

(No Model.)

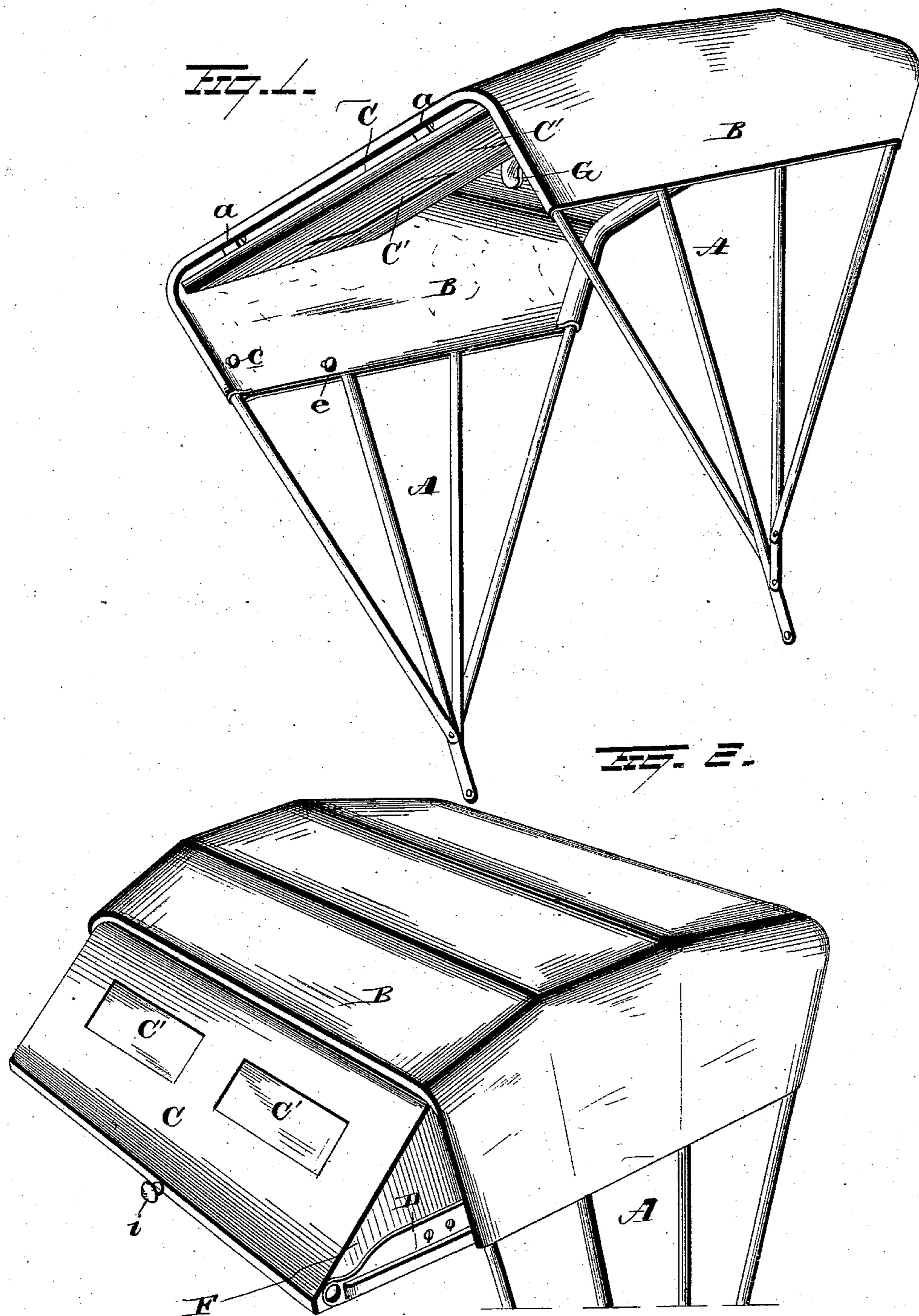
2 Sheets—Sheet 1.

H. M. BOWDEN.

CARRIAGE TOP.

No. 287,499.

Patented Oct. 30, 1883.



WITNESSES

Geo. F. Downing  
W. A. Ruff

INVENTOR

H. M. Bowden  
By H. A. Seymour

Attorney

(No Model.)

2 Sheets—Sheet 2.

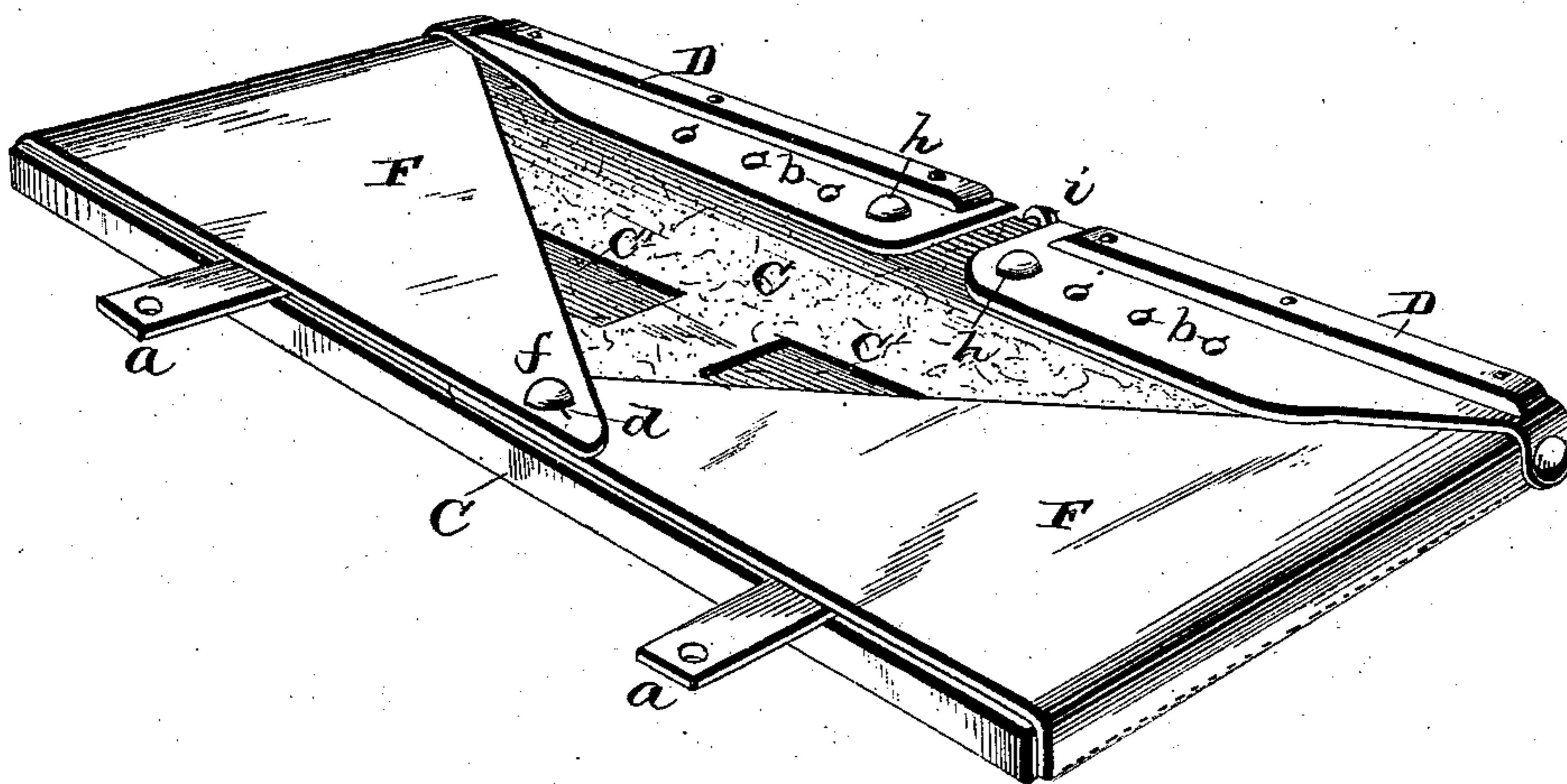
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FIG. 3.



WITNESSES  
*Geo. F. Downing*  
*W. A. Ruff*

INVENTOR  
*H. M. Bowden*  
By *H. Seymour* Attorney

# UNITED STATES PATENT OFFICE.

HANSON M. BOWDEN, OF WILMINGTON, NORTH CAROLINA.

## CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 287,499, dated October 30, 1883.

Application filed August 4, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, HANSON M. BOWDEN, of Wilmington, in the county of New Hanover and State of North Carolina, 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.

My invention relates to an improvement in carriage-tops, the object being to provide a forward extension for the same, which shall be adapted to protect the occupants of the carriage from the rays of the sun coming from any direction, or shelter them from rain or mist. A further object is to provide such an extension which shall be simple, neat, and economical in construction, and at the same time durable and efficient; and, further, to provide a device of this character which shall be capable of being folded and secured beneath the top of the carriage or removed altogether when not in use; and with these ends in view my invention consists in certain details of construction and combinations of parts, as will be hereinafter described, and fully pointed out in the claims.

In the drawings, Figure 1 is a view of my improvement in its closed adjustment, Fig. 2 is a view thereof in its open adjustment, and Fig. 3 is a view of the same as it appears before securing it to the carriage-top.

A represents the frame of the carriage-top, and B the cover, to the upper front bar of which frame is loosely secured the extension-piece C; provided with two curtain-lights, C' C', which may be constructed of any suitable material, and of dimensions to suit the style and build of the vehicle to which it is to be applied. This extension may be secured in any desired manner to the frame, but preferably by leather or elastic strap-hinges *a*, adapted to be buttoned to the frame of the carriage-top. By securing the extension to the frame in this wise it, when desired, may be removed altogether, instead of securing it to the top, in the manner to be hereinafter described.

To the lower corners of the extension C are secured supporting-braces D, each consisting, preferably, of a metallic or wooden strip, to

which is secured a strip of leather, the latter being buttoned at one end to the extension and at the other end provided with a series of button-holes or perforations, *b*, adapting the same to be buttoned to the frame of the carriage-top, a button, *c*, being secured to the latter for that purpose. It will be readily seen that by thus constructing the braces D the extension-piece C may be raised or lowered to any desired angle, all that is necessary being to unbutton the strip of leather and secure the same in a different hole. By these means the occupant is enabled to protect himself from the direct rays of the sun, whether the latter be high or low.

F F represent two triangular curtains, constructed of any suitable material, which are secured to the sides of the extension C, the points thereof being provided with button-holes *d*, adapted to fasten the curtain to the button *e*, secured to the side of the cover. These curtains are adapted to protect the rider from the sun or rain when coming from that direction. When it is desired to close the extension, the curtains F are unbuttoned from the buttons *e* and secured to the button *f* on the under face of the extension, the curtains lying flat thereon. The braces D are then released from the buttons *c* and secured to the buttons *h*, also located on the under face of said extension. The connection between the extension C and frame then allows the former to be turned back until it rests against the under side of the cover, where it is secured by a strap, G, fastened at one end to the cover B, and provided at the other end with a perforation, securing it to a button, *i*, on the front edge of the extension; or, if desired, instead of securing it to the top, it may be detached altogether by unbuttoning the strap-hinges *a*, as before described.

My invention is exceedingly simple in construction, is neat and finished in appearance, and can be applied to any style or form of carriage at a small initial cost.

It is evident that many slight changes in the construction and relative arrangement of the different parts might be resorted to without departing from the spirit of my invention; and hence I would have it understood that I do not limit myself to the exact construction

shown and described, but consider myself at liberty to make such changes and alterations as may fairly be considered to fall within the spirit and scope of my invention.

5 Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a carriage-top, the combination, with the frame, of an extension loosely secured thereto, and means for adjusting the latter to any desired angle, the same being adapted to be turned up against the top of the carriage, substantially as described.

2. In a carriage-top, the combination, with the frame, of an extension-piece loosely secured thereto, and braces secured to the latter and adjustably secured to the carriage-frame, whereby said extension may be set at any angle, substantially as set forth.

3. In a carriage-top, the combination, with the frame, of an extension-piece secured thereto, braces secured at one end to the extension and at the other adjustably secured to the frame, and curtains secured to the extension and removably secured to the carriage, substantially as set forth.

4. In a carriage-top, the combination, with the frame thereof, of an extension-piece removably secured thereto, and braces consisting of a metallic or wood bar, to which is secured a strip of leather or its equivalent, pro-

vided with a series of perforations adapted to adjustably secure the extension at any desired angle, substantially as set forth.

5. In a carriage-top, the combination, with the frame, of an extension-piece loosely secured thereto, braces for adjustably securing the latter to the frame and curtains, said braces and curtains adapted to be secured at both ends to the extension when in its folded adjustment, substantially as set forth.

6. In a carriage-top, the combination, with the frame thereof, of an extension-piece removably secured thereto, of braces constructed substantially as described, triangular curtains, and means for securing the extension-piece up against the top of the carriage when in its folded adjustment, substantially as set forth.

7. The combination, with the frame, of an extension-piece, C, provided with curtain-lights C' C', braces D, curtains F, and strap G, all of the above parts constructed and arranged substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

HANSON M. BOWDEN.

Witnesses:

WM. K. WALKER,  
ASHLEY GILBERT.