

A. W. GILBERT.
Carriage-Top.

No. 167,658.

Patented Sept. 14, 1875.

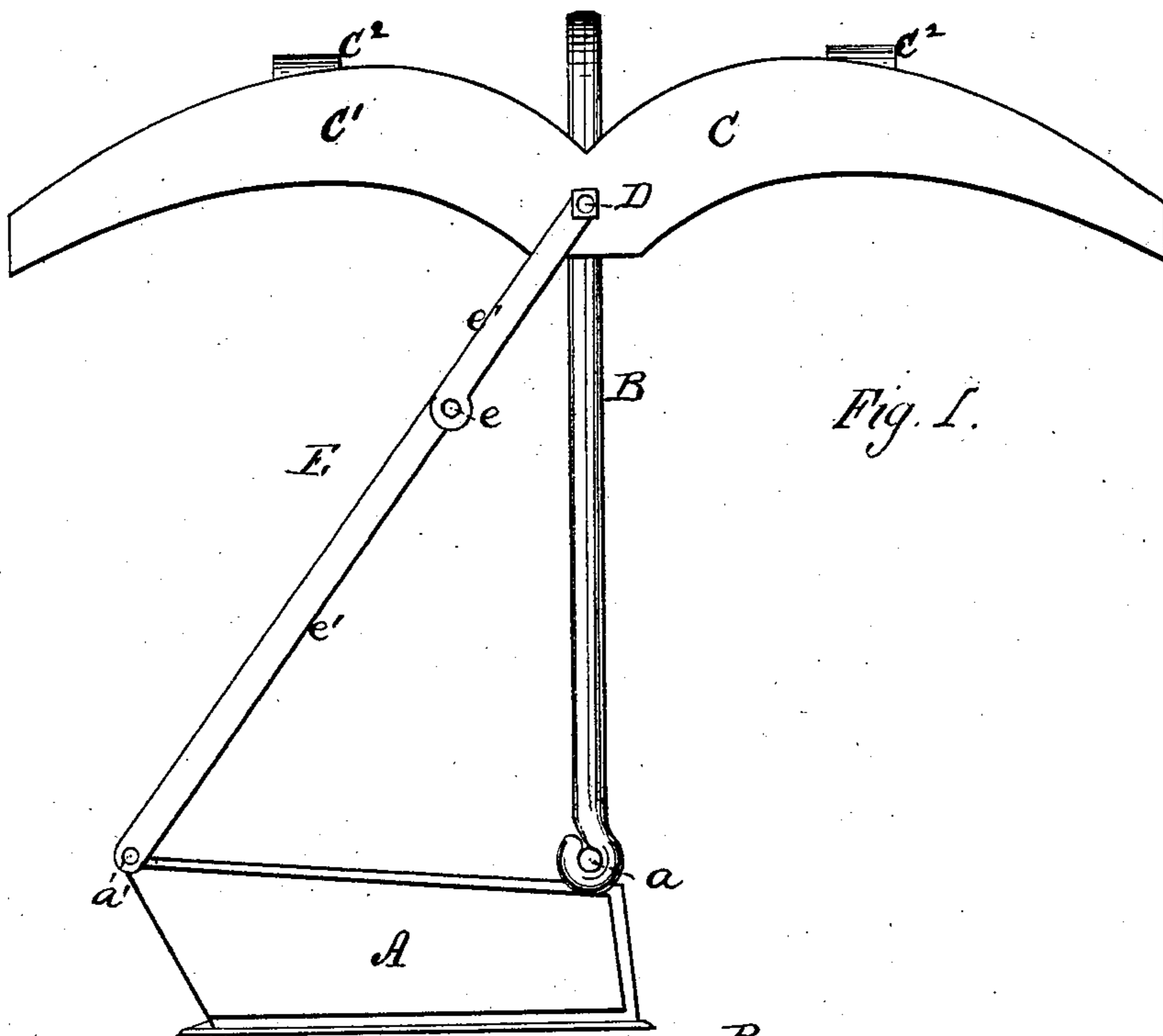


Fig. 1.

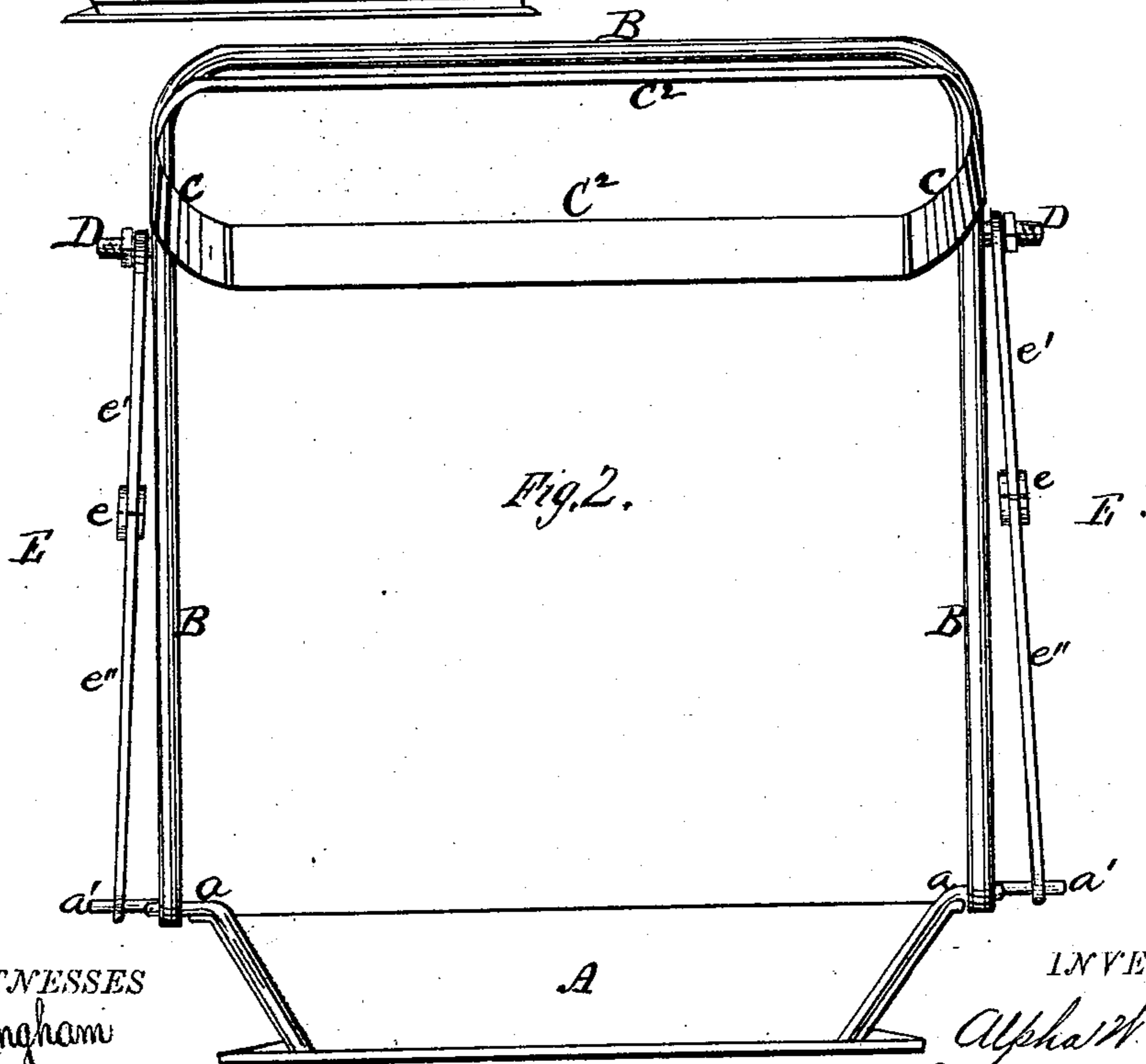


Fig. 2.

WITNESSES
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UNITED STATES PATENT OFFICE.

ALPHA W. GILBERT, OF LODI, OHIO.

IMPROVEMENT IN CARRIAGE-TOPS.

Specification forming part of Letters Patent No. **167,658**, dated September 14, 1875; application filed July 20, 1875.

To all whom it may concern:

Be it known that I, ALPHA W. GILBERT, of Lodi, in the county of Medina and State of Ohio, have invented certain new and useful Improvements in Carriage-Tops; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in carriage-tops.

Figure 1 is a side elevation of my invention; Fig. 2, a front elevation of same.

My invention consists of the following parts and combinations, as hereinafter specified and claimed, wherein A is the seat of a wagon, upon which, at *a*, is hinged or swung the single bow B, carrying the rigid top or canopy C. At the junction of the canopy-frame C and bow B are placed the props D, which are made to extend out a sufficient distance, for the purpose which will hereinafter more fully appear. Between the props D D and the pivot *a'* of the seat A are placed the jointed braces E E, each pivoted with a single joint, *e*, opening backward.

The parts, as hereinbefore described, may be constructed of any suitable material, and of any preferred design.

In operation, when the top is turned back the lower arm *e''* of the jointed brace E impinges against the prop D, and affords a rest to the canopy C. Upon the proportion to each other of the relative lengths of the sections *e'* *e''* of the jointed brace E will obviously depend the distance which the canopy C will be permitted to fall before being arrested.

By my device and arrangement I accomplish an extremely simple, light, and durable top, having the following advantages: First, beauty of appearance, offering but little obstruction to the view from the inside of the carriage, presenting at the same time a light and airy appearance; second, cheapness of construction on account of the few in number of parts involved; third, the employment of but a single bow, B, to which is not only attached the canopy, but likewise the jointed brace, thereby dispensing with the several bows usually employed.

What I claim is—

1. As an improvement in supports for carriage-tops, the single continuous bow B, pivoted at each end to the seat, and rigidly secured at the top on each side to the central portion of the sides of the rigid canopy-frame C C', in combination with single-jointed brace E, pivoted to the frame C at the junction of the frame and bow, and to the rear of the seat, as and for the purposes described.

2. In combination with the single continuous arched support or bow B and single-hinged brace E, the rigid canopy-frame composed of double arched or curved sides C, made in one section, and cross-bars C', rigidly secured at its central portion to the bow B, as and for the purposes described.

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

ALPHA W. GILBERT.

Witnesses:

FRANCIS TOUMEX,
C. H. CADY.