

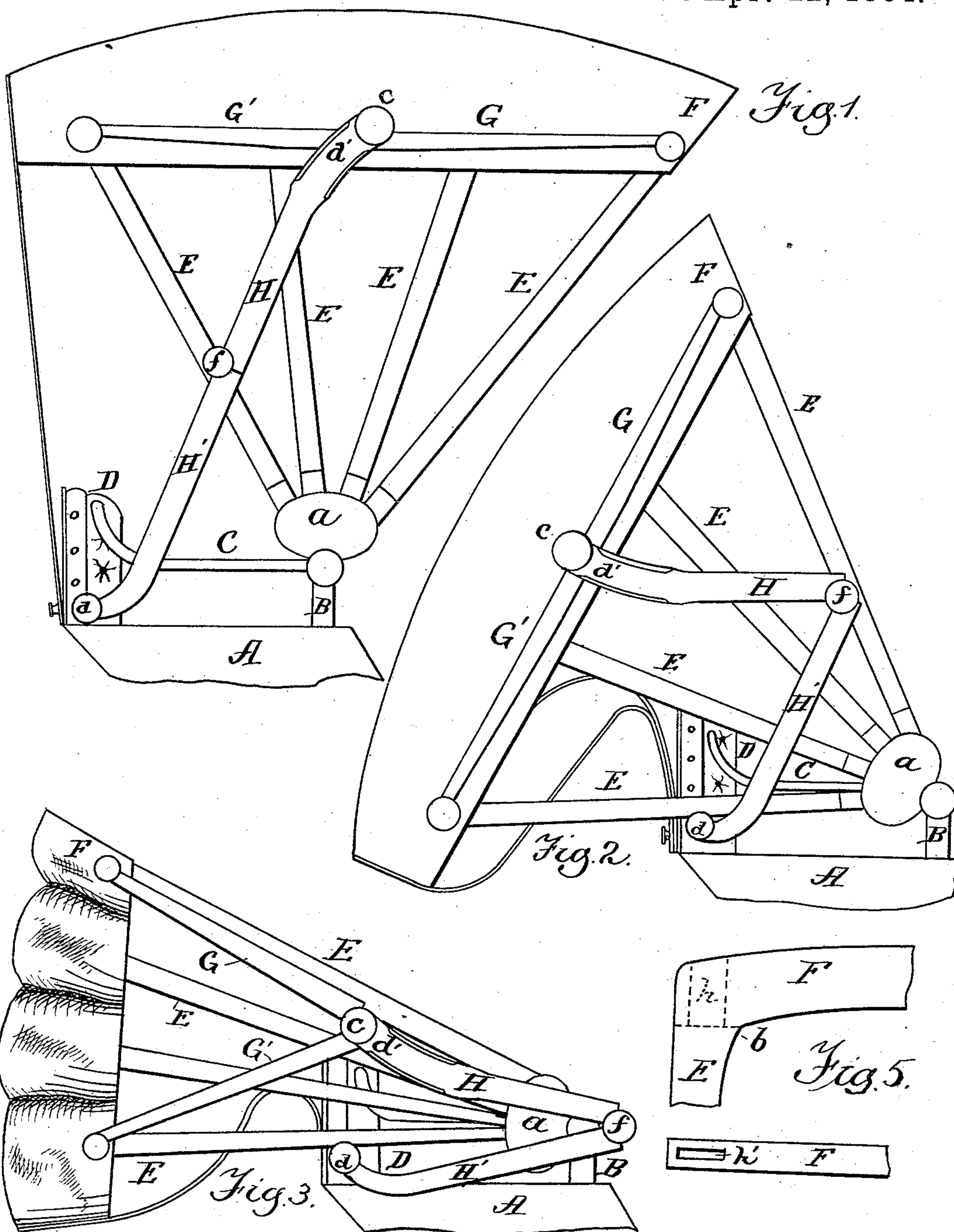
(No Model.)

H. McCURRY.

CARRIAGE TOP.

No. 297,147.

Patented Apr. 22, 1884.



Witnesses:

Wm. A. Rosenbaum

H. A. Daniels

Inventor:

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UNITED STATES PATENT OFFICE

HENRY McCURRY, OF FULTON, ILLINOIS, ASSIGNOR OF ONE-HALF TO JOHN STUART, OF SAME PLACE.

CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 297,147, dated April 22, 1884.

Application filed January 14, 1884. (No model.)

To all whom it may concern:

Be it known that I, HENRY McCURRY, a citizen of the United States of America, residing at Fulton, in the county of Whiteside and State of Illinois, have invented certain new and useful Improvements in Carriage-Tops, of which the following is a specification, reference being had therein to the accompanying drawings.

10 My invention relates to calash carriage tops, having the bows framed together at the corners, and provided with jointed braces constructed to fold downward and forward away from the wheels, as hereinafter fully set forth.

15 In the accompanying drawings, Figure 1 is a side elevation of the top raised. Fig. 2 is a side view of the top folded partly down. Fig. 3 is a side view of the top folded entirely down. Fig. 4 is a perspective view of the upper slotted portion of the main brace. Fig. 5 shows the framed portions of the bows.

20 A is the upper part of the box of a buggy-seat.

B designates the standards, to which are pivoted the slat-irons *a*.

25 C designates the arm-rests, attached to the standards and to the seat-back D.

30 E designates the bows or standards of the top, the lower ends of which are pivoted in the slat-irons *a*, and the upper ends are provided with tenons *h*, fitting in mortises *h'* in the top ribs, F, and are securely glued and pinned together, forming rigid, firm joints.

35 A shoulder, *b*, is formed on the inner side of the upper ends of the standards E, forming an additional bearing and support to the top ribs, F, as shown in Fig. 5 of the drawings. The upper and lower portions of these ribs are slightly curved, as shown. Bows formed of the two parts E F, framed together at the corners, as set forth, require less padding, and are less liable to clog in folding down than a top formed of bent bows.

40 G G' designate the two parts of the top

braces, extending nearly along the entire sides of the top, keeping it straight and true, the outer ends being pivoted to the top, and the inner ends connected by the knuckle-joint *c*, constructed for the braces to fold downward, doing away with the concealed braces usually attached to the sides under the top.

H H' designate the two parts of the main upright braces, having their lower ends pivoted to the support-bars *d*, attached to the seat-back, and having their upper ends, *d'*, bifurcated and pivoted to the knuckle-joints *c* of the top braces, and connected together by the knuckle-joints *f*, constructed for these braces to fold forward, as shown. The bars *d* are made sufficiently long to receive and support the standards when the top is folded down, as shown in Figs. 2 and 3. Knobs for fastening curtains are attached to the top in the usual manner. The top is partly lowered, when required, by forward pressure against the braces H H' sufficient to break the joints *f*, which allows the top to drop to the position shown in Fig. 2. Then by further pressure upon these braces, sufficient to break the joints *c* of the top braces, the top drops and folds completely down, as seen in Fig. 3.

Having described my invention, I claim—

The combination, in a carriage-top, of the slat-irons *a*, the support-bars *d*, the standards E, all pivoted to the slat-irons, the top braces, G G', jointed together at *c*, and the upright main braces H H', pivoted to the support-bars *d*, and to the joints *c* of the top braces, and connected together by the knuckle-joints *f*, adapted to break forward, and all constructed and arranged substantially as and for the purposes described.

In testimony whereof I hereto affix my signature in presence of two witnesses.

HENRY McCURRY.

Witnesses:

W. W. SANBORN,
H. F. BOWERS.