

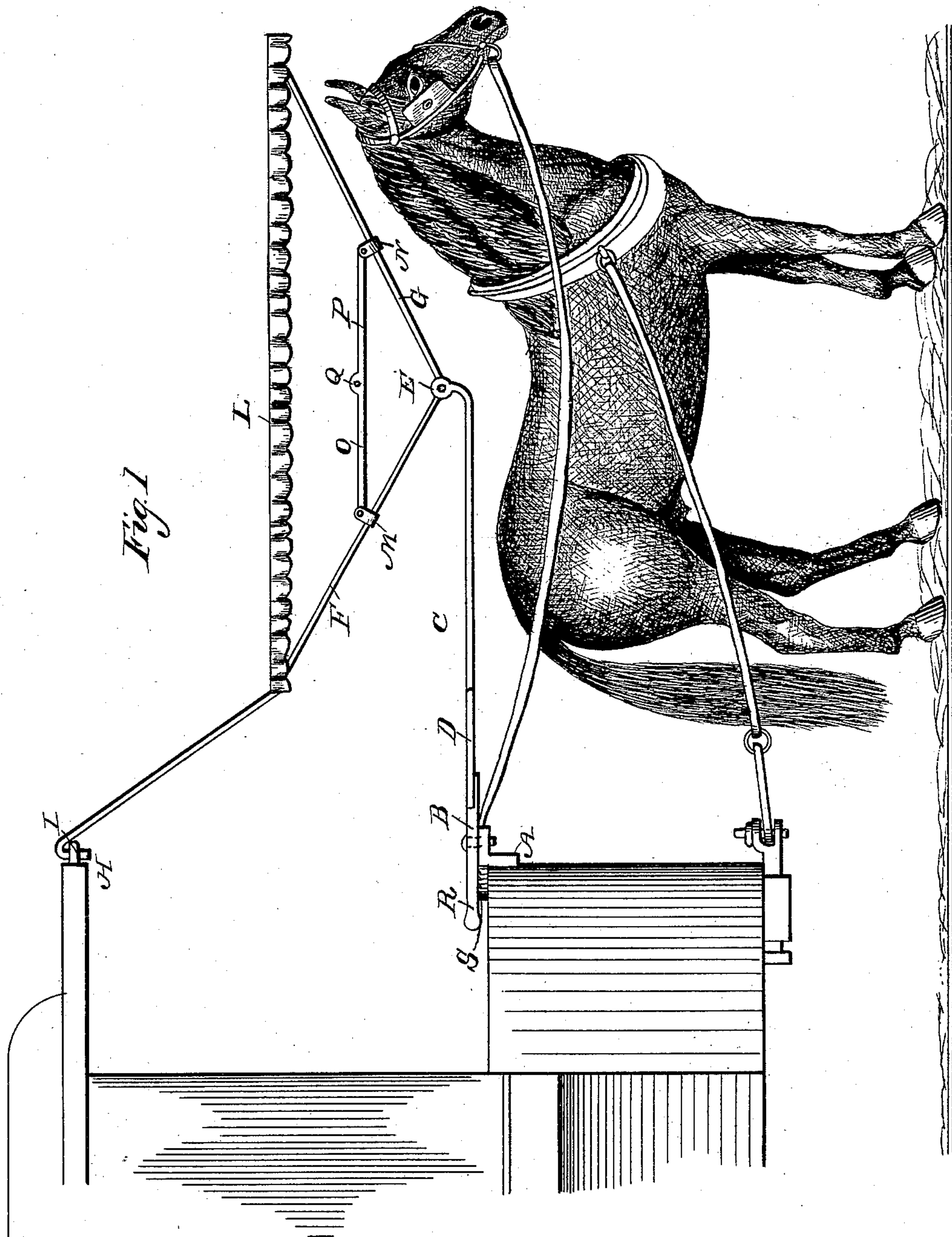
(No Model.)

2 Sheets—Sheet 1.

F. H. DIBBLE.
HORSE CAR CANOPY.

No. 310,992.

Patented Jan. 20, 1885.



Witnesses
S. S. Williamson
John Cabell

Inventor
Frank H. Dibble

(No Model.)

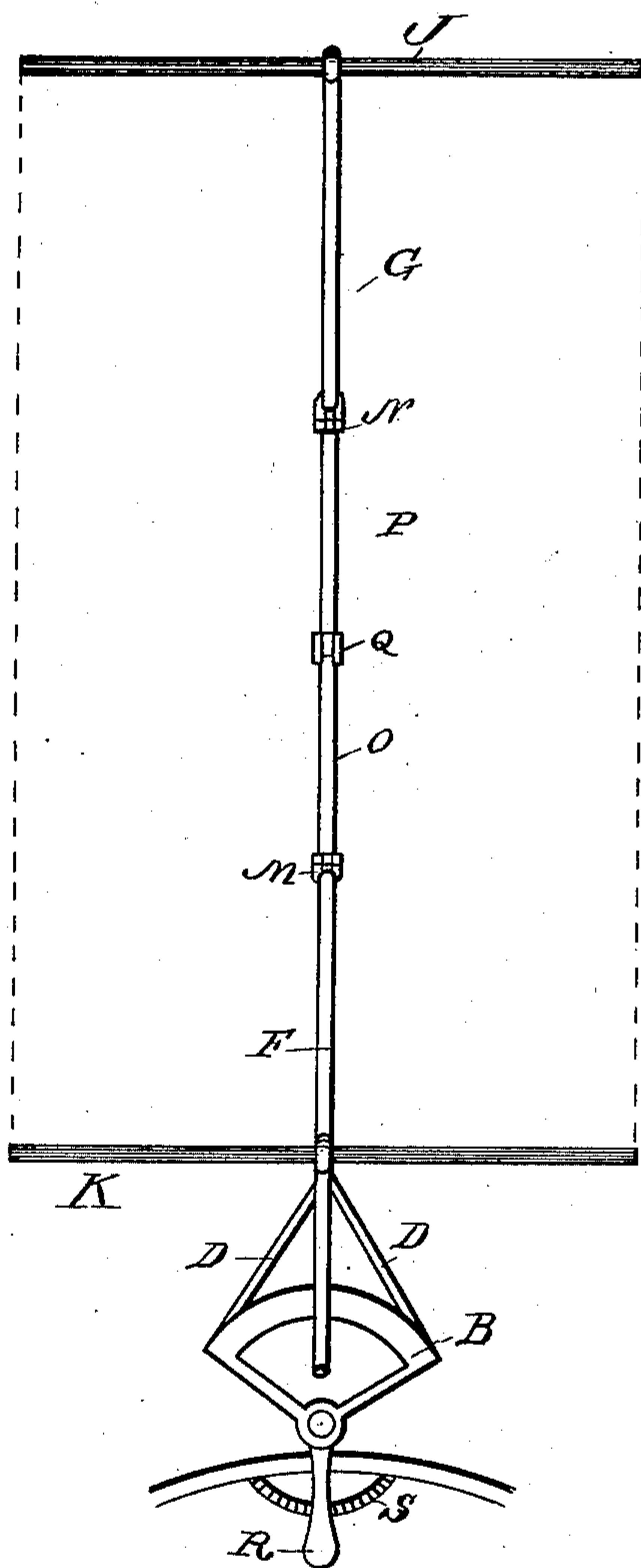
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Fig. 2



Witnesses

S. Williamson
John Cabell

Inventor

Frank H. Dibble

UNITED STATES PATENT OFFICE.

FRANK H. DIBBLE, OF NEW HAVEN, CONNECTICUT.

HORSE-CAR CANOPY.

SPECIFICATION forming part of Letters Patent No. 310,992, dated January 20, 1885

Application filed June 14, 1884. (No model.)

To all whom it may concern:

Be it known that I, FRANK H. DIBBLE, a citizen of the United States, residing at New Haven, in the county of New Haven and State of Connecticut, have invented certain new and useful Improvements in Canopies for Horse-Car Horses, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to certain new and useful improvements in horse-car canopies, and has for its object to provide such a device which, when in use, will protect the horse from the sun and rain, and is readily removed and folded, and when so done occupies but a small space; and with these ends in view my invention consists in certain details of construction and combination of elements hereinafter fully set forth, and then specifically designated by the claims.

In order that those skilled in the art to which my invention appertains may fully understand its construction and adaptation, I will proceed to describe the same in detail, referring by letter to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a view of my improvement, illustrating the mode of attaching to a car; and Fig. 2 a plan view of the frame, the canopy being omitted.

Similar letters denote like parts in both figures of the drawings.

Secured to the dash-board is the bracket A, to which is pivoted the swinging frame B. To this frame is attached the support-rod C, by means of stays D, and at the outer end of said support-rod are hinged at E rods F G, the former extending upward and having its end formed into a hook, H, which is pivotally held by the staple I. The rod G extends upward and outward, and has secured to its upper end the cross-rod J, a similar cross-rod, K, being secured to the rod F.

From the cross-rods J K is stretched a canopy, L, of sufficient width to cover the horse.

Attached at M to the rod F and at N to the rod G are toggle-levers O P, connected at Q. By means of these toggle-jointed levers the canopy is retained in an extended position, or is readily folded when not required for use.

Formed integral with the frame B, and extending rearward, is a handle, R, the lower edge of which is adapted to engage with the toothed segment S and thereby be retained in any position desired.

The adaptation of my improvement is as follows: The hook H is hooked into the staple I, and the swinging frame is pivoted to the bracket A, when the frame and canopy will be held in the required position by means of the engagement of the toothed segment and handle, as before explained, when the horse is perfectly protected from both sun and rain; and should the course of travel of the horse be changed, the canopy can readily be adjusted to suit such change by moving the handle to the desired position, where it will be retained by its engagement with the segment.

In the drawings I have shown my improvement adapted to a one-horse car; but it is obvious that I can with equal facility adapt it to a two-horse car.

I do not wish to be understood as limiting myself to the exact construction shown in the drawings, as the same may be varied considerably without departing from the spirit of my invention, the gist of which rests in the broad idea of a canopy for a horse-car, the position of which may be varied and which may be removed and folded.

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

1. In a horse-car canopy, the swiveled frame B, connected to the support-rod C, and the rod F, having its upper end formed into the hook H, in combination with the rod G, toggle-levers O P, cross-rods J K, and the canopy, substantially as and for the purpose set forth.

2. In a canopy, as described, the swiveled frame B, having handle R, adapted to engage with the segment S, and the support-rod C, to which are pivoted the rods F G, held apart by the toggle-levers O P, in combination with the cross-rods J K and canopy, as and for the purpose specified.

In testimony whereof I affix my signature in presence of two witnesses.

FRANK H. DIBBLE.

Witnesses:

TIMOTHY S. BRADLY,
H. W. SMITH.