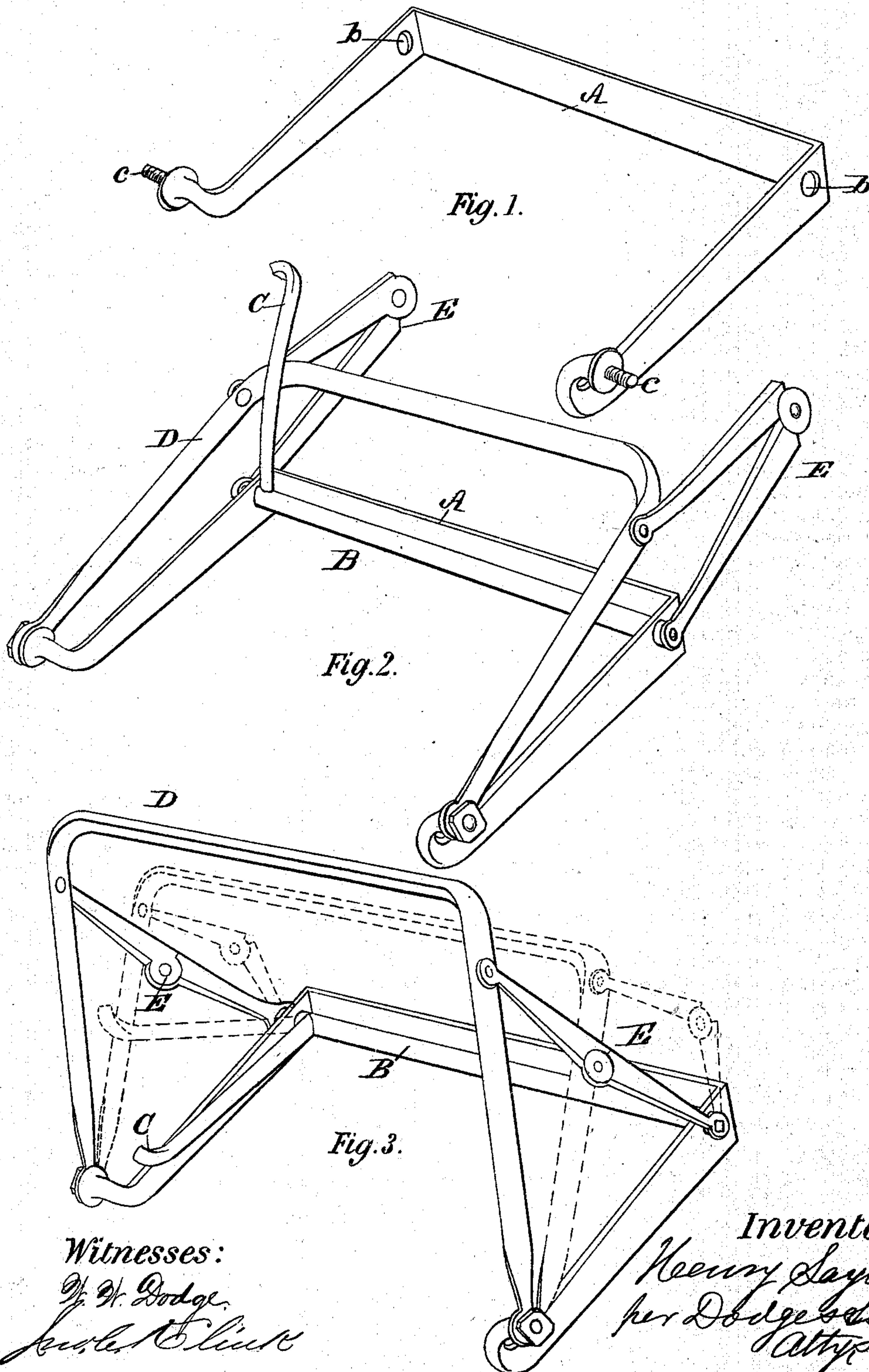


H. SAYLER.
Carriage-Tops.

No. 144,704.

Patented Nov. 18, 1873.



Witnesses:

J. H. Dodge.
Lewis E. Clark

Inventor:

Henry Saylor.
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UNITED STATES PATENT OFFICE.

HENRY SAYLER, OF ST. PARIS, OHIO.

IMPROVEMENT IN CARRIAGE-TOPS.

Specification forming part of Letters Patent No. **144,704**, dated November 18, 1873; application filed October 21, 1873.

To all whom it may concern:

Be it known that I, HENRY SAYLER, of St. Paris, in the county of Champaign and State of Ohio, have invented certain Improvements in Carriage-Tops, of which the following is a specification:

My invention consists of a lever arranged in connection with the shifting-rail and braces of a carriage-top in such a manner that the cover can be raised or lowered by the occupant of the carriage, and the top with its appliances can be removed bodily, the same as the ordinary shifting top can, all as hereinafter more fully explained.

Figure 1 is a perspective view of the shifting-rail. Fig. 2 represents the same with my improvements applied, showing the cover down; and Fig. 3, the same with the cover raised.

As carriage-tops are ordinarily constructed, it is difficult for the occupant to raise or lower the cover without getting out, or at least stopping the carriage.

In applying my improvements, I construct the shifting-rail A in the usual style, except that I make it wider, so as to form in each side, close to the back, a hole, *b*, as shown in Fig. 1, though these holes may be made in ears projecting from the rail, which, in that case, may be made narrower, and, if preferred, round instead of flat. The bows D, of which only one is shown in the drawing, are attached to the rail A, in the usual manner, and provided with the usual jointed braces E. I provide a rod, B, which I insert loosely in the holes *b* of the rail A, close to and parallel with the back part of said rail, having its ends extending a short distance outside of the rail, as represented in Fig. 1, the outer ends being formed with a square shank, on which is firmly secured the lower end of the jointed braces E, in such a way that by turning the rod B the lower part of the braces E will be moved therewith, and thus raise or lower the bow D, to which their opposite ends are connected. For the purpose of turning the rod B, I attach to it, at one side of the top, a lever or handle, C, which may either be forged or welded on the rod B, or secured to it in any other manner that will ren-

der it secure and rigid. As shown in Figs. 2 and 3, this lever C is connected to the rod B, just inside the side arm of the rail A, so that it will be close to one end of the seat, where it can be readily operated by a person sitting on the seat, and be out of the way. It is, however, obvious that it may be arranged outside of the cover, and operate in the same manner; but that would not be so convenient, and I therefore prefer to arrange it as shown.

When it is desired to lower the cover, it is only necessary to take hold of the lever C and turn it up, as represented in Fig. 2; and to raise the cover, it is simply turned down, as in Fig. 3, thus affording a most convenient and ready means of raising or lowering the cover without getting out, or even stopping the carriage.

I am aware that devices have heretofore been applied to carriages for raising and lowering them; but in all such cases the rod, lever, and other fixtures used for that purpose were secured permanently to the seat, so that the top could not be removed therefrom without taking it all apart.

By my improvement the operating parts are all connected to the shifting-rail, so that the top with the operating devices can be removed bodily without detaching the lever and rod from the cover, and with no more trouble than is required with the shifting top in ordinary use, and which has no such appliances. My improvements can be applied to the ordinary shifting top by simply attaching to the rail ears or bearings for the rod B, and securing the lower end of the joint-braces to the ends of the rod.

Having thus described my invention, what I claim is—

The rod B, provided with the lever C, and having the braces E rigidly attached thereto, in combination with the shifting-rail A of a carriage-top, all constructed to operate substantially as described.

HENRY SAYLER.

Witnesses:

D. R. TAYLOR,
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