

(No Model.)

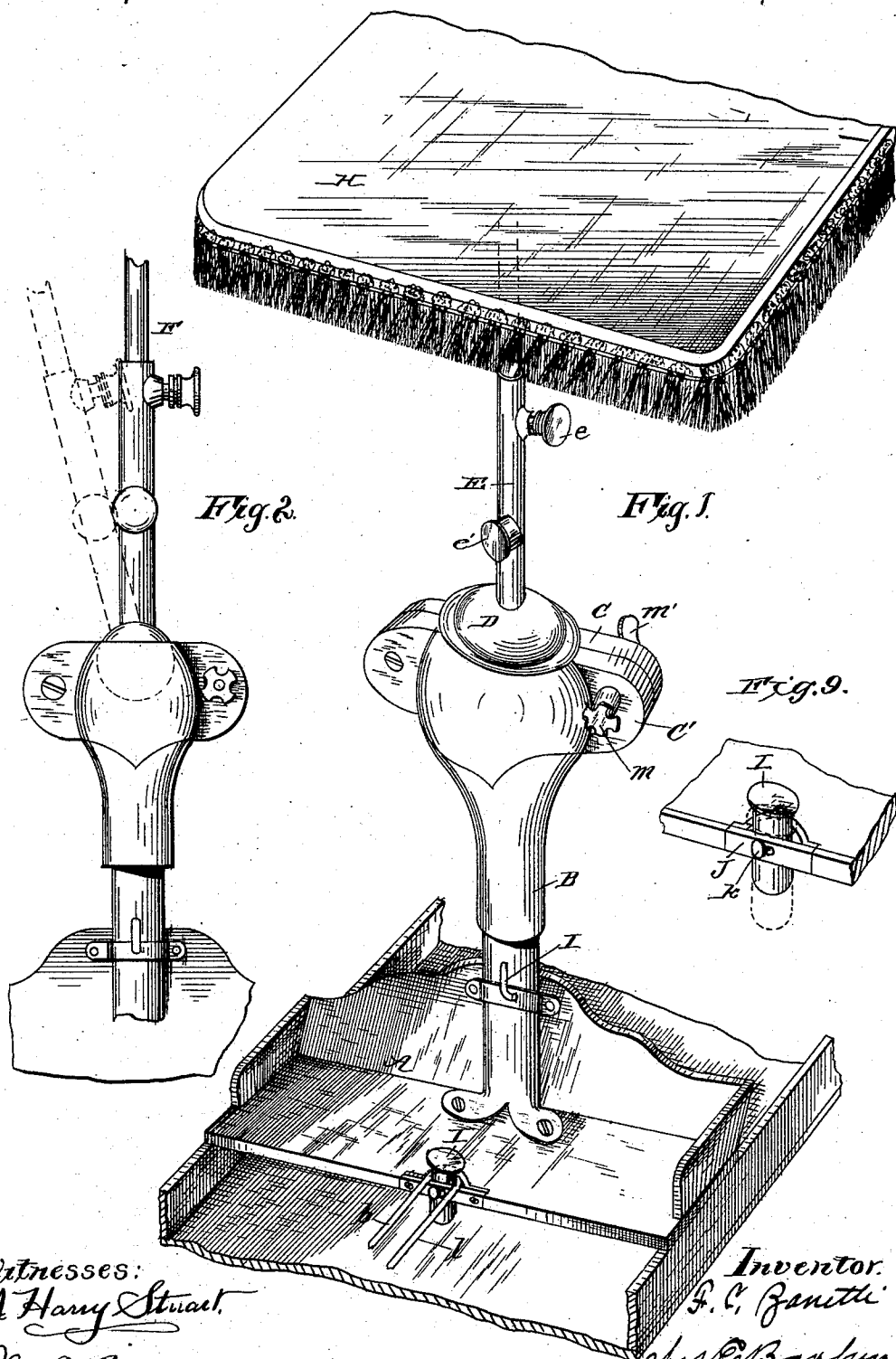
2 Sheets—Sheet 1.

F. C. ZANETTI.

CARRIAGE TOP.

No. 352,025.

Patented Nov. 2, 1886.



Witnesses:

J. Harry Stuart,
Jos. A. Ryan

Inventor.
F. C. Zanetti

Per

Chas E. Barber

His Atty in fact

(No Model.)

2 Sheets—Sheet 2.

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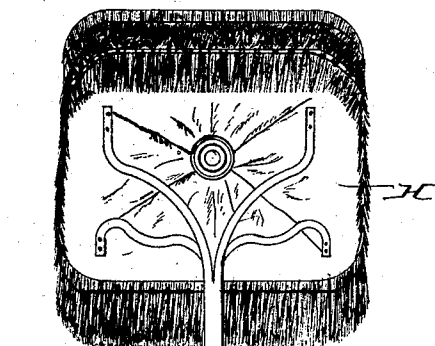


Fig. 3.

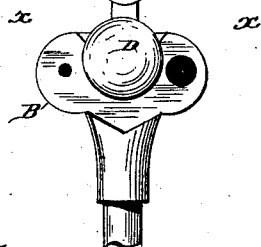


Fig. 5.

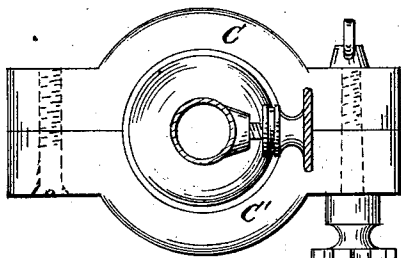


Fig. 6.

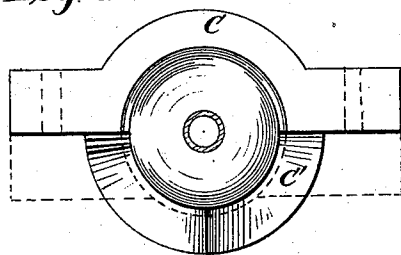


Fig. 4.

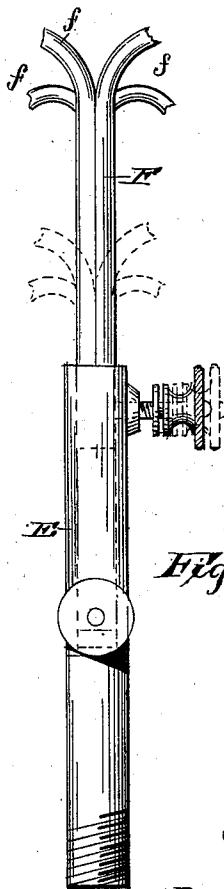
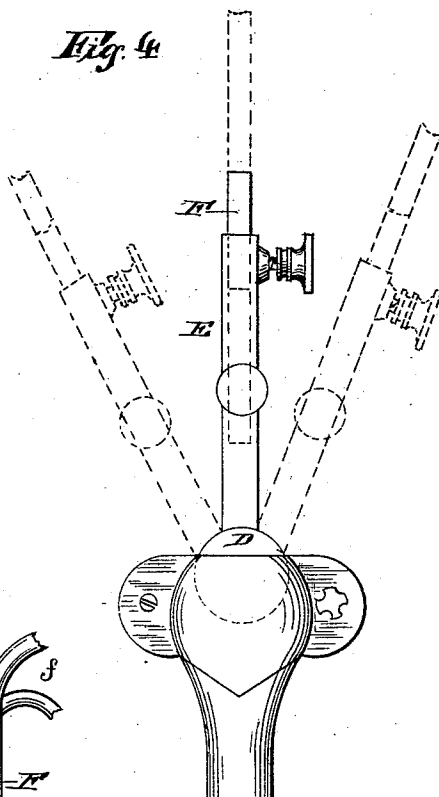


Fig. 7.

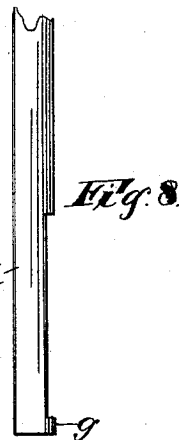


Fig. 8.

Witnesses:
J. Harry Stuart.
Jos. A. Ryan

Inventor.
F. C. Zanetti
Per CHAS. E. Barber

His Ferry in Fact.

UNITED STATES PATENT OFFICE.

FORTONATO C. ZANETTI, OF BRYAN, TEXAS.

CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 352,025, dated November 2, 1886.

Application filed August 12, 1886. Serial No. 210,691. (No model.)

To all whom it may concern:

Be it known that I, FORTONATO C. ZANETTI, a citizen of the United States, residing at Bryan, in the county of Brazos and State of Texas, have invented a new and useful Improvement in Adjustable Detachable Pivotal Carriage-Tops, of which the following is so full, clear, and exact description as will enable others skilled in the art to which my invention appertains to make and use the same, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of my improved top. Fig. 2 is a perspective view of the vertical rod and the adjusting mechanism. Fig. 3 is a bottom plan view, partly in perspective, of my improved top. Fig. 4 is a front elevation, partly in perspective, of the vertical adjustable rod which supports the canopy. Fig. 5 is a top plan view of the clutch mechanism which holds the rod in place, taken on the line XX of Fig. 3. Fig. 6 is a top plan view of the same with one of the sides removed. Fig. 7 is a side elevation of the vertical rod, showing the same in its two adjusted positions, both raised and lowered, the whole being indicated by dotted lines. Fig. 8 is a detail view of the vertical rod, showing a recess in the same, having the shoulder at the bottom of the rod to prevent its being accidentally displaced from the socket which receives and accommodates it when it is secured to the wagon-seat. Fig. 9 is a detail view of the rein-hook, which is secured to the seat.

The object of my invention is to provide a carriage-top which shall serve the double purpose of a sunshade and a means of protection against storms.

Another object of my invention is to provide a carriage-top which may be readily and quickly adjusted to any desired angle and at any desired height above the seat, or otherwise, as may be required or desired, according to the direction of the wind or the rays of the sun.

Another object of my invention is to provide a rod which supports the canopy or umbrella with means for holding the same in position in a socket in such a manner that it may be raised and lowered without danger of lifting it entirely out of the socket.

The objects, generally, of my device are to provide a complete wagon-seat with its adjuncts; and the invention consists in the novel construction, combination, and arrangement of parts, as will be hereinafter fully explained, and particularly pointed out in the claims at the end of the specification.

A represents a wagon-seat, to the back of which is secured the upright socket or standard B. This standard is made in two sections at its upper portion, (designated by the letters C and C'.) These sections are correspondingly recessed on their inner faces to receive the ball D, which ball supports the vertical rod E, which rod is hollow and receives and accommodates a second vertical rod, F, which latter is held in position in the upright E by the set-screw *e*, while the hollow socket E is held in its place by the set-screw *e'*. The upper rod, F, is recessed at G, and is provided with the shoulder *g*, as is clearly shown in Fig. 8. This construction adapts it to be adjusted vertically, and the projection *g* at the bottom of the rod prevents its being accidentally displaced from the socket in which it is secured.

The upright or socket E is supported by the standard B, which is made in two sections, and the ball-and-socket joint which is formed by the junction of the ball D and the upright B serves to facilitate the adjustment of the top at any desired angle. The upper portion of the upright F is provided with elastic arms *f*, which support the canopy H, and by their elasticity save it from the jar to which a canopy in this position would be subject.

In the lower front portion of the side I provide a vertical adjustable post, I, which slides freely up and down through the slot J, and is locked in its adjusted position by the set-screw K. This post is adapted to receive the reins L when they are not being used by the driver.

The operation of my device is as follows: In fair weather, when it is only desired to use the canopy H as a sunshade, the latter is raised well up away from the region of the seat, and is locked in its vertical adjusted position by the set-screw *e*. It is then adjusted at the desired angle by loosening the set-screws *m* and *m'*, and it is then locked in position by readjusting these set-screws. When the vehicle is stopped in front of a place, the

reins are slipped over the vertical adjustable rein-holder I, and are there held in place, as is clearly shown in Fig. 1.

From the foregoing, which, taken in connection with the drawings, gives a clear idea of my invention, it will be observed that this device is admirably adapted for use in hot climates, and its advantages are equally valuable as a protection against the rain and the sun.

Having now described the objects, uses, and advantages of my device, what I desire to secure by Letters Patent, and what I therefore claim, is—

1. The combination of the seat A, provided with the upright standard B and the ball-and-socket joint, with the hollow upright or standard E and the vertical adjusted rod provided with the shoulder *g* on its bottom, substantially as described.

2. In an adjustable canopy of the character described, the combination of the upright standard, the ball-and-socket joint, and the hollow vertical upright post E, provided with

the set-screw *e'*, with the vertical adjustable rod provided with the shoulder *g* on its bottom, and a set-screw, *e*, for securing this vertical rod in its adjusted position, substantially as described.

3. The seat A, provided with the adjustable canopy and its adjuncts, with the adjustable rein-holder and means for locking the same in its elevated position, substantially as described.

4. In a canopy for carriages of the character described, the combination of the seat, the upright, and the vertical adjustable rod and the elastic arms *f f*, and the canopy secured to the said elastic arms, all constructed and combined to operate substantially as described.

In testimony that I claim the above I hereunto set my hand in presence of two witnesses.

FORTONATO C. ZANETTI.

Witnesses:

H. P. STACEY,
W. H. MINKERT.