

G. H. YOUNG.
Carriage-Tops.

No. 139,225.

Patented May 20, 1873.

Fig. 1.

Fig. 2.

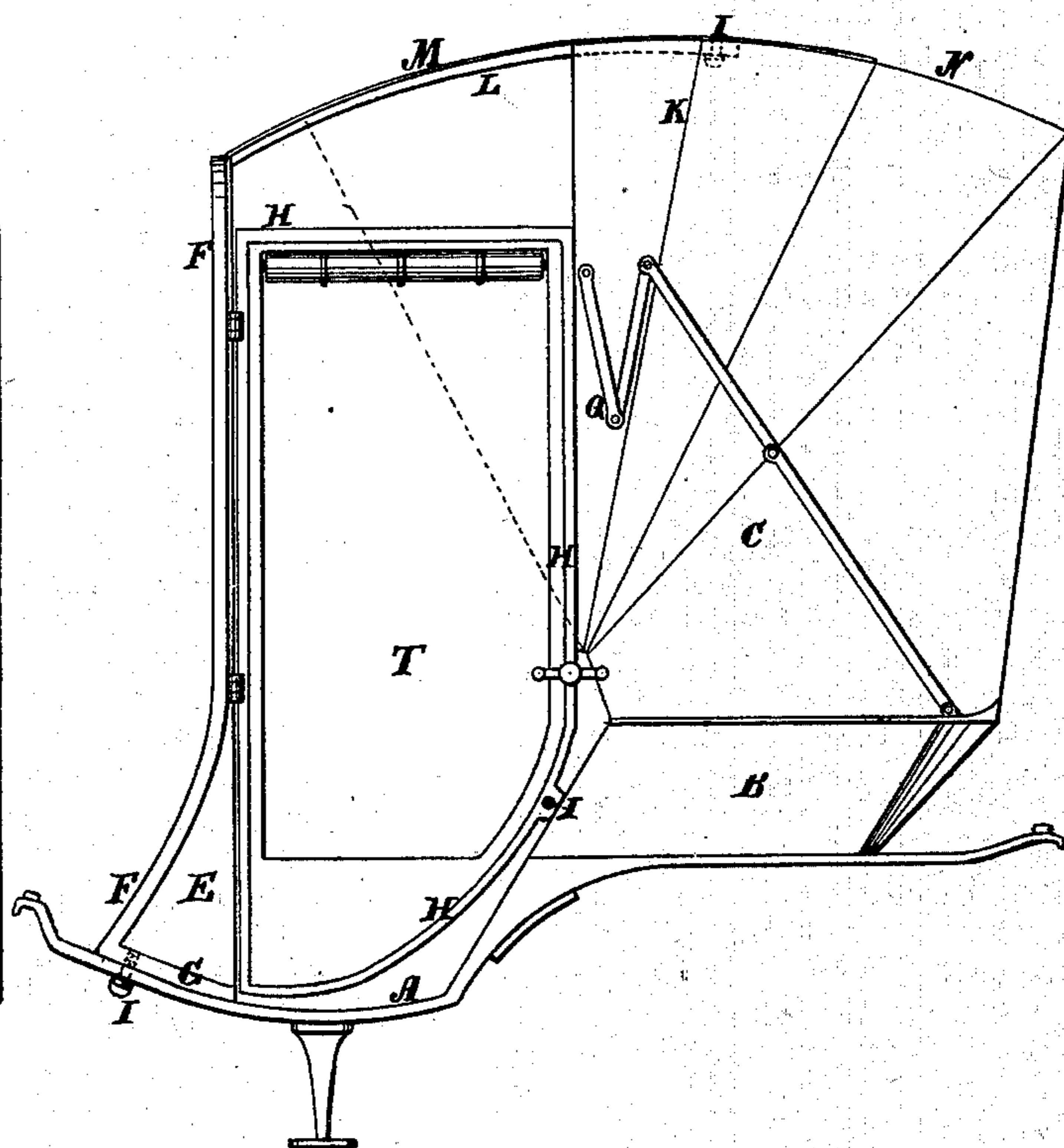
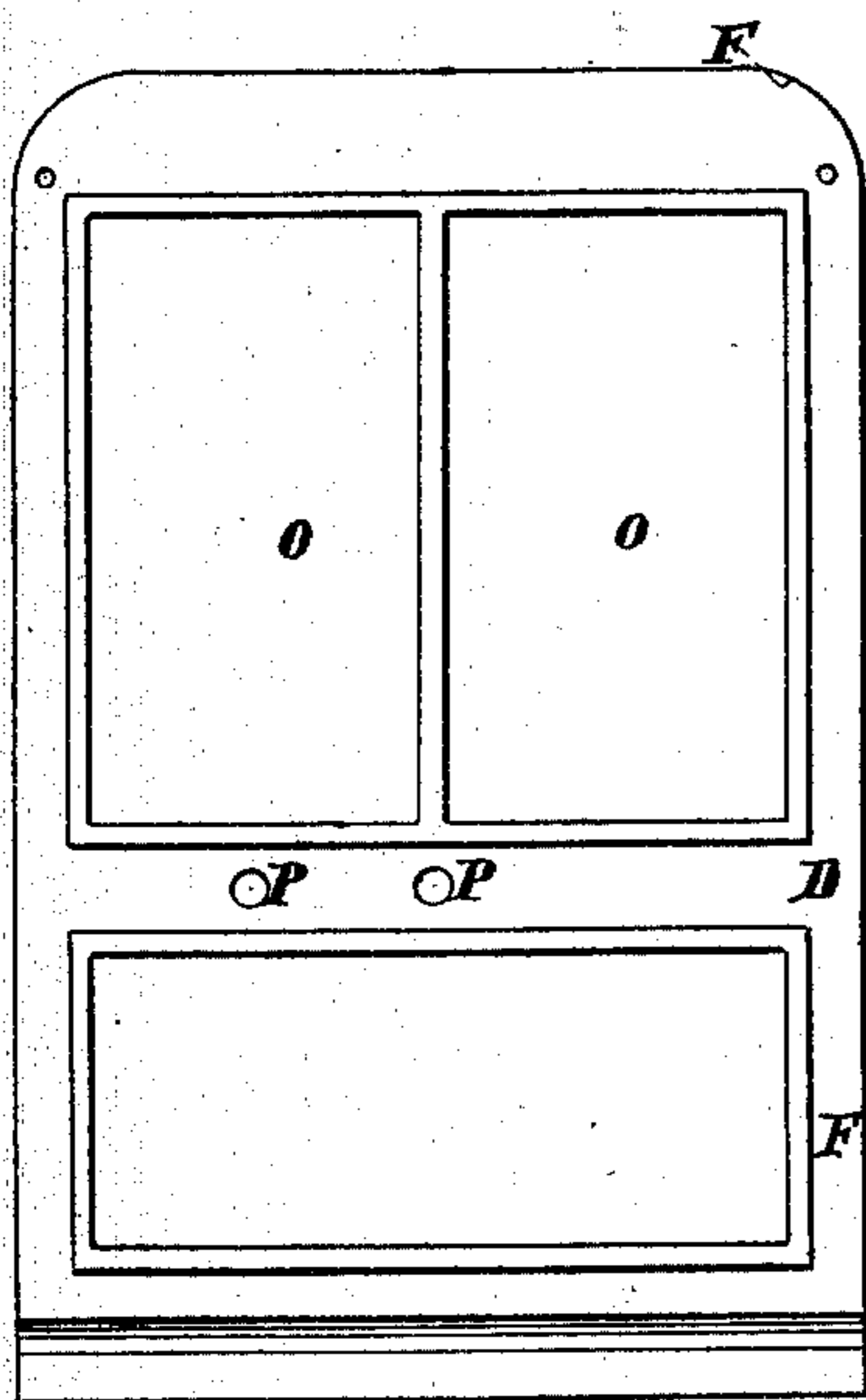
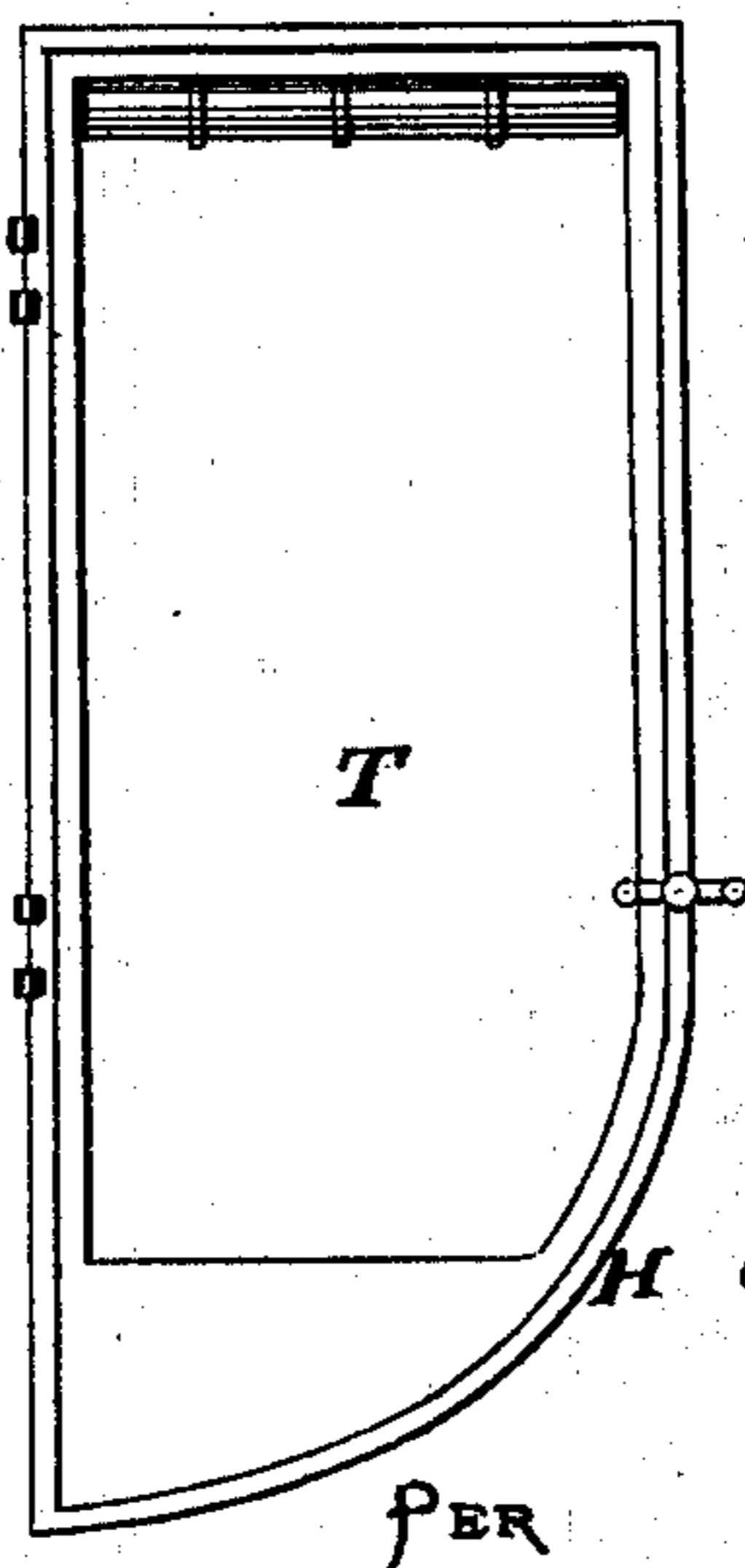


Fig. 3.



Witnesses:

A. Beymerendorf.
C. Edgwick.

Inventor:

G. H. Young
Munn & Co.
Attorneys.

UNITED STATES PATENT OFFICE.

GEORGE H. YOUNG, OF NEW YORK, N. Y.

IMPROVEMENT IN CARRIAGE-TOPS.

Specification forming part of Letters Patent No. **139,225**, dated May 20, 1873; application filed November 16, 1872.

To all whom it may concern:

Be it known that I, GEORGE H. YOUNG, of the city, county, and State of New York, have invented a new and useful Improvement in Carriages, of which the following is a specification:

Previous to my invention a great variety of patterns and styles of carriages have been suggested and manufactured, and carriages have been made with shifting and removable tops, and with tops to open and close in a variety of ways.

I am not aware, however, that a light one-horse top-wagon, with an open front, (such as a buggy-wagon or doctor's carriage,) has been so made and provided with a close removable front and top portion that it could be at pleasure converted from an open-front top-wagon into a close carriage.

My invention has for its object to afford a carriage adapted to the uses of a light one-horse open-front top-wagon, and provided with means by which it can be conveniently converted into a close carriage for greater comfort and usefulness in stormy weather; and, to the accomplishment of this end, my invention consists in a new kind of carriage, composed of a suitable body and open-front top, and adapted to receive, and provided with, a removable and re-attachable close front portion, the whole so constructed and operating together, as will be hereinafter more fully explained, that the carriage may be readily changed from an open-front buggy or top-wagon to a close carriage, and vice versa, as occasion may demand or render expedient.

To enable those skilled in the art to make and use my invention, I will more particularly describe the construction and operation of a carriage made according to my improved plan, referring by letters to the accompanying drawing, in which—

Figure 1 is a side elevation of a top-buggy with a detachable or removable front and top portion adapted to convert said buggy into a close carriage, which I propose to designate by the name of "phaeton coupé." Fig. 2 is a front elevation of the detachable or removable portion of the carriage, and Fig. 3 is a front elevation of the door-frame and door of the said removable frontispiece.

In the several figures the same part will be found designated by the same letter of reference.

A and B represent the box or body and C the top of an ordinary buggy, to which I propose to apply a detachable front and top portion for converting it into a close carriage or phaeton coupé. D is the front, E the sides, and F a door, of the removable portion of the carriage, which may be made with any suitable iron frame-work, as illustrated at G H, &c., and adapted to rest upon the buggy-box bottom and front, as shown in the drawing. These metallic portions G H, &c., are made with suitable screw-holes, and the box of the wagon will be made with holes, so that by means of bolts or thumb-screws the removable portions can be readily secured to, or removed from, the wagon-body.

The top of the frame of the removable portion may be secured or connected to one of the top bows (say K) of the buggy by one or more braces, L, as shown, for bracing it thereat, or other top M of the removable front portion, which top may overlap a portion of the permanent or buggy top N, and, if found expedient, may be buttoned or otherwise temporarily secured thereto. The overlapping portion of M may be extended as far back over the permanent top portion N as may be found necessary, for shedding water, or for rendering the top of the carriage suitably impenetrable in stormy weather.

It will be preferable to have the permanent top folded back at the first joint, as illustrated, when the removable front portion is applied, and the latter adapted for use in combination with a buggy when its top is so folded, as shown at Fig. 1.

The door may be hinged to the frame, as shown, so that it can be readily unhung and dispensed with, if deemed desirable.

The removable portion of the phaeton coupé may, of course, be almost infinitely modified in design and mode of attachment, as may be desired or become necessary in its adaptation to or combination with wagons built differently from the buggy shown in the drawing.

The front portion of the attachment may be paneled, or otherwise constructed in any approved style, and may have glass windows

o, and holes P for the passage through the front of the reins and any and all other desirable appliances or contrivances for convenience of the occupants of the carriage.

Having so fully explained my invention that any one skilled can readily make carriages embracing my improvement, and not wishing either to restrict my claim of invention to any precise details of construction of the parts, or to have my invention confounded with any sort of carriage in which there is merely a shifting top portion, or a removable entire top,

or a removable back portion, what I claim as new, and desire to secure by Letters Patent, is—

A carriage having a permanent top with an open front, and a removable or detachable front top portion, the whole adapted to be used in the manner and for the purposes described.

GEORGE H. YOUNG

Witnesses:

T. B. MOSHER,
ALEX. F. ROBERTS.