

(No Model.)

2 Sheets—Sheet 1.

W. HODGE.  
CARRIAGE TOP.

No. 270,220.

Patented Jan. 9, 1883.

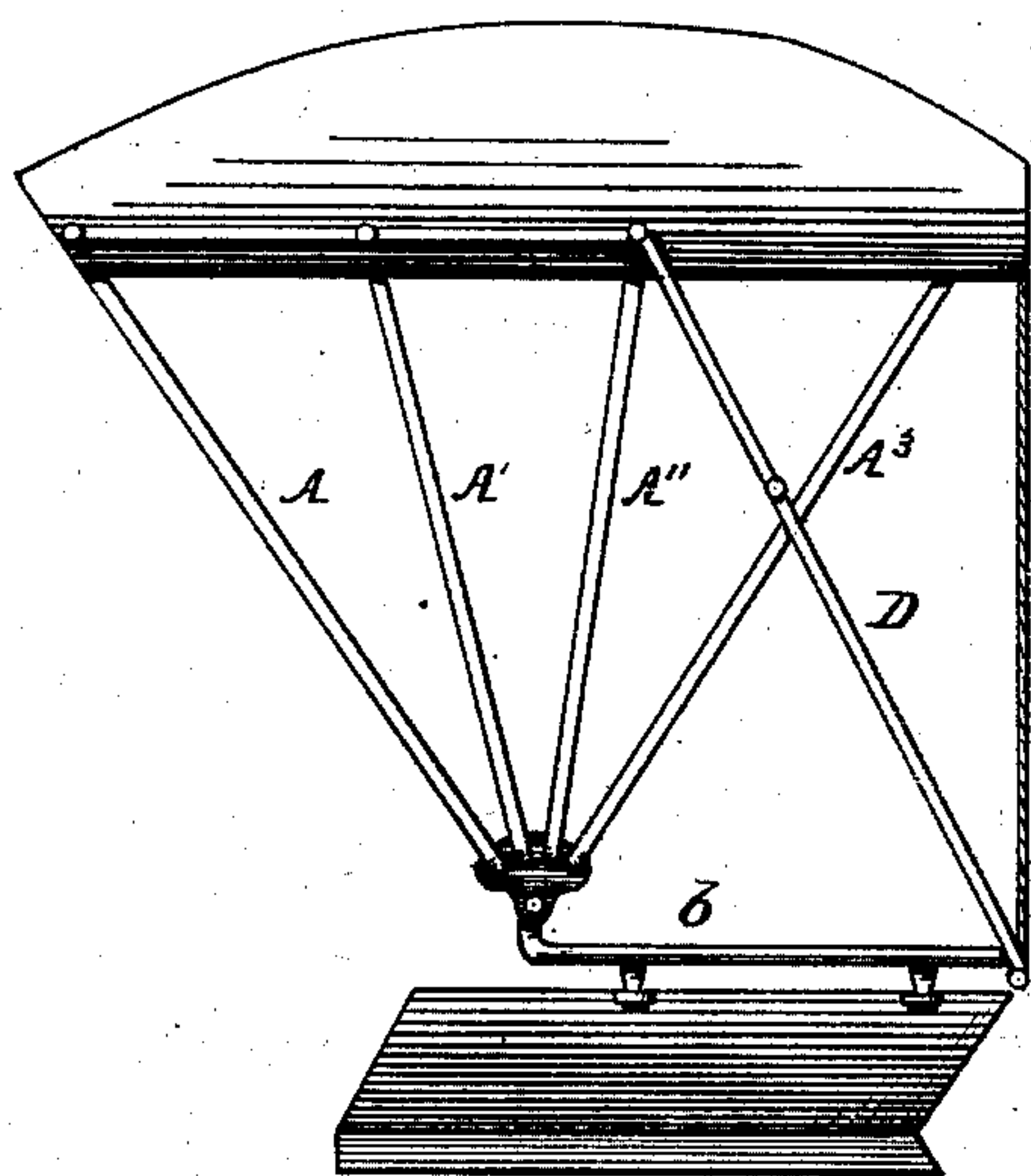


Fig. 1.

Fig. 2.

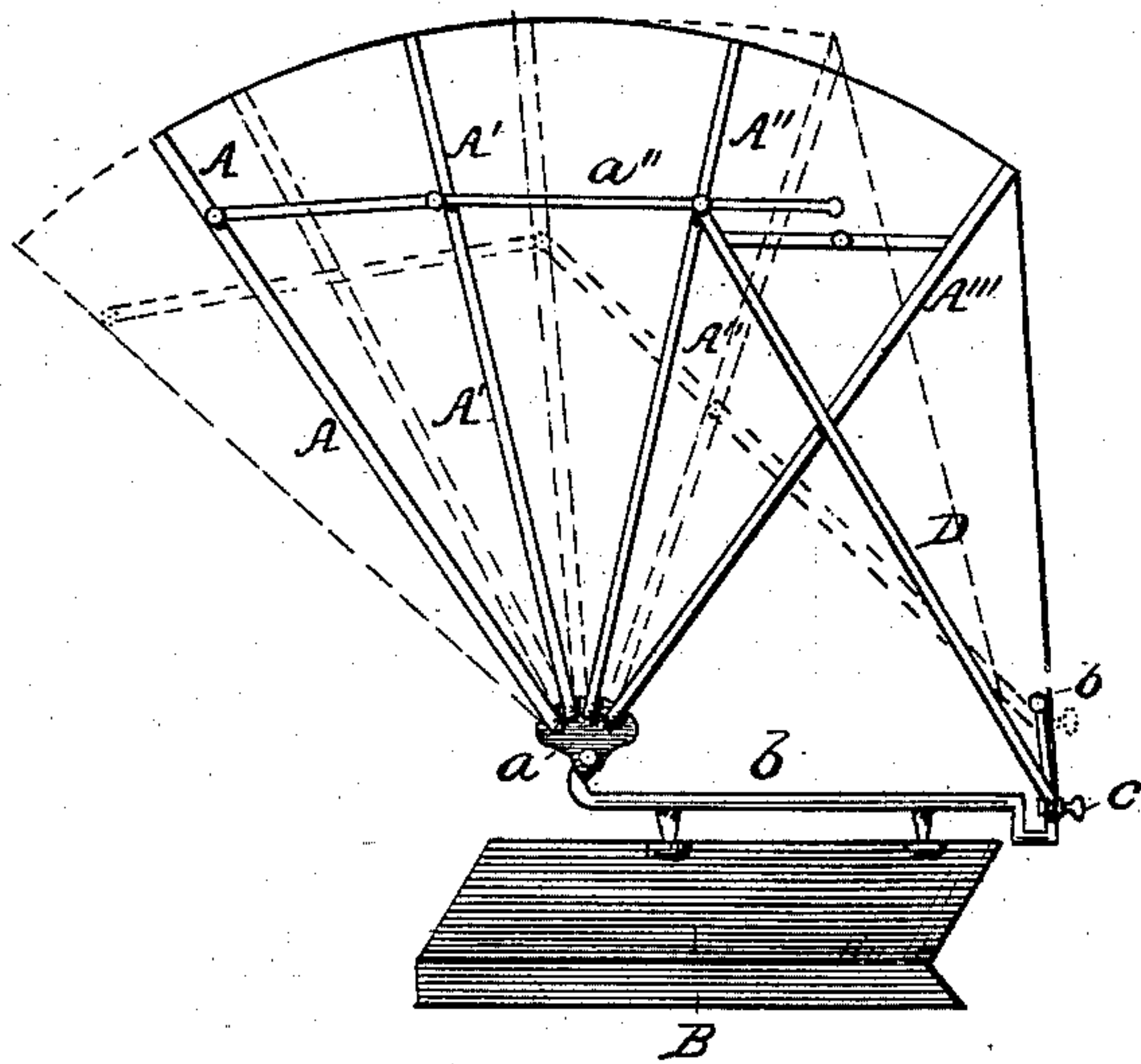
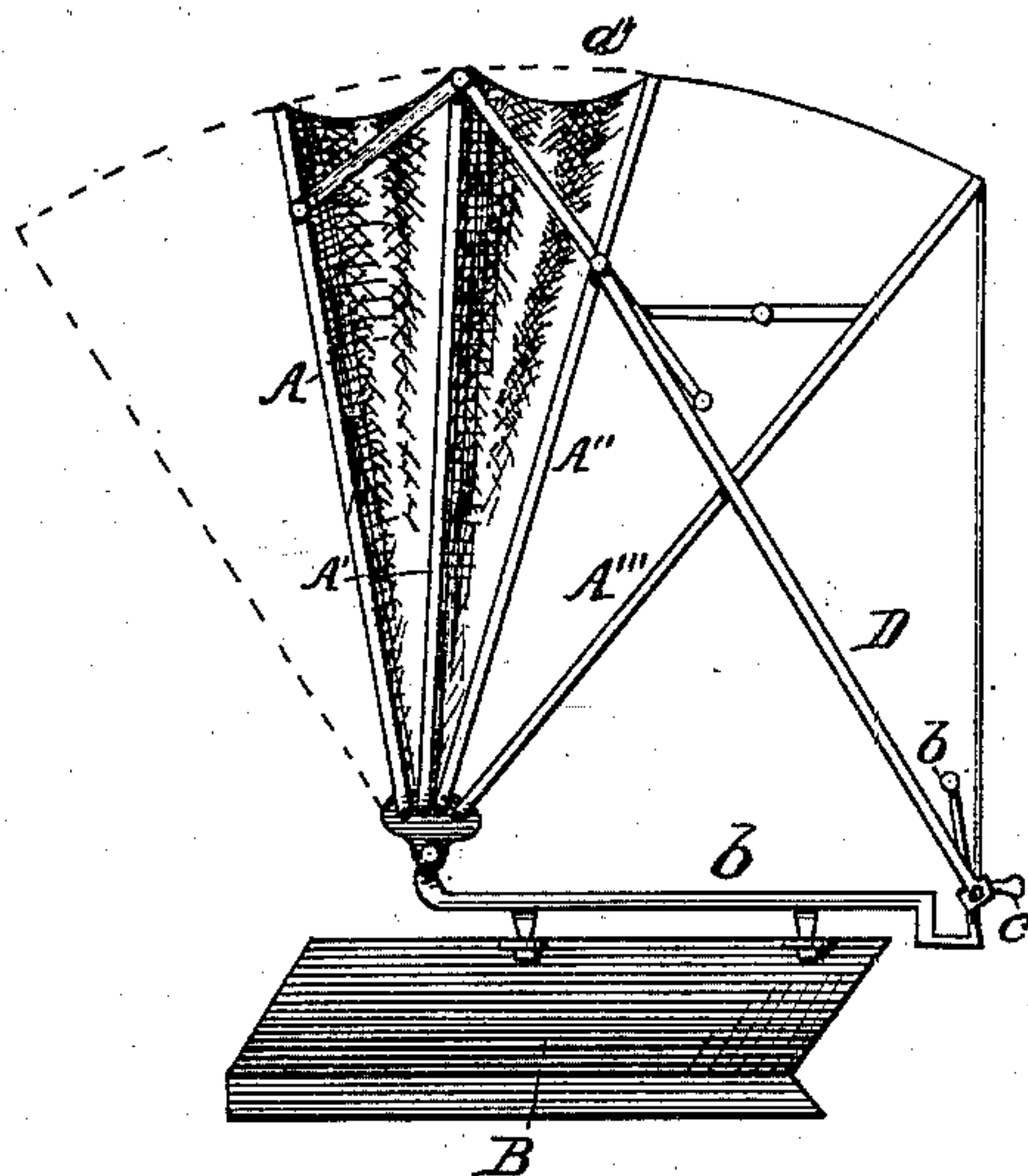


Fig. 3.



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Inventor:  
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per O. E. Duffy  
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2 Sheets—Sheet 2.

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Fig. 4.

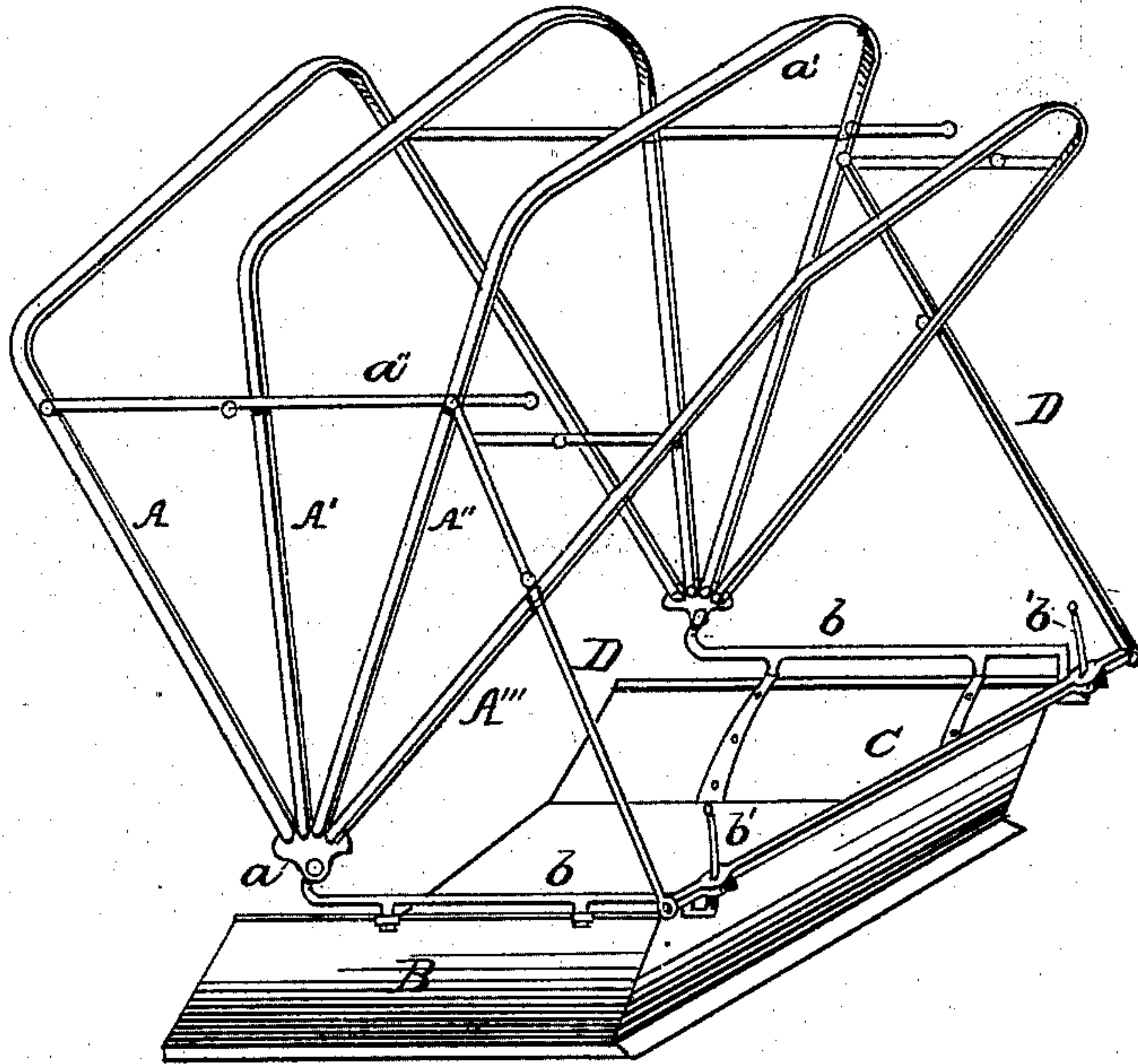


Fig. 5.

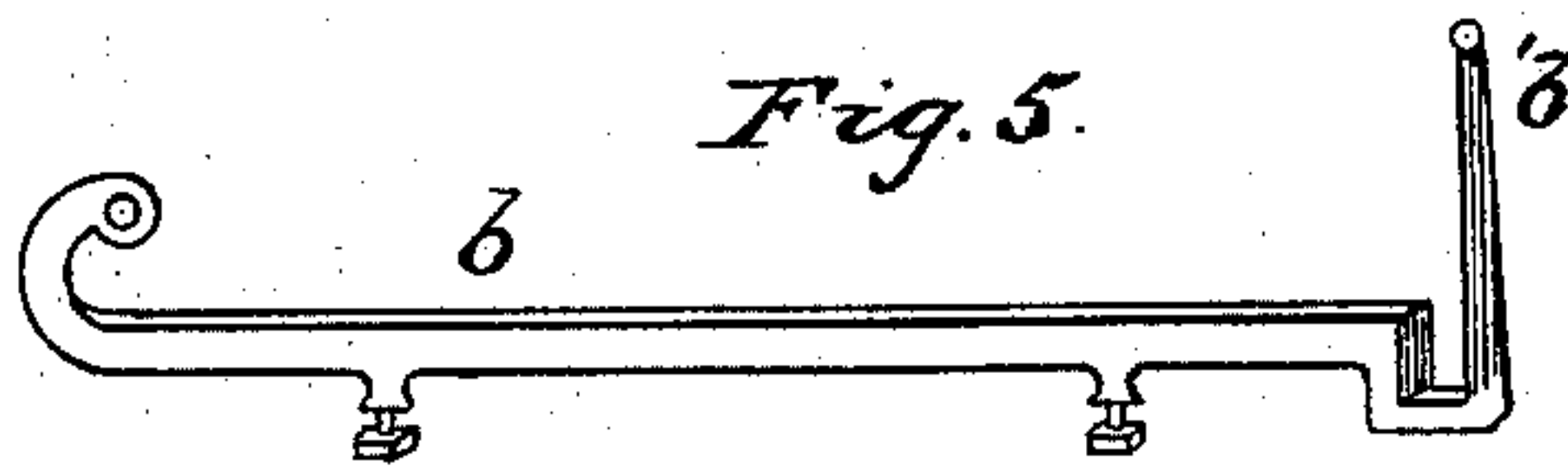


Fig. 6.

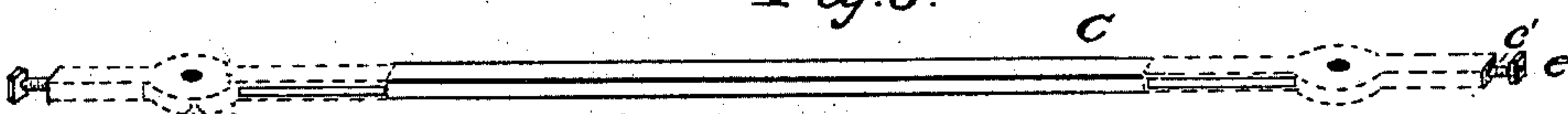


Fig. 7.

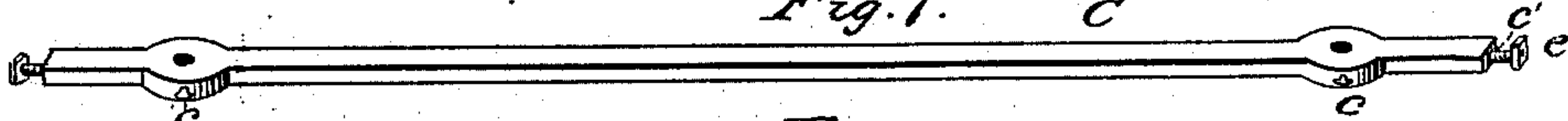


Fig. 8.

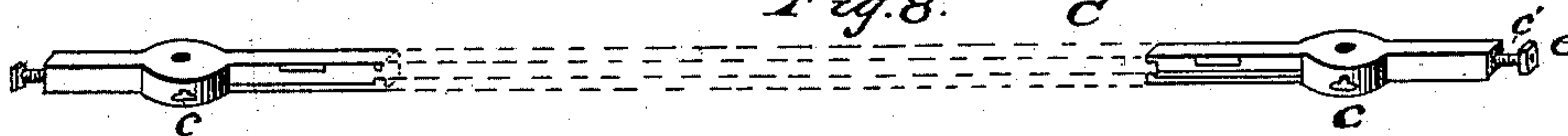
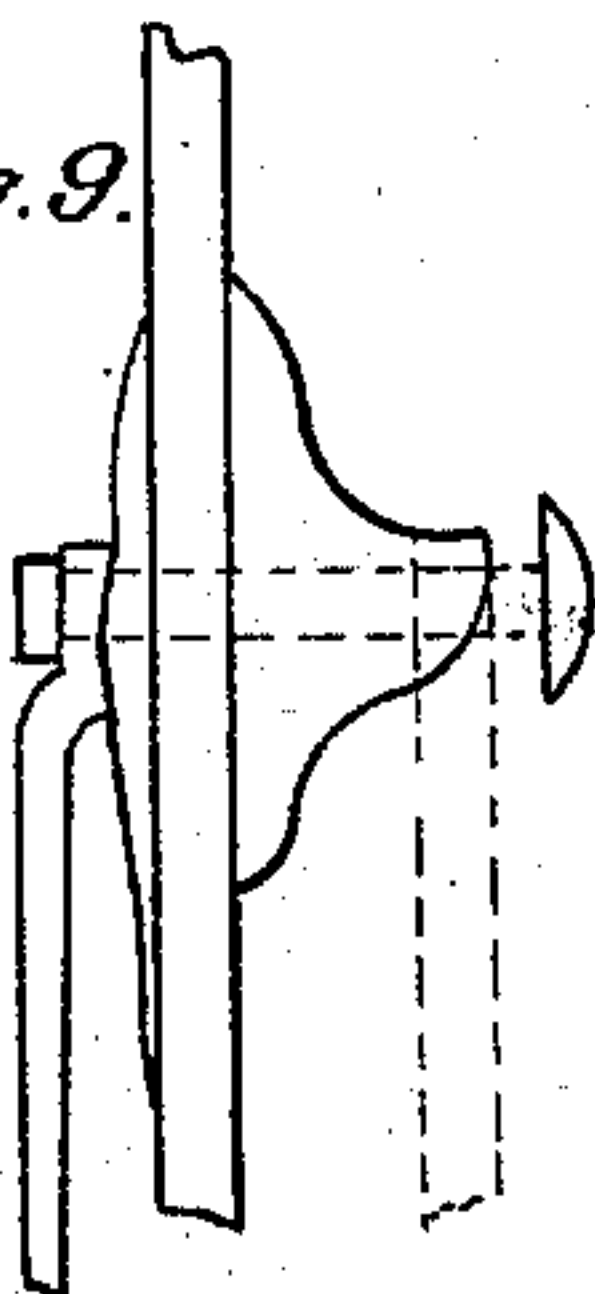


Fig. 10.



Fig. 9.



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# UNITED STATES PATENT OFFICE.

WILLIAM HODGE, OF UXBRIDGE, ONTARIO, CANADA.

## CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 270,220, dated January 9, 1883.

Application filed September 9, 1882. (No model.) Patented in Canada February 15, 1882, No. 14,185, and May 30, 1882, No. 14,870.

*To all whom it may concern:*

Be it known that I, WILLIAM HODGE, of the village of Uxbridge, in the Province of Ontario, Dominion of Canada, have invented new and useful Improvements on Carriage and Buggy Tops, (for which I have obtained patents in Canada, Nos. 14,185 and 14,870, bearing dates of 15th February, 1882, and 30th May, 1882, respectively,) of which the following is a specification.

My invention relates to a buggy or carriage top in which the back quarters or curtains are rigidly attached or fastened in any manner to a bar or rail extending across the rear of the seat, for the purposes hereinafter described; and, also, in means whereby the top is pushed forward by the occupant without rising from the seat, and ready and easy access can be had to the buggy.

The several novel features and combinations of parts will be more readily understood upon reference to the drawings, wherein the same letters of reference denote corresponding parts.

Figure 1 is a side view of old-style buggy-top. Fig. 2 is a side elevation of my improved buggy-top, and Fig. 3 a side view of same. Fig. 4 is a perspective view, showing the complete construction. Fig. 5 is a view of side rail of buggy-seat. Figs. 6, 7, and 8 are views of the bar which extends across the rear of seat of the buggy, the dotted lines showing it as being sectional, if desired to be constructed in such manner. Fig. 9 is a back view of a portion of the frame showing the manner of securing the operating-lever thereto. Fig. 10 is a plan of the bow-plate, through which a lever pin or bolt passes to secure the lever to the frame.

The operation and construction will be more readily understood from a description, which I will now proceed to give.

A A' A'' A''' constitute the frame of the buggy-top. The ends of these bows work in pivot-plates *a a'*, secured to the side rails, *b b*, of the seat. Extending across and connecting the frame on each side near the upper part is a jointed lever, *a''*, which terminates in a small handle, as shown. When this lever is depressed it throws the front bows, A A', back, thus affording easy ingress and egress to and from the seat of the buggy, and when it is raised it

throws the bows forward, as shown in dotted lines, Fig. 3. This lever can be used on any ordinary top not possessing a back bar. The back or rear ends of the said rails *b b* terminate in upright pins *b' b'*. These pins are for the purpose of fitting thereto the back bar or rail, which can be made in one piece or in sections, as shown in Figs. 6, 7, and 8. This bar C has near each of its ends holes for slipping it onto the pins *b*, and is provided with set-screws *c* for tightening it thereto when the bar is raised or lowered on the pin, whereby it is retained at any height on the pins *b'* to which it may be raised. The ends of the bar C are provided with small projecting pins or screws *c'*, on which are fitted nuts *e*. On these screws are fitted the ends of side pieces or braces, D D, and the nuts screwed on to hold them. These side pieces serve to raise the back rail or bar, C, on the pins *b' b'* when the "top" is pushed forward in the position shown in dotted lines, Fig. 2. The back quarters or curtains of the buggy-top are rigidly secured to the back bar. Thus it will be seen that the top can be tilted forward for protection against sun and storm without detaching the back quarters.

In ordinary weather the buggy-top can be left in the position shown in Fig. 2, when, in case of bad weather, the back rail is raised, which tilts the top forward, as shown by dotted lines, Fig. 2.

When egress from the buggy is desired by the occupant, on depressing the lever *a''*, which is at right angles to the front bows, the top is drawn up in the position shown in Fig. 3, thus affording an easy exit.

It will be seen that by my construction a buggy-top is obtained which will supply a long-felt necessity, and which can be constructed at no greater cost than those already in use.

Having thus described my invention, what I claim as new is—

1. In a buggy-top, the combination of the frame, connected and operated by the lever, with the side rail terminating in the upright pin, as and for the purpose set forth.

2. In a buggy-top, the parts A A' A'' of the frame, connected and operated by the lever, as described, in combination with the side braces

and back bar, said back bar being adapted to work up and down on upright pins, which pins are the termination of the side rails, as and for the purposes described.

- 5 3. In a buggy-top, the combination of the siderails having the upright projections or pins, the back bar working thereon and adapted to be retained in position by the set-screws, and the side bars or braces fastened to the ends of

the back rail by nuts, said braces being also connected to the frame operated by the lever having the handle, all operating substantially as and in the manner described.

WILLIAM HODGE.

Witnesses:

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