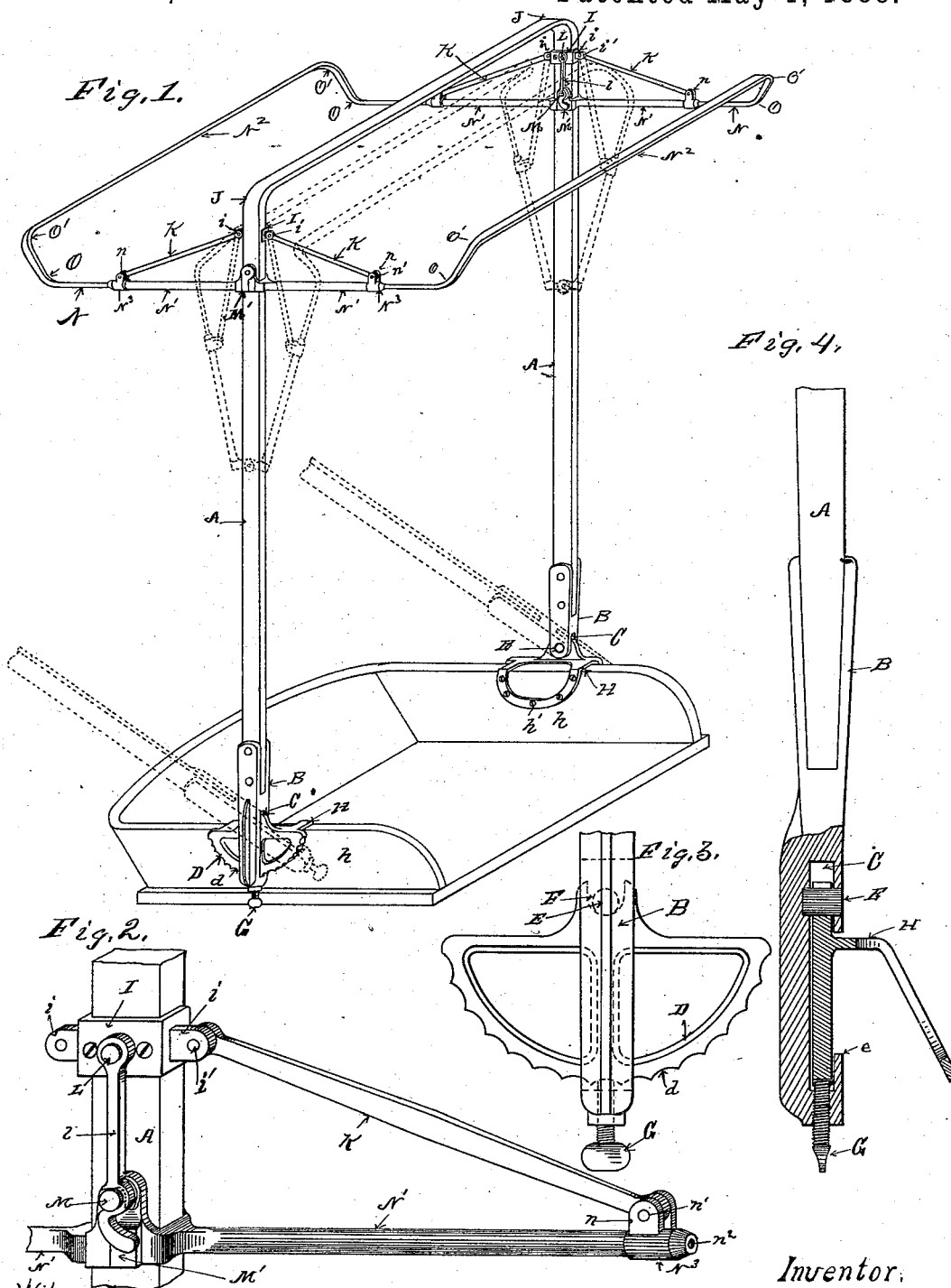


(No Model.)

J. MORTZ.
CARRIAGE TOP.

No. 381,945.

Patented May 1, 1888.



Witnesses.

G. J. Mead,
C. Brandt.

Inventor.

Joseph Mortz,
Per H. Sturgeon,
Atty.

UNITED STATES PATENT OFFICE.

JOSEPH MORTZ, OF CORRY, PENNSYLVANIA, ASSIGNOR OF ONE HALF TO
FRANK S. BARNEY, OF SAME PLACE.

CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 381,945, dated May 1, 1888.

Application filed December 14, 1887. Serial No. 257,920. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH MORTZ, a citizen of the United States, residing at Corry, in the county of Erie and State of Pennsylvania, have invented certain new and useful Improvements in Carriage-Tops; and I do hereby 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 appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, forming part of this specification.

My invention consists in the improvements in carriage-tops hereinafter set forth and explained, and illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of my improved carriage-top. Fig. 2 shows an enlarged section of same. Fig. 3 shows an enlarged view in elevation of the adjustable connection of the top to the vehicle seat. Fig. 4 shows a vertical central section of the same.

Like letters refer to like parts in all the figures.

In the construction of my device shown A is a carriage-top bow, constructed in the usual manner. To the lower ends of the bow A, I secure metal sockets B in the usual manner. In the sockets B, I make vertical slots of sufficient size to pass over the segment of a circle, D. Across the upper portion of the slot C, I secure a pin, E, adapted to fit into the bearing F on the upper side of the segment D; and from a short distance below the pin E the side of the slot C is cut away to a point, e, near the lower end of the slot C, so that the segment D can be inserted in the slot C, and in the lower end of the socket B is a set-screw, G, which enters the lower end of the slot C. The segment D is preferably provided with serrations d, into which the end of the set-screw G fits, so that when tightened up it will not slip. The segment D is provided on its inner face with a plate, H, of such shape that it will fit over and inside of the end h of a vehicle-seat, to which it may be secured by

means of screws or bolts h', so as to rigidly secure the segment D thereto.

It will be seen that by means of this device the top can be set at any angle desired, or laid back, as shown in dotted lines in Fig. 1, or entirely removed from the vehicle, if desired.

In constructing the top I secure clips I to the upright parts of the bows A near the curves J thereof, these clips I having on each side thereof ears i, to which braces K are secured by means of pintles i'. On the side of the clips I is also a stud-pin, L, upon which is pivoted a hook, l, which engages with a stud-pin, M, at the joint M' of the side bows, N N. These side bows, N N, are preferably made of sections N' N' and N², the sections N' having each a half section of the joint M' secured thereto, and also ears n thereon, into which the ends of the braces K are secured by means of pintles. These sections N' N', I preferably cast of malleable iron, and in the ends N³ thereof I make screw-threaded holes n². The sections N², I make preferably of steel wire, the ends of which are screw-threaded, so as to fit the holes n² in the sections N'. The sections N² of the bows N are bent with curves O and O' therein, so as to be substantially of the shape shown in Fig. 1.

When it is desired to fold the top together, the hooks l are disengaged from the stud-pins M, which causes the joints M' to slide downward upon the upright portions of the central bow, A, the action of the braces K folding the side bows, N, inward, substantially as shown in dotted lines in Fig. 1.

From the description heretofore given the operation of my improved carriage-top is so obvious that further description thereof is unnecessary. Therefore,

What I claim as new, and desire to secure by Letters Patent of the United States, is—

1. The combination, in a carriage-top, of the upright central bow, A, with the side bows, N N, provided with sockets n, and connected by a hinge, M', sliding vertically on the bow A, the braces K, the rods N², screwed into sockets n, and the hook l, substantially as and for the purpose set forth.

2. The combination, in a support for the bows of a carriage-top, of the segments of a circle, D, secured to the vehicle by means of a projection, H, thereon, and having the bearings F therein, and the serrations d, with bow-sockets B, having the slots C, the pins E, and an opening on one side for the passage of said projection H, and the set-screws G, substantially as and for the purpose set forth.

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

JOSEPH MORTZ.

Witnesses:

A. F. BOLE,

C. P. ROGERS, Jr.