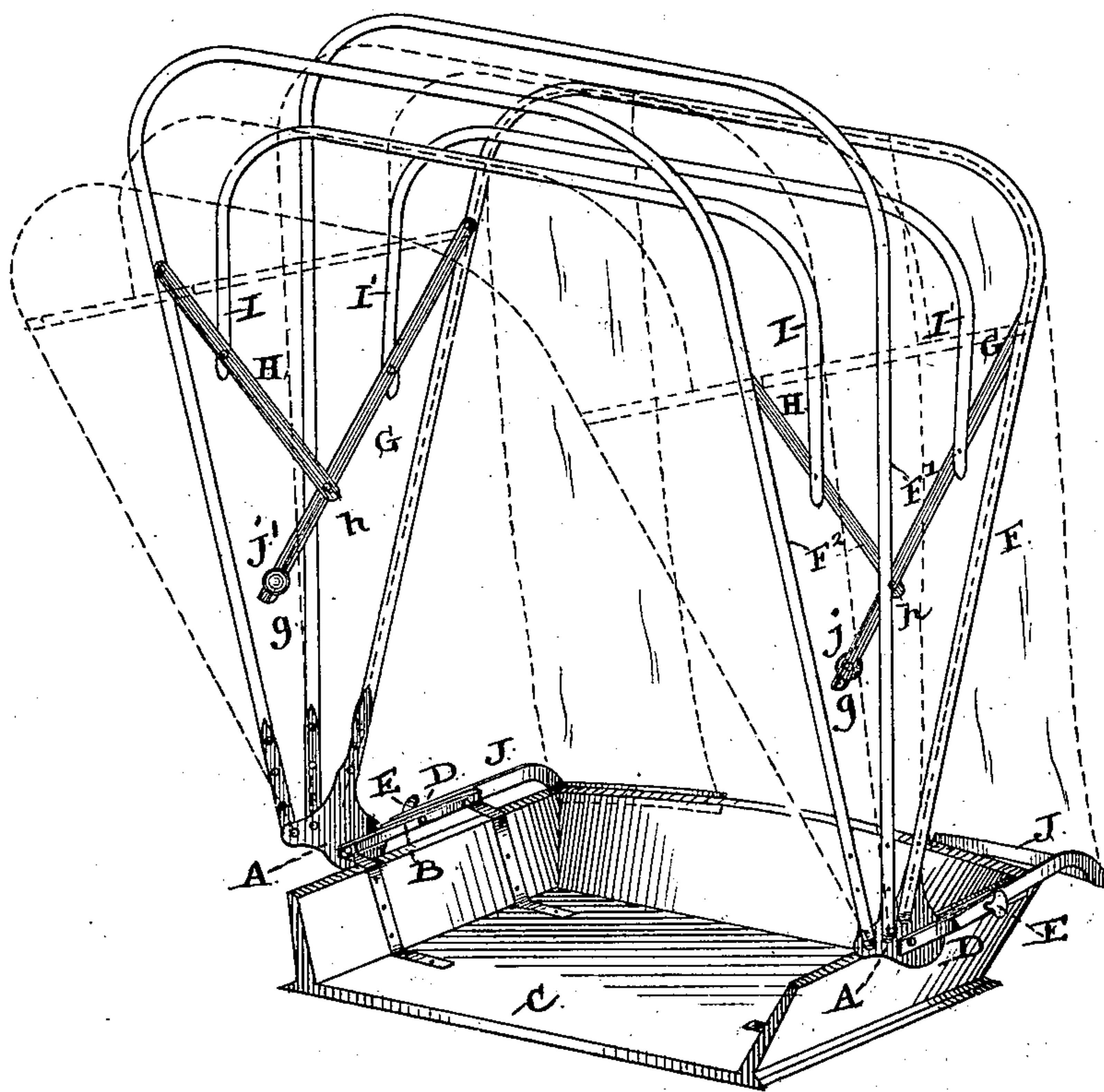


D. CONBOY.
Carriage-Top.

No. 226,389.

Patented April 13, 1880.



Witnesses:-

Louis Whitehead.

Gordon Aird

Inventor:-

Daniel Conboy.

by Ricard Stricko
Atty.

UNITED STATES PATENT OFFICE.

DANIEL CONBOY, OF UXBRIDGE, ONTARIO, CANADA.

CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 226,389, dated April 13, 1880.

Application filed July 15, 1879.

To all whom it may concern:

Be it known that I, DANIEL CONBOY, of the village of Uxbridge, in the county of Ontario and Province of Ontario, Canada, carriage-builder, have invented certain new and useful Improvements in Carriage or Buggy Tops, which improvements are fully set forth in the following specification and accompanying drawing.

10 The invention relates, first, to means employed for pivoting the top standards or bows to the body of the vehicle, whereby the top may be conveniently adjusted without unbuttoning the back and held in the desired position.

15 The invention relates, secondly, to means for facilitating the folding of the top-cover when the top is to be closed or collapsed, all as hereinafter particularly set forth.

20 In the accompanying drawing the figure is a perspective view of my adjustable carriage-top and seat-rail.

In the drawing, A is a quadrant-plate pivoted to the plate B, secured on either side of the buggy-seat C, as shown. The pinch-plate D is riveted at one end to the plate B and held at its other end by the set-screw E. The quadrant-plate A, being between the two plates, is of course held in any position when they are clamped together by the set-screw E. The back bow, F, is riveted to the quadrant-plate A, while the other bows, F' and F², are pivoted thereon.

35 Instead of knuckle-joints for adjusting the location of the bows F' and F², I pivot upon the back bow, F, a bar, G, and to the front bow, F², a similar bar, H, jointing the two together at h, the bar G projecting beyond this point h, and provided with a hooked end, g, arranged to fit over the bar H when the two bars are straight.

40 For the purpose of adjusting the bars, I

place at some convenient point on either of them a knob, J', which can easily be grasped.

Intermediate bows, I I', when employed, are pivoted, respectively, to the bars G and H, and when the latter bars are drawn down the bows fold down the top-leather. I have described the top as composed of only three bows; but of course it will be understood that more or less may be used without affecting my invention.

With the view of enabling the top to be adjusted without unfastening the back, I pivot the seat-rail J preferably to the set-screws E, as shown. This seat-rail may be carried entirely around, or only partially so, as desired.

When the top is to be thrown forward the thumb-screws E are loosened. Thus the rail J and top are freed simultaneously, and move in conjunction with each other.

I also refer to the bar to which the curtain is attached as the "seat-rail;" but of course I do not wish to limit myself by the employment of this term, as I should consider any hinged bar for holding the curtain in position as an equivalent to the bar I have described.

What I claim as new, and desire to secure by Letters Patent, is—

1. The quadrant-plate A, carrying the pivoted bows F' F² and rigidly-secured back bow, F, the plate B, pinch-plate D, rail J, and set-screw E, all combined with the body of the vehicle, substantially as and for the purposes specified.

2. The bows F and F², combined with the intermediate bows, I and I', and bars G and H, pivoted to the respective bows, substantially as and for the purpose specified.

D. CONBOY.

Witnesses:

J. W. BETTES,
A. D. WILLIAMS.