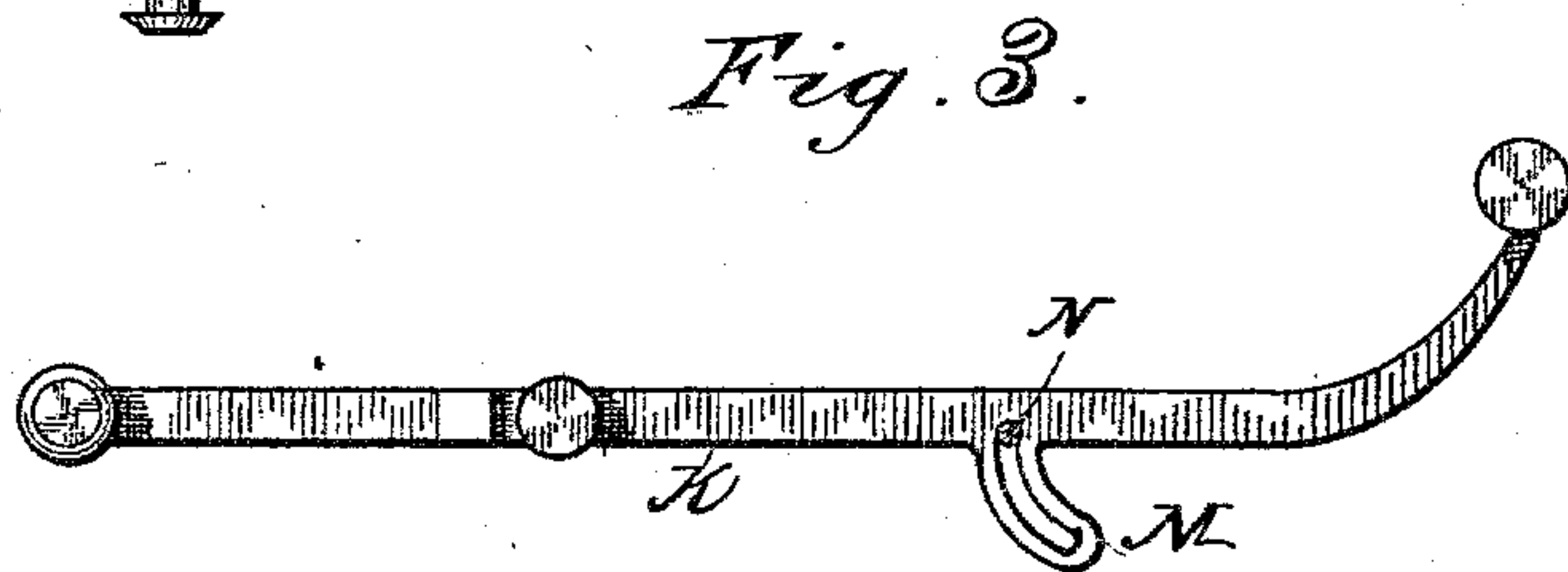
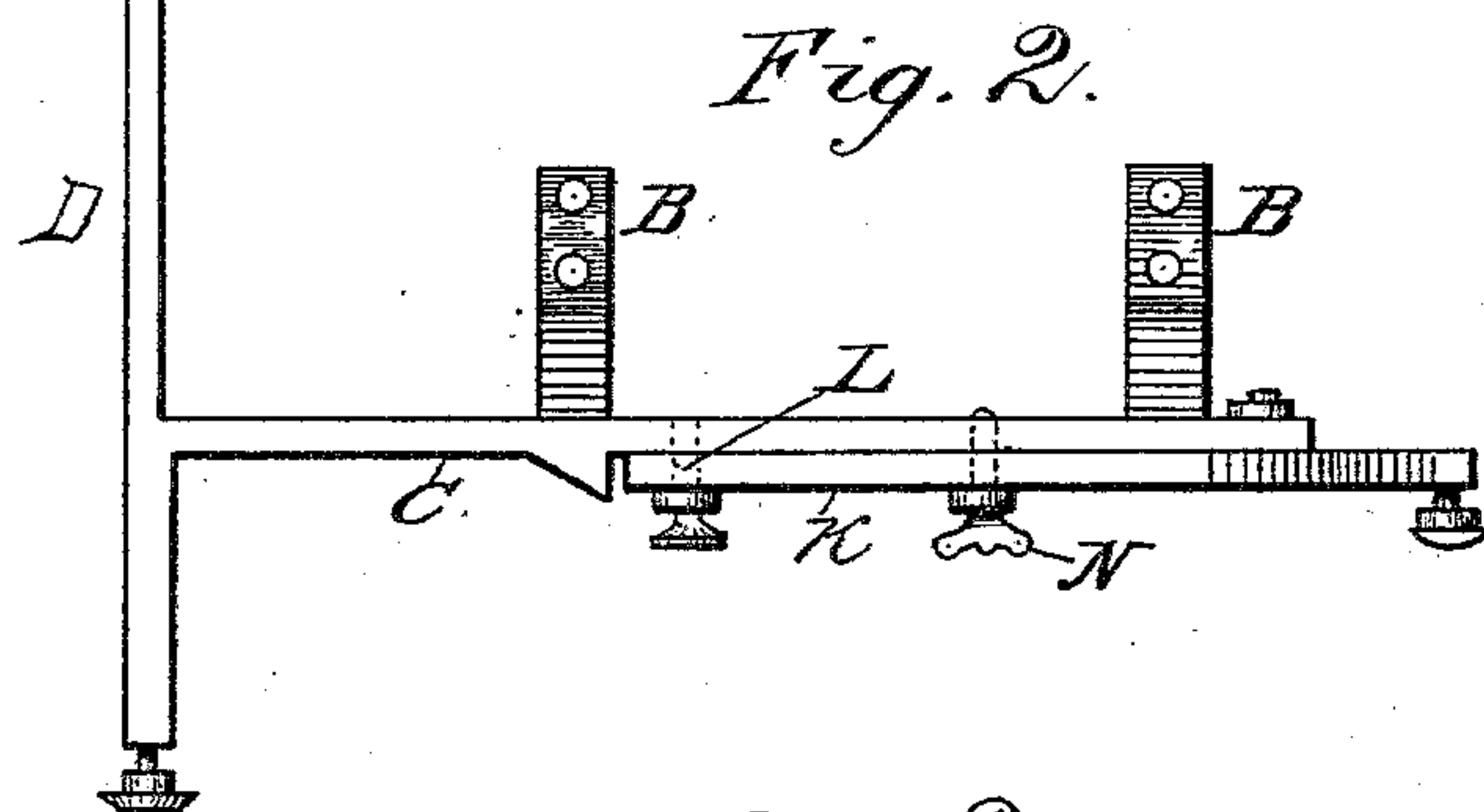
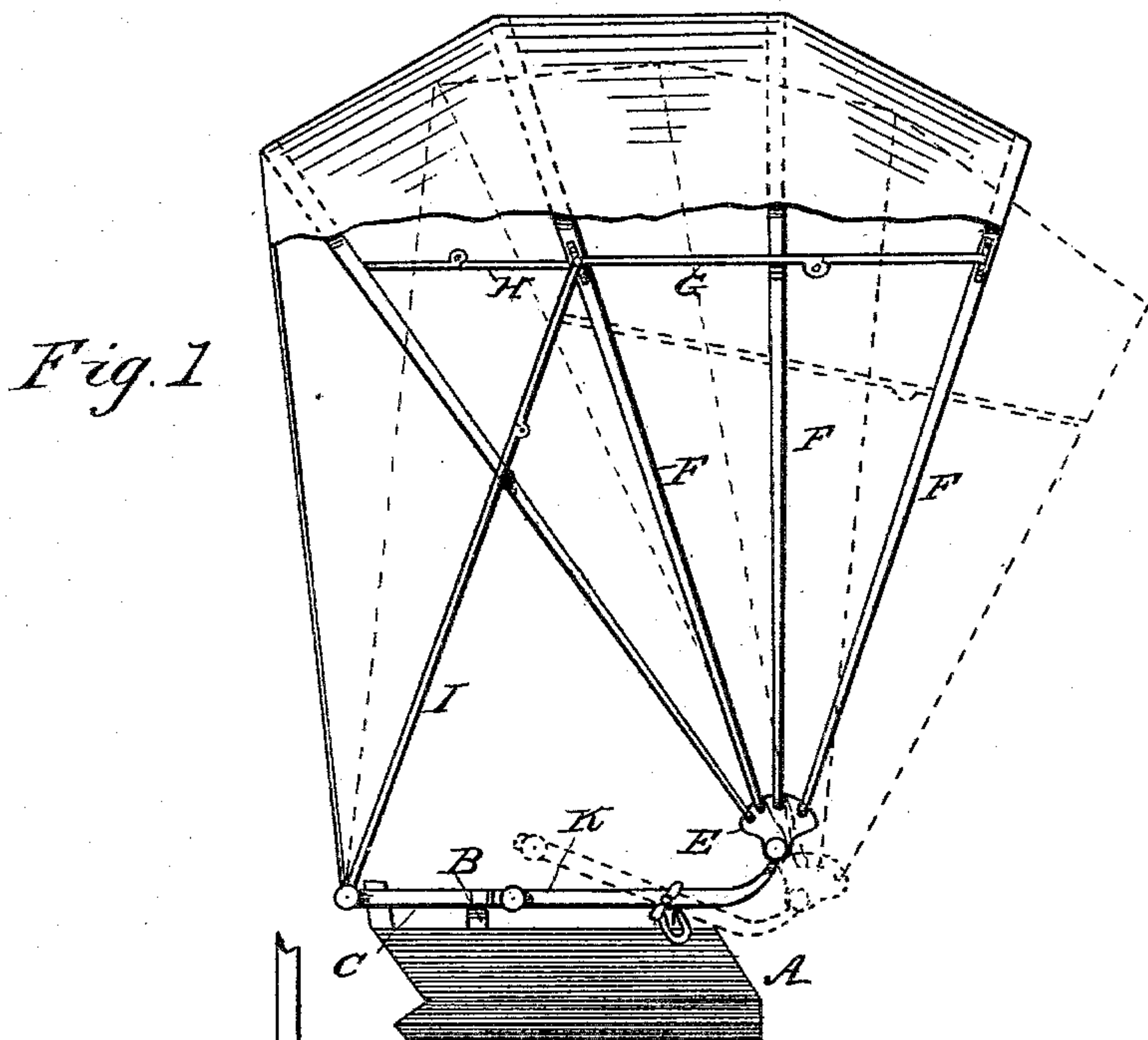


(No Model.)

W. HODGE.
CARRIAGE TOP.

No. 274,496.

Patented Mar. 27, 1883.



Witnesses:

J. W. Reynolds
Edward E. Ellis

Inventor.
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per *O. E. Duffy*
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UNITED STATES PATENT OFFICE.

WILLIAM HODGE, OF UXBRIDGE, ONTARIO, CANADA.

CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 274,496, dated March 27, 1883.

Application filed January 23, 1883. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HODGE, of the village of Uxbridge, in the county and Province of Ontario, and Dominion of Canada, have invented certain new and useful Improvements in Buggy and Carriage Tops; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

My invention relates to improvements in that class of inventions known as "buggy" or "carriage" tops; and it has for its object to provide simple and effective means to enable a carriage-top to be adjustably inclined forward and downward by an occupant of the buggy without necessitating its being pushed forward or lifted from the rear without.

The invention consists in the attachment of the bow irons or plates to the outer ends of upwardly-curved levers centrally fulcrumed to the side rails of the seat of a buggy, and the prop-joints sleeved on the end extensions of a fixed back bar or rail extending across the rear of the seat, connecting and formed with or removably secured to the back ends of the side rails, both levers having a locking-connection with the side rails, so that when the levers are released they tilt, thereby lowering the outer ends, to which are attached the bow irons, and thus by a combined movement bring down the top and incline it forward to protect the occupant from the weather, when so desired, without lifting the rear part at the seat.

Figure 1 is a side elevation of a carriage top and seat embodying my improvements. Fig. 2 is an enlarged detail top plan view of a side rail and lever for adjusting the carriage-top. Fig. 3 is a side elevation of the same.

A designates the seat; B B, the seat-irons; C, the side rails, to which the back bar or rail, D, is secured or formed continuous with; E, the bow-iron plate; F, the bows; G, the side extension-joints; H, the concealed joint, and I the prop-joints sleeved onto the ends of the back rail, which is fixed to the seat with suitable seat-irons, the most of these parts being of ordinary construction.

K K are levers, each fulcrumed at or near

its middle to the side rail, C, said lever carrying at its outer end the bow-iron plate E, which is attached pivotally thereto in the usual manner. The inner end of the lever is provided with suitable means for locking it to the side rail, which may be a projection, L, on the side rail, entering a cavity in the lever, so that when the lever is depressed it will yield laterally to spring over the projection and lock the lever in alignment with the side rail and support the top. The lever has an arc-slotted arm, M, between the fulcrum and rear extremity, through which passes a binding-screw, N, entering the side rail, C, so that by turning the screw the lever is clamped to the side rail, thereby doubly locking the lever, the slot and screw serving to guide the lever and prevent it from wrenching at the fulcrum.

The prop-joints I are sleeved on the projecting ends of the back rail. Said prop-joints, working loosely on the ends of the back rail, allow the rear part of the carriage-top to incline forward when the levers are released, whereby they tilt automatically to depress and throw forward the carriage-top, as shown in dotted lines, Fig. 1, and by depressing the raised ends of the lever the top will be lifted and drawn back, as shown by full lines, without being bodily tilted, as heretofore, and which manner of tilting caused the seat to be exposed to the weather.

Having thus described my invention, what I claim is—

1. The levers fulcrumed to the side rails fixed to the seat, and connected with the back rail, their outer extremities carrying the bow-iron plates, so that by raising the levers the carriage-top inclines forward without movement of the side and back rails, substantially as described.

2. The combination consisting of a carriage-top having the bow-iron plates attached to the outer extremities of tilting levers fulcrumed to the side rails, and the prop-joints sleeved on the back rail, so that when the levers are released from a locking-connection with the side rails the carriage-top drops at the front, and is thrown forward without tilting, as described.

3. In combination with a carriage-top, the levers fulcrumed to the side rails, each having an arc-slotted arm working on a binding-screw

to guide and lock the levers to the side rails, as described.

4. In a carriage or buggy top, the combination of the side rails, connected to or formed continuous with the back rail, said side rails having a projection, L, with the upwardly-curved levers, constructed as described, and having an opening for forming a locking-connection with the side rails, substantially as described.

10 5. In a buggy or carriage top, the combination of the side rails having a projection, as de-

scribed, with the levers having an arc-slotted arm and binding-screw, substantially as described.

In testimony that I claim the foregoing as 15 my own I hereunto affix my signature in presence of two witnesses.

WILLIAM HODGE.

Witnesses:

JAMES JEWETT,
RICHARD LUND.