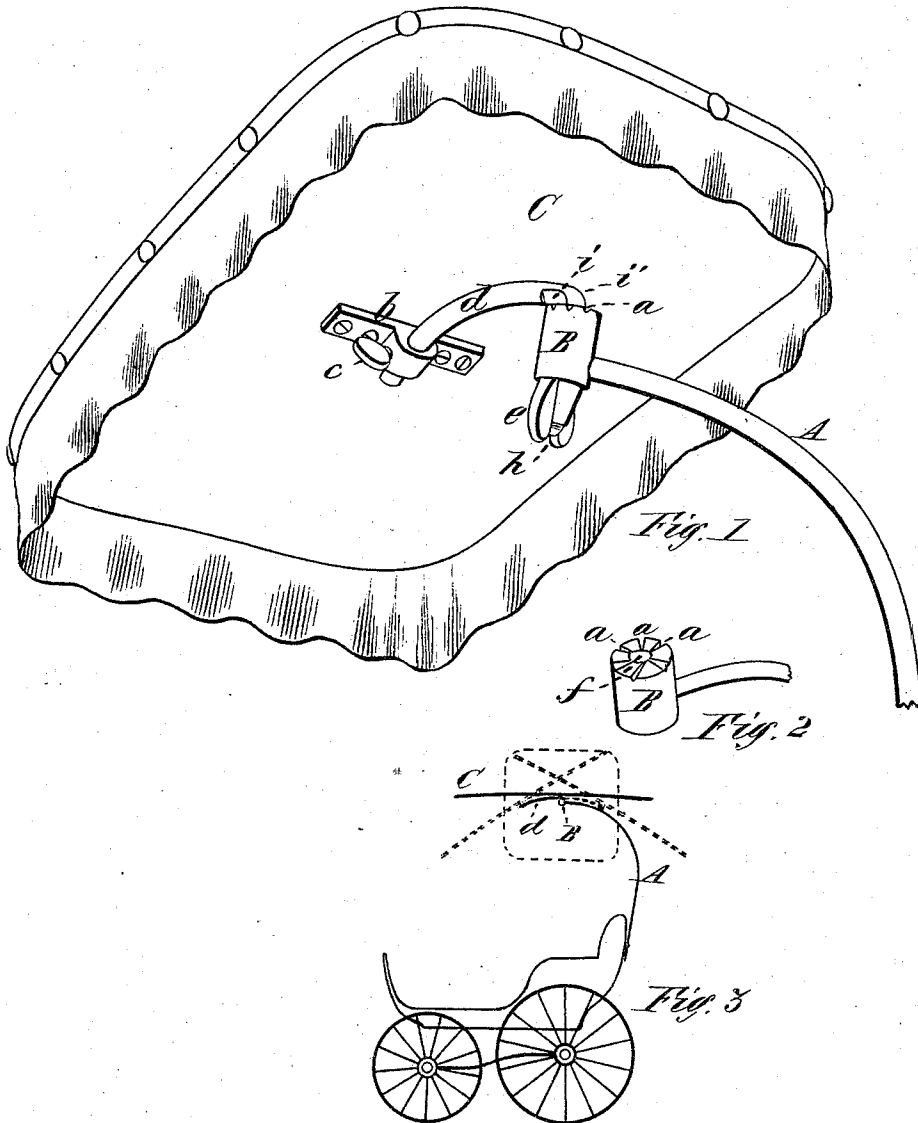


J. H. GIBSON.
Carriage-Top.

No. 163,178.

Patented May 11, 1875.



Witnesses,
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Inventor,
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his atty.

UNITED STATES PATENT OFFICE.

JACOB H. GIBSON, OF SPRINGFIELD, ASSIGNOR TO WILLIAM J. PHELPS,
OF SAME PLACE, AND WILLARD P. ABERNETHY, OF NORTHAMPTON,
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IMPROVEMENT IN CARRIAGE-TOPS.

Specification forming part of Letters Patent No. **163,178**, dated May 11, 1875; application filed
March 26, 1875.

To all whom it may concern:

Be it known that I, JACOB H. GIBSON, of Springfield, in the State of Massachusetts, have invented a new and useful Improvement in Carriages; and that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings making a part of this specification, and to the letters of reference marked thereon, in which—

Figure I is a perspective view of my invention applied to a carriage-canopy. Fig. II is a perspective view of the socket having recesses therein to hold the curved bar, and Fig. III is a side view of a carriage having my invention applied thereto.

My invention relates to an adjustable canopy for carriages, its object being to support the canopy in such manner that it may be readily adjusted to any desired angle, to shield the occupant of the carriage from the rays of the sun; and to this end my invention consists of a socket and pivot operating therein, made in connection with a curved bar, upon which is adjusted at any desired point, by means of a set-screw, a slide, which is made fast to the canopy—the said curved bar being connected to a standard or support attached to the carriage.

In the drawings, A represents a support of any desired form, and attached to the carriage, preferably, at the back; and at the upper end of this support is made a socket, B, having a hole, *f*, therein, into which is inserted the threaded end *h* of the bar *d*. This end of the bar is bent at *i*, forming nearly a right angle with the main part of the bar, and this main portion of the bar is curved, its outer end being inclined downward, as shown in Fig. I. Upon this curved bar is arranged to slide the piece *b*, provided with a set-screw, *c*, and secured to the inside of the canopy C.

The operation of my invention is as follows: At about midday, when the sun is high, the curved bar *d* may be fixed, by the thumb-screw *c*, in a position extending lengthwise the carriage, as shown in Fig. III; and the slide *b*, attached to the canopy, is moved back nearly or quite to the socket B, until the canopy C is

in nearly a horizontal position, and there secured by the set-screw *c*; but earlier or later in the day, when the sun is lower, the curved bar *d* is swung upon its pivot in the socket B into the desired position, and the slide *b* is moved more toward the outer end of the curved bar *d*, and the farther it is moved toward the end the more the canopy is inclined from its horizontal position. When moved to the desired position toward the end of the curved bar, to effectually shield the occupant of the carriage from the sun, it is secured by the set-screw *c*.

In some cases the grooves or recesses *a* are made in the socket, and the part *i* of the curved bar *d* is made of a corresponding form to fit into said recesses *a*, so that the bar *d* may be held in its position by that means; but, ordinarily, I prefer to use the set-screw, and so clamp it in place.

It is evident that the socket and its pivot may be reversed without departing from the invention in the least—that is to say, the socket B may be made upon the curved bar *d*, and the end of the support A be bent upward to form the pivot, the socket then fitting down upon the pivot, in which case the curved bar *d* will swing around upon its pivot as before.

It will thus be seen that the canopy having this invention applied is given the greatest scope in its movements, so as to give a perfect and entire protection from the sun; and when not required it may be easily and quickly detached either by removing the pivot from the socket, or by removing the support A from the carriage.

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

The combination of the support A, the socket and pivot joint B, the curved bar *d*, the slide *b*, provided with its set-screw *c*, and the canopy C, all forming an attachment to a carriage, substantially as described.

JACOB H. GIBSON.

Witnesses:

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