

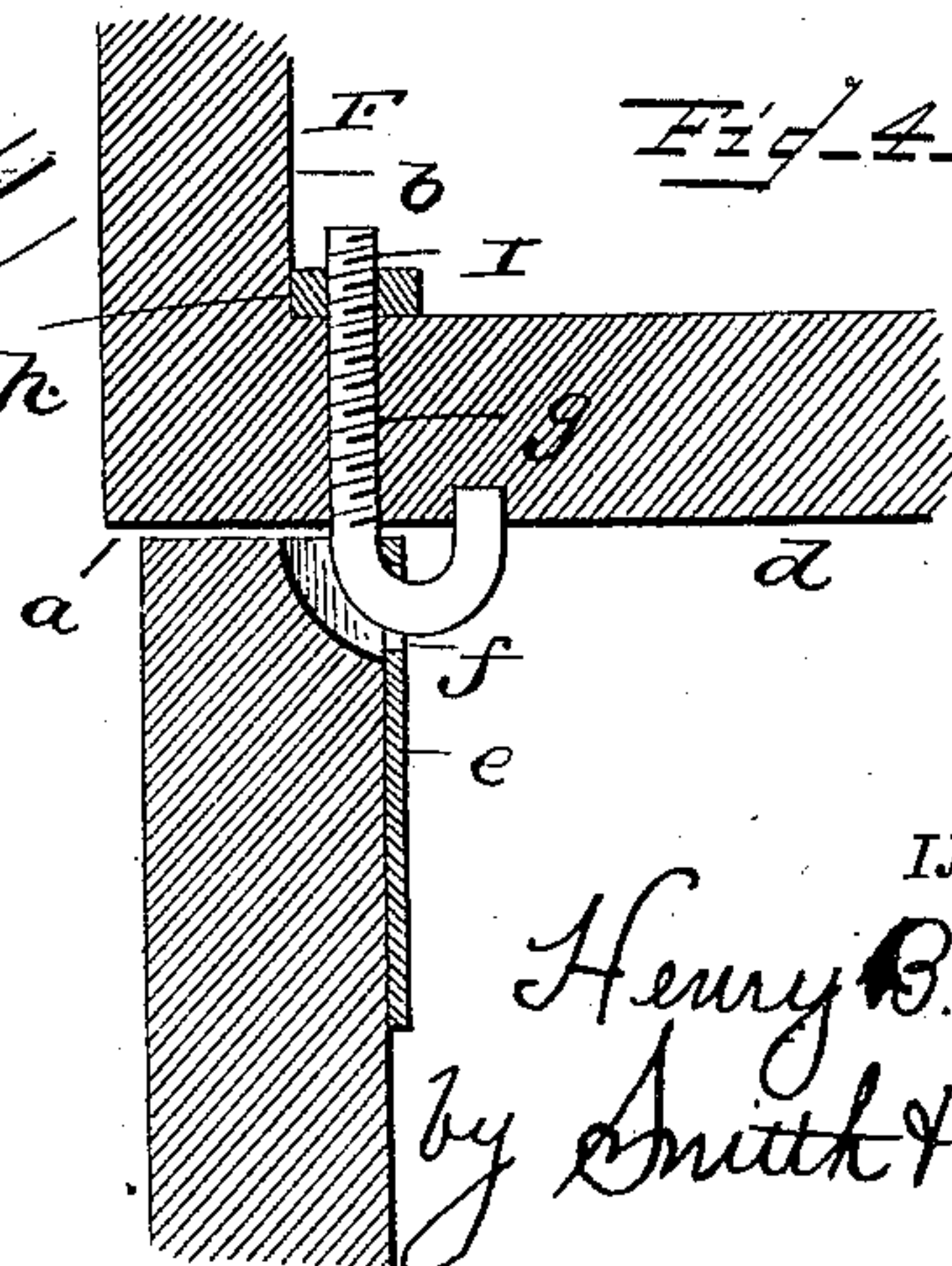
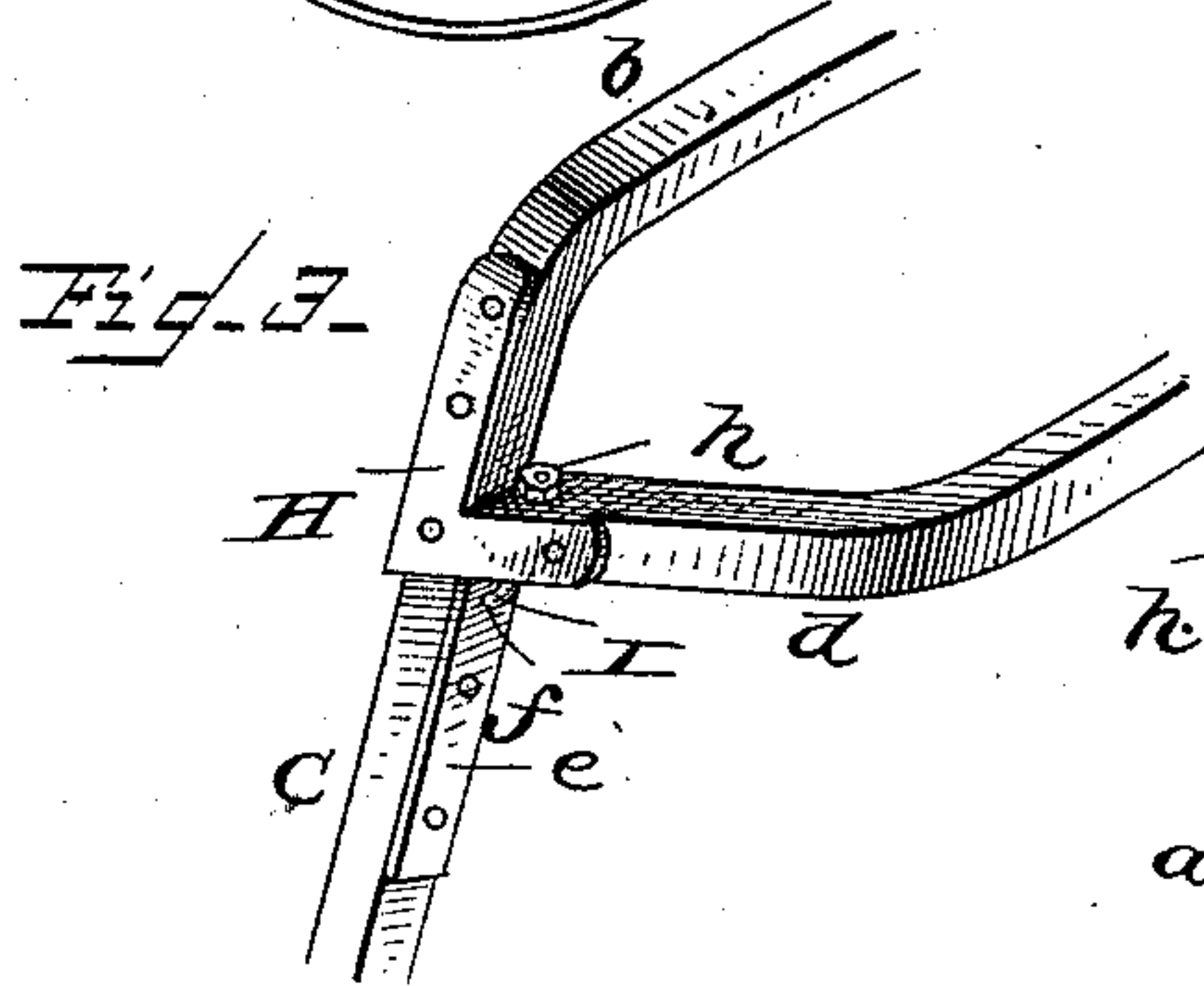
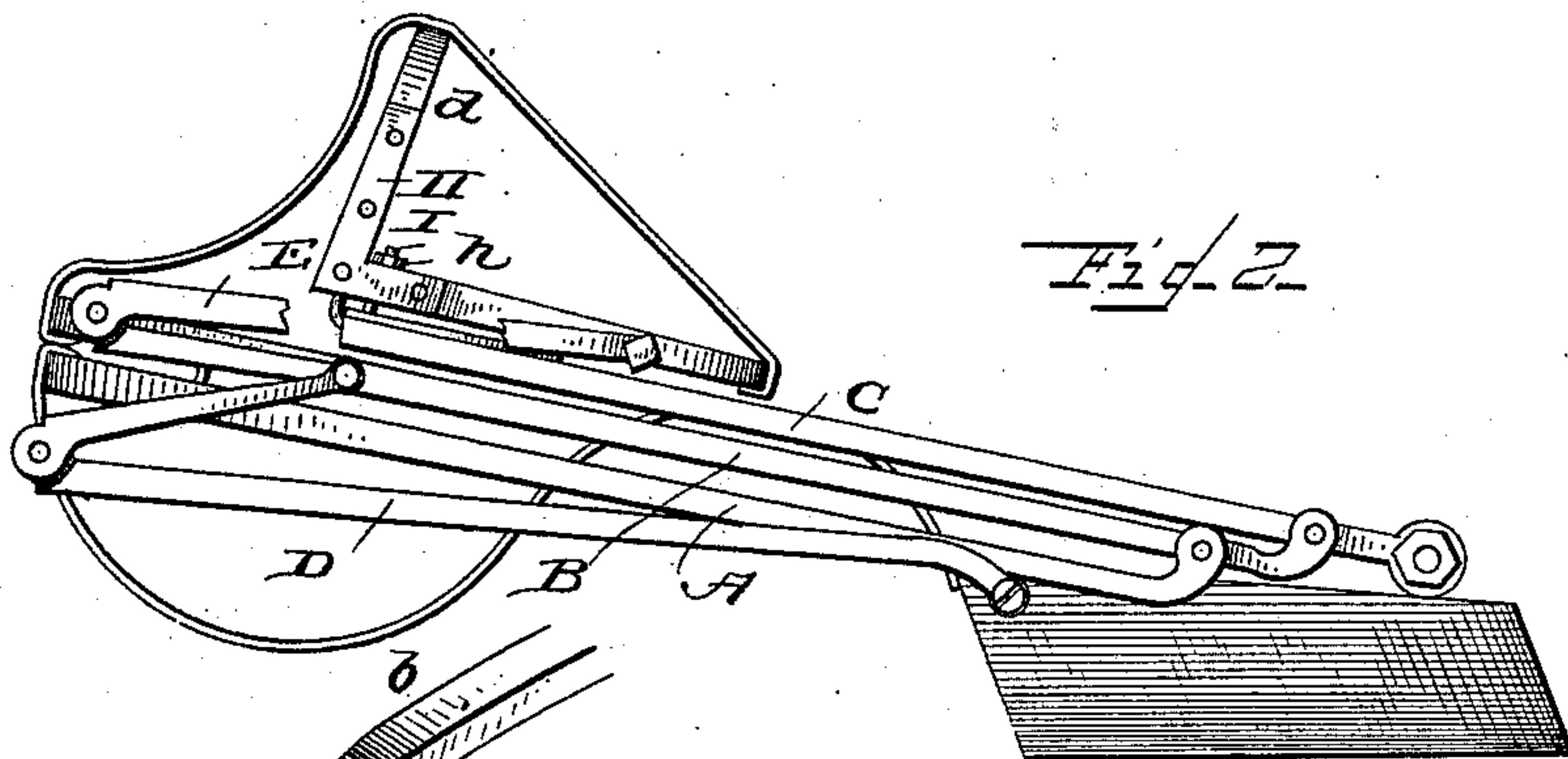
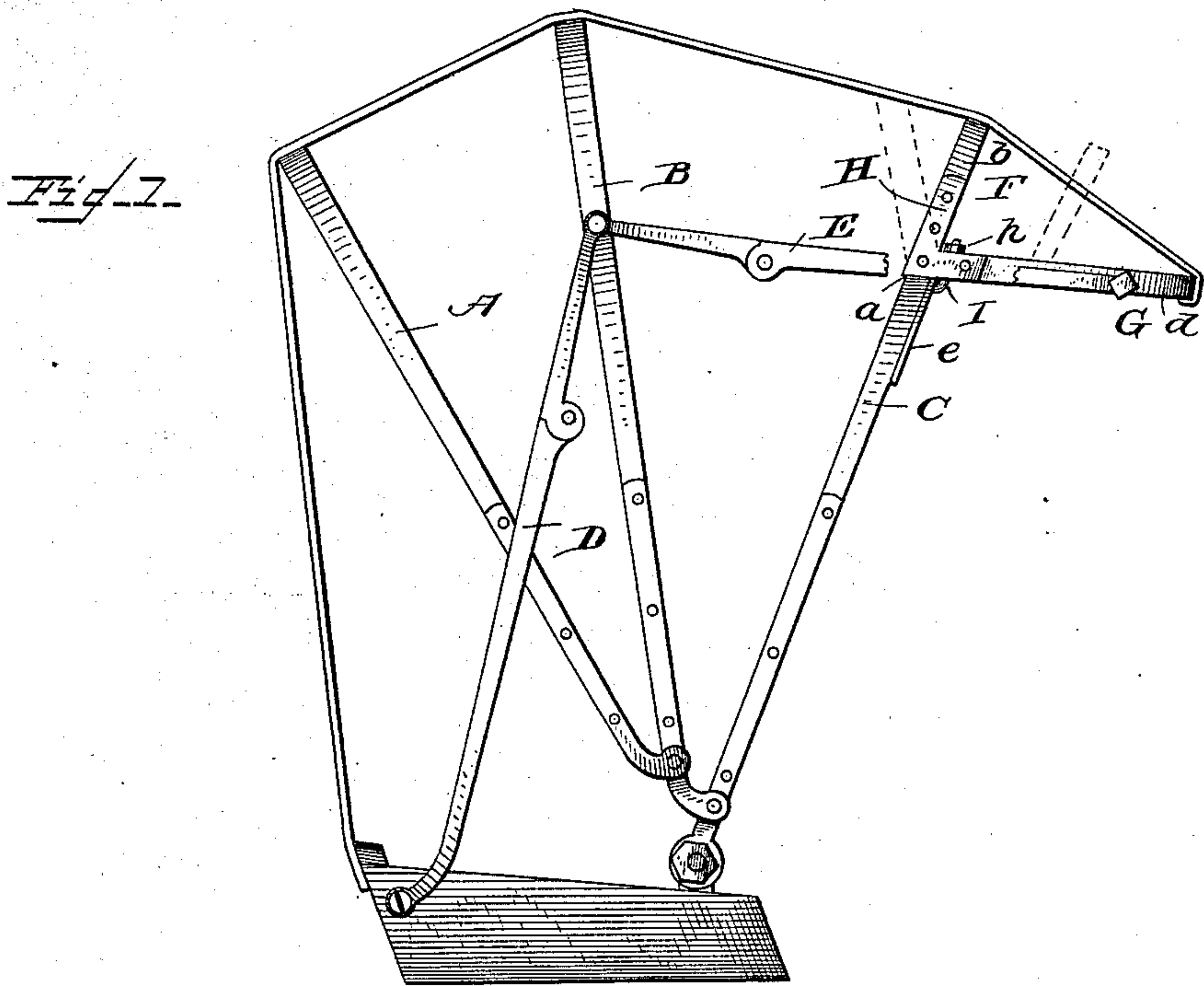
(No Model.)

H. B. PITNER.

CARRIAGE TOP.

No. 376,414.

Patented Jan. 10, 1888.



WITNESSES

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# UNITED STATES PATENT OFFICE.

HENRY B. PITNER, OF LA PORTE, INDIANA, ASSIGNOR OF ONE-HALF TO  
JOHN F. CROFT, OF SAME PLACE.

## CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 376,414, dated January 10, 1888.

Application filed August 10, 1887. Serial No. 246,608. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY B. PITNER, a citizen of the United States, residing at La Porte, in the county of La Porte and State of Indiana, have invented certain new and useful Improvements in Carriage-Tops; and I do 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 ap-  
10 pertains to make and use the same.

This invention has relation to improvements in carriage-tops having a folding front extension.

The invention will be fully understood from  
15 the following description and claims when taken in connection with the annexed drawings, in which—

Figure 1 is a side view of a carriage-top, showing my improvements applied. Fig. 2 is  
20 a similar view of the same, showing the top in a folded position. Fig. 3 is a perspective detail view, and Fig. 4 is a sectional detail view, of the hinge for the front extension.

Referring by letter to the said drawings, A  
25 B C indicate the top bows, which may be of any ordinary or approved construction, having the usual covering.

D indicates the props, and E the braces.

The front bow, C, is cut at a point, *a*, and a  
30 piece removed equal to the width or thickness of the bow F of the forward extension, G. The transverse section *b* of this forward bow, C, is then secured to the ends of the forward horizontal bow, *d*, by means of the angular plates  
35 H and screws or other suitable devices. It will thus be seen that as the piece removed from the forward bow, A, is about the same size as the width of the bow *d*, when the parts are united, as set forth, the bow will be of the  
40 proper length.

The hinge or joint for the front extension is designed to be a concealed one. In making this joint I first secure to the upper ends of the face of the front bows a metallic plate, *e*,  
45 and perforate the same, as shown at *f*, the said ends of the bows being also recessed, as shown, for the passage of the hinge bolt or rod into the perforation of the plate, as will be now explained. The hinge-rod I is threaded on its  
50 straight portion, as shown, and is passed

through an aperture, *g*, in the bow *d*, where it is held by means of a nut, *h*. The lower end of this rod, after passing through the recess in the front bow and the aperture in the plate thereof, is bent upwardly and into or against  
55 the under side of the said bow *d*. This joint will permit the front extension to fold down upon the front bow when the top has been let down and form a hood or storm-cover there-  
60 for, as more fully shown in Fig. 2 of the drawings. The prop connects the middle bow with the seat frame or body in the usual manner, and from this latter bow the hinged brace extends to and is connected with the bow *d* of  
65 the front extension. In the construction illustrated it will be seen that the brace is connected with the bow *d* in advance of the hinge-joint, and when the former has been straightened out will prevent the front extension from  
70 folding, but will be held securely in an extended position. While I have shown and described my storm cover or hood as applied to a two-bow top and the brace connected therewith in advance of the hinge-joint, yet it is obvious that the said hood may be used on  
75 any form of top and that the hinged braces may be omitted altogether.

The gist of the invention consists in the employment of a hinged hood, which forms a storm cover or shield when the top is let down,  
80 and which will assume an extended position when the top has been raised. I attach importance to the fact that the hood forms the transverse upper portion of the forward brace.

It will also be observed that my improve-  
85 ments may be applied to carriages at present in use without impairing their usefulness in any manner whatever, and that such improvements may be applied to new carriages at a minimum expense.

Having described this invention, what I claim is—

1. A carriage-top having the transverse portion of its front bow hinged and carrying an extension which forms a storm-shield when the  
95 top is let down, substantially as specified.

2. The combination, with a folding carriage-top having the transverse portion of its front bow hinged and carrying a front extension,  
100 substantially as specified.

3. The combination, with a folding carriage-top, of the front extension hinged to the forward bow, the said bow having recesses, as shown, and the perforated plates secured thereto, and the threaded hinge rods and nut, substantially as specified.

4. The combination, with a folding carriage-top, of the front extension hinged to the forward bow, the said bow having recesses, as shown, and the perforated plates secured thereto, the threaded hinge rods and nut, and

the jointed braces connecting the front extension with the middle bow of the top, so that the said extension may be locked by the braces, substantially as specified.

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

HENRY B. PITNER.

Witnesses:

GEO. C. DORLAND,  
D. P. BEMETHAUR.