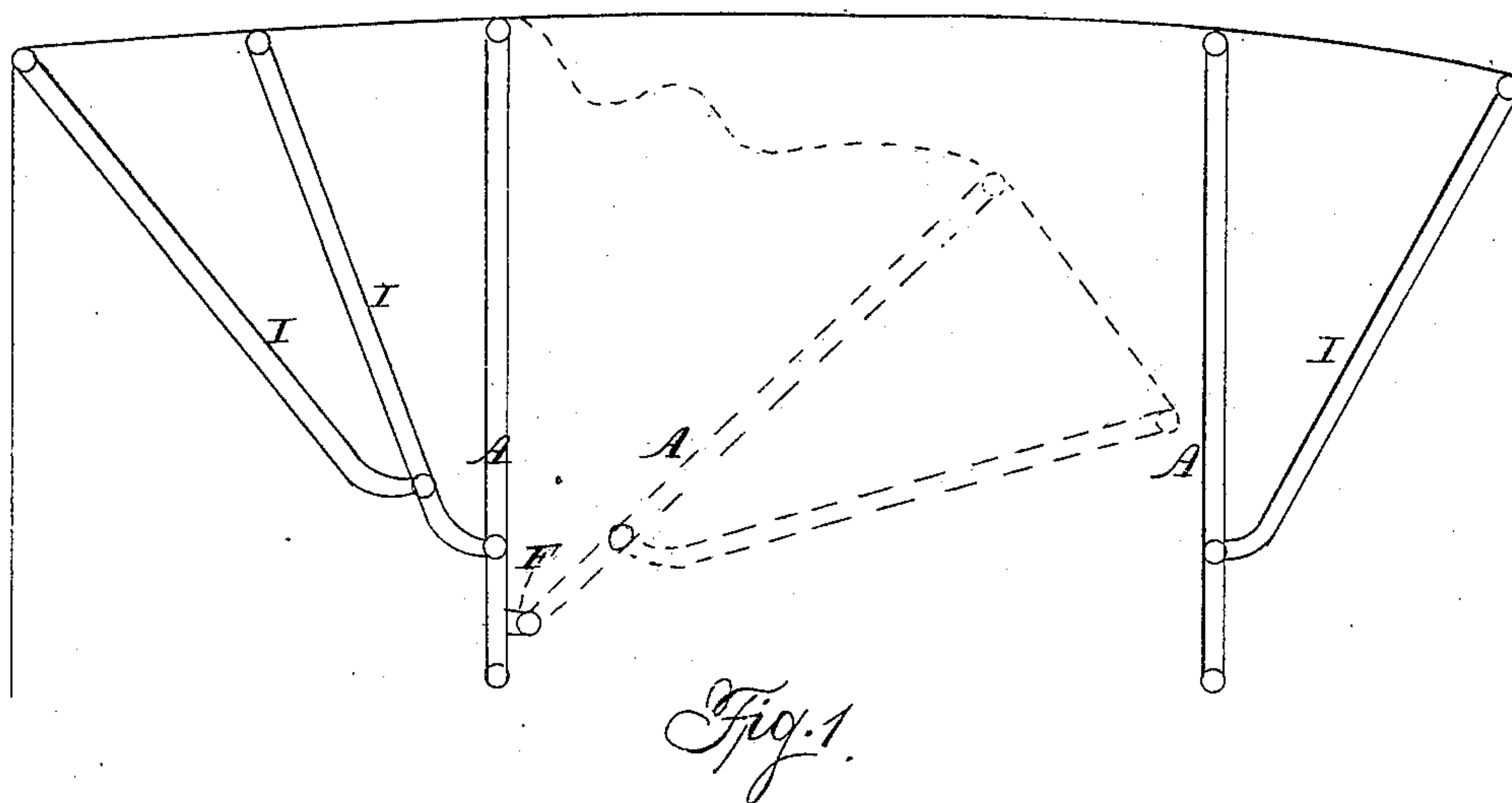
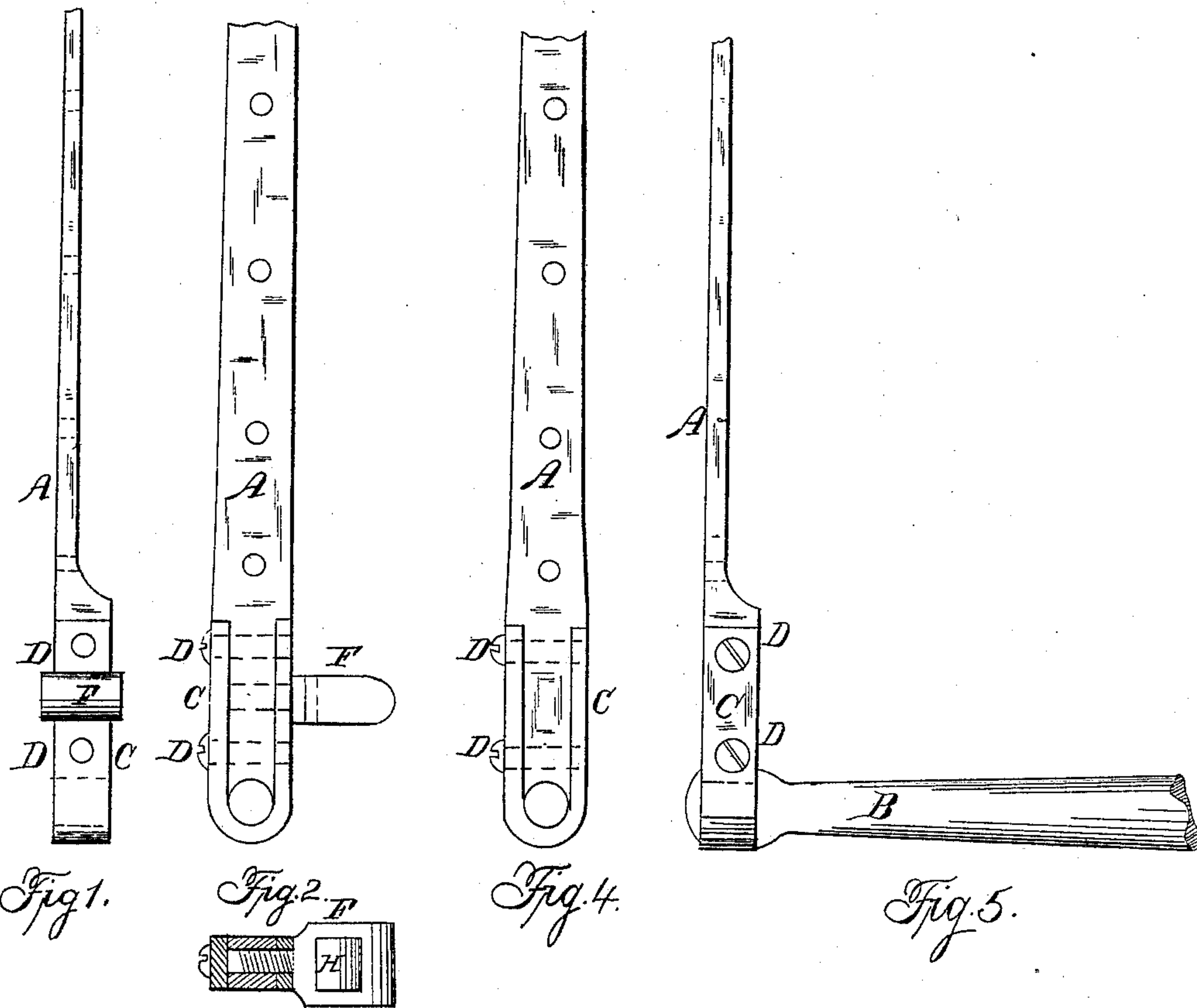


P. OWENS.
Carriage-Top.

No. 69,119.

Patented Sept. 24, 1867.



Witnesses
W. E. Mann
J. H. Heston.

Inventor,
Peter Owens

United States Patent Office.

PETER OWENS, OF CHICAGO, ILLINOIS.

Letters Patent No. 69,119, dated September 24, 1867.

IMPROVEMENT IN CARRIAGE TOPS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, PETER OWENS, of Chicago, in the county of Cook, and State of Illinois, have invented a new and useful Improvement in Carriage Tops; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, and the letters and figures marked thereon, which form a part of this specification, and in which—

Figure 1 represents an edge view of my invention with the attachment hereinafter described.

Figure 2, a side view of the same.

Figure 4, a side view without the attachment.

Figure 5, an edge view, and

Figure 3 a transverse sectional view at the line *x* in fig. 2.

Figure 6, the invention as attached to a two-seated carriage, the dotted lines denoting the change made for the purpose of folding back the top.

The nature of my invention consists in a novel joint for the bow-irons for carriage tops, and also in a novel attachment to one of the bow-irons of a two-seated folding-top carriage, used for the purpose of facilitating the folding of the top, as hereafter described.

To enable those skilled in the art to manufacture and use my invention, I will proceed to describe the same with particularity.

A represents the principal bow-iron, and B the iron which is firmly attached to the carriage seat, and to which the bow-iron A is jointed; but, instead of an ordinary hinge-joint, there is a strap, C, which passes around the end of the seat-iron B, and is firmly secured to the bow-iron A by means of the screws D. By this method of attaching I dispense with the ordinary screw and nut on the end of the seat-iron, and thereby make a more durable and substantial joint. When the carriage has two seats, as indicated by fig. 6, there is a piece, F, screwed into the edge of the bow-iron attached to the rear seat, which piece is so constructed that the bow-iron, being detached at the front seat by removing the screws D, and being swung back into the position shown by the dotted lines, fig. 6, can be attached to said piece F by simply passing one side of the strap C through the eye H, adjusting the bow-iron A therein, and replacing the screws D. When this change is made the whole top will fold back similar to the top of a single-seated carriage. I I are the auxiliary bow-irons, and may be attached either side of the bow-iron A, to conform to the different styles of carriage tops. J J are screw or bolt-holes for the purpose of attaching the wooden bows to the irons.

Having thus fully described the construction and operation of my invention, what I claim, and desire to secure by Letters Patent, is—

1. The bow-iron of a carriage top and seat-iron B, when constructed substantially as described, and connected or jointed together by means of the strap C and screws D, substantially as and for the purposes set forth.

2. I claim providing the bow-iron A with the piece F, when constructed and operating substantially as and for the purposes described.

PETER OWENS.

Witnesses:

W. E. MARRS,

L. L. COBURN: