D. W. HAZELTINE.

Carriage-Top.

No. 199,706. **Patented Jan. 29, 1878.**

Fig. 1.

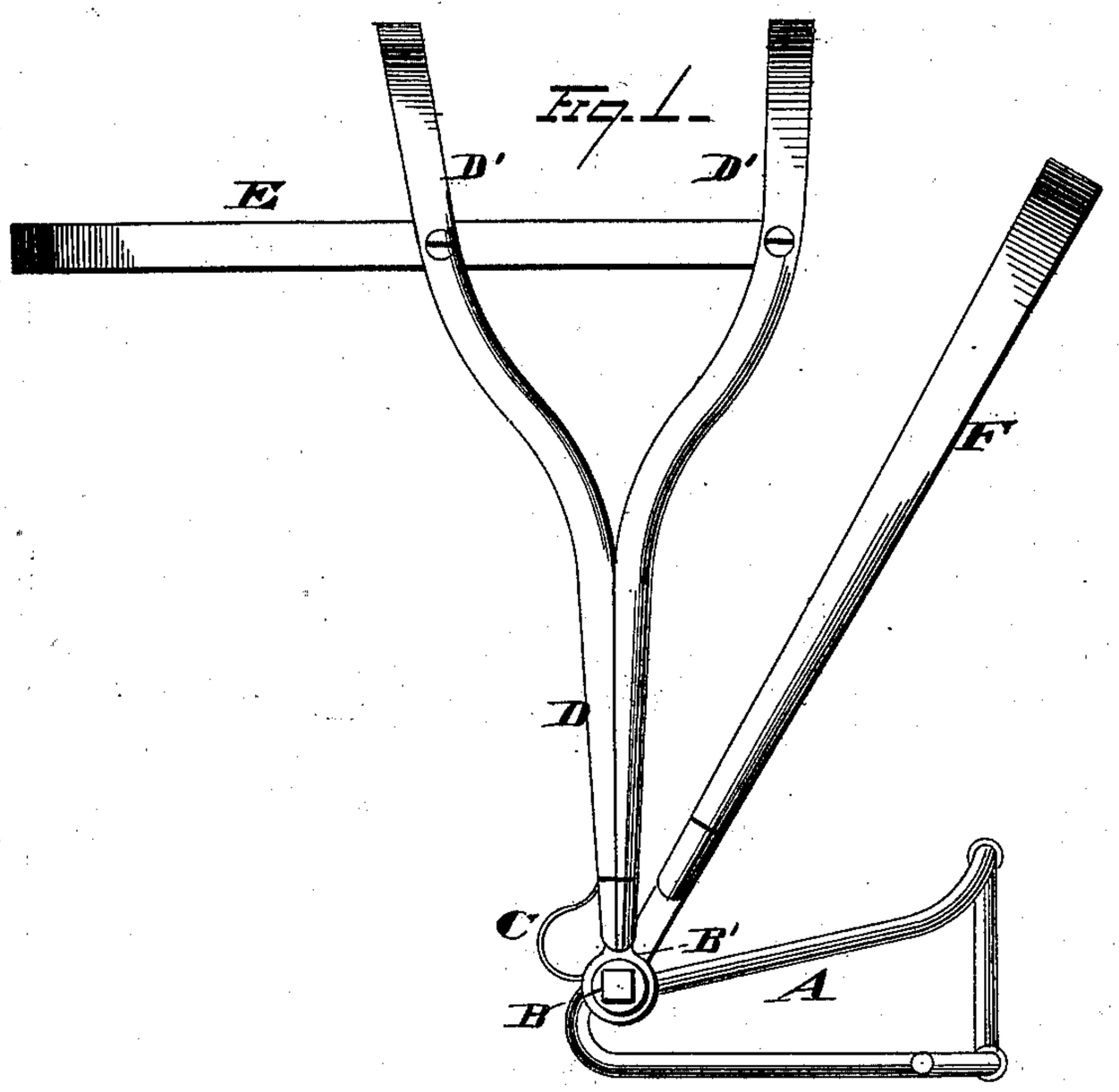
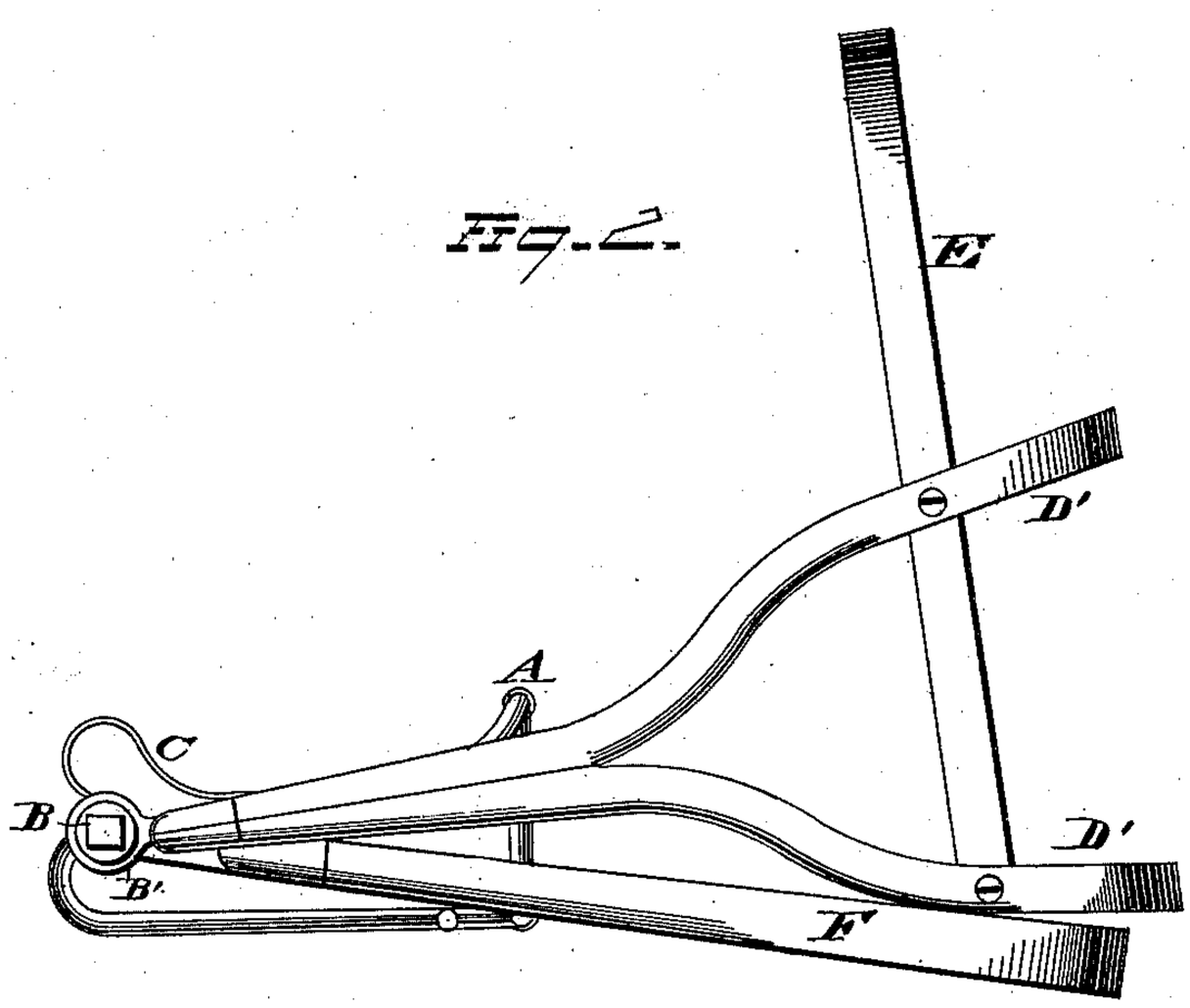


Fig. 2.



WITNESSES

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UNITED STATES PATENT OFFICE.

DANIEL W. HAZELTINE, OF CONNEAUT, OHIO.

IMPROVEMENT IN CARRIAGE-TOPS.

Specification forming part of Letters Patent No. **199,706,** dated January 29, 1878; application filed December 15, 1877.

To all whom it may concern:

Be it known that I, DANIEL W. HAZELTINE, of Conneaut, in the county of Ashtabula 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 carriage-tops.

In the drawings, Figure 1 represents a side elevation of my device, as raised; and Fig. 2, the same as lowered or let down.

My invention consists in the following parts and combinations, as hereinafter specified and claimed, wherein A is any carriage-seat to which my top is to be attached. B represents the slat-irons, and B′ the finger-iron upon which the slat-irons are pivoted and swing. C is a spring, which acts to resist or modify the weight of the top upon its rests when down. This spring is placed on both sides of the seat, and connects the finger-iron B′ with the bow D.

The bow D, when the top is up, stands vertical, or substantially so, and proceeds as a single piece upon either side of the seat, up to a distance above the point where a rider's head would come if entering or leaving the vehicle. At this point the bow D divides into two supplemental bows, D′. The bow D and supplemental bows D′ are all constructed so as to present substantially one rigid piece from one side of the seat to the other; and in this connection I would say that I can construct said bows D D′ either from a continuous piece, split and divided so as to form the supplemental bows D′, or I may construct them of several separate pieces, and join them rigidly together in any suitable manner.

E is a horizontal bow, extending from the rear supplemental bow D′, around well in front of the forward supplemental bow D′ to the opposite side of the rear supplemental bow. This bow E is rigidly attached to the bows D′ in any suitable manner, by jointing or otherwise, and it serves as the main front portion of the completed top frame. F is an independent bow, placed in the rear of the bows D D′.

Besides ease and economy of construction, and a neat and attractive appearance, my invention is practically useful in that the rider is able to get into and out of the carriage without impediment, as the bow D is entirely out of the way, and the bows D′ branch out at a point above the head of the rider.

When the top is let down it does not fall below the seat, owing to the peculiar construction and adaptation of the horizontal bow E, which does not project back of the bows D′, while the springs C act in such a manner that the top rests lightly upon its supports, thereby increasing the pleasure of travel, and decreasing to the minimum the wear and liability to breakage that obtain when there is no provision made for relieving or modifying the weight of the top, when down upon its rests.

What I claim is—

A carriage-top consisting of the upright bow D, formed with the two supplemental bows D′, branching diagonally from its upper body portion, while its lower body is provided with spring C, connecting it to the finger-iron B′, in combination with the horizontal bow E, which does not project rearward of the rear one of the supplemental bows, and the independent bow F, substantially as set forth.

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

DANIEL W. HAZELTINE.

Witnesses:

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W. E. DONNELLY.