

(Model.)

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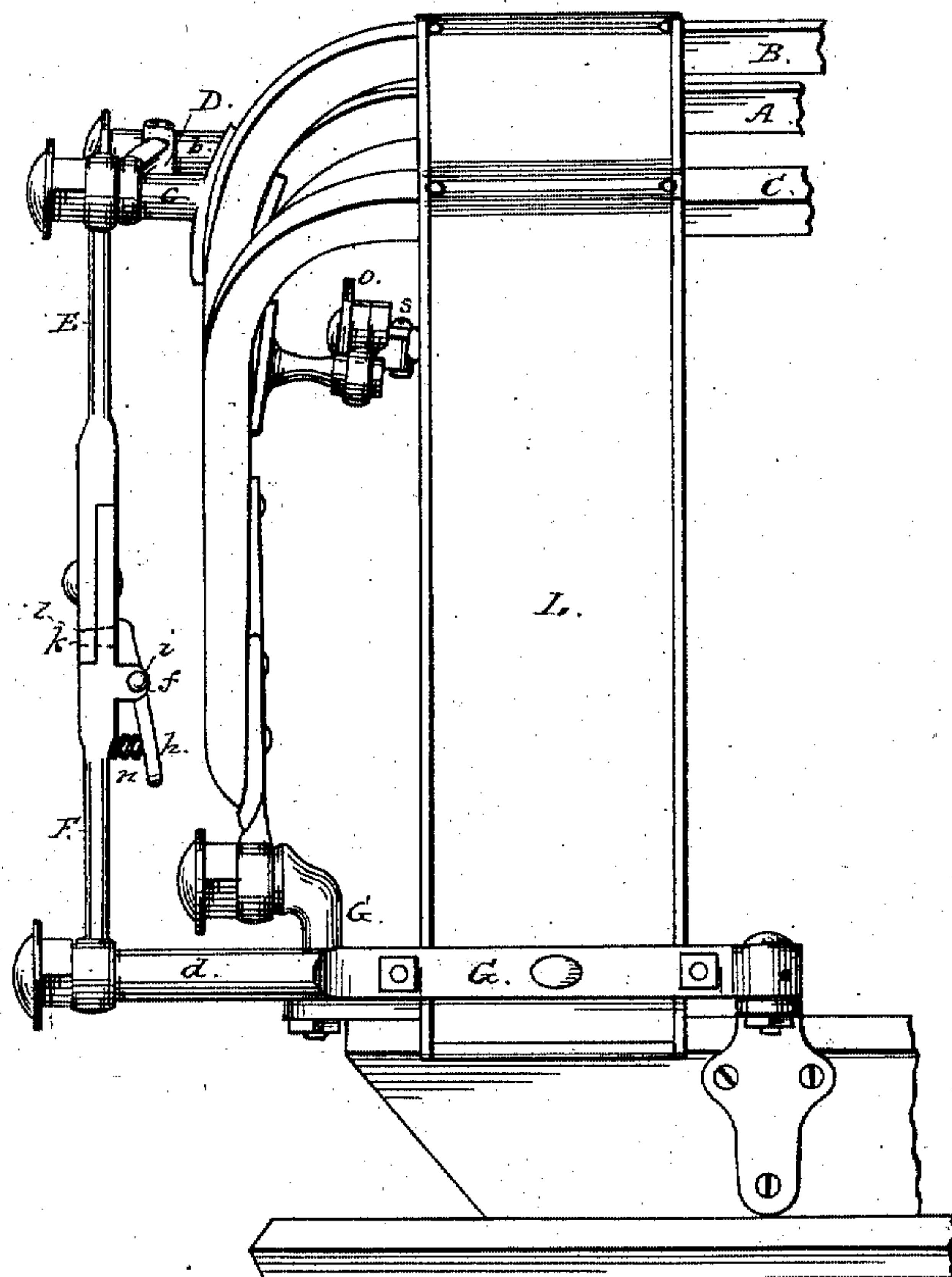
C. L. PRITCHARD.

CARRIAGE TOP.

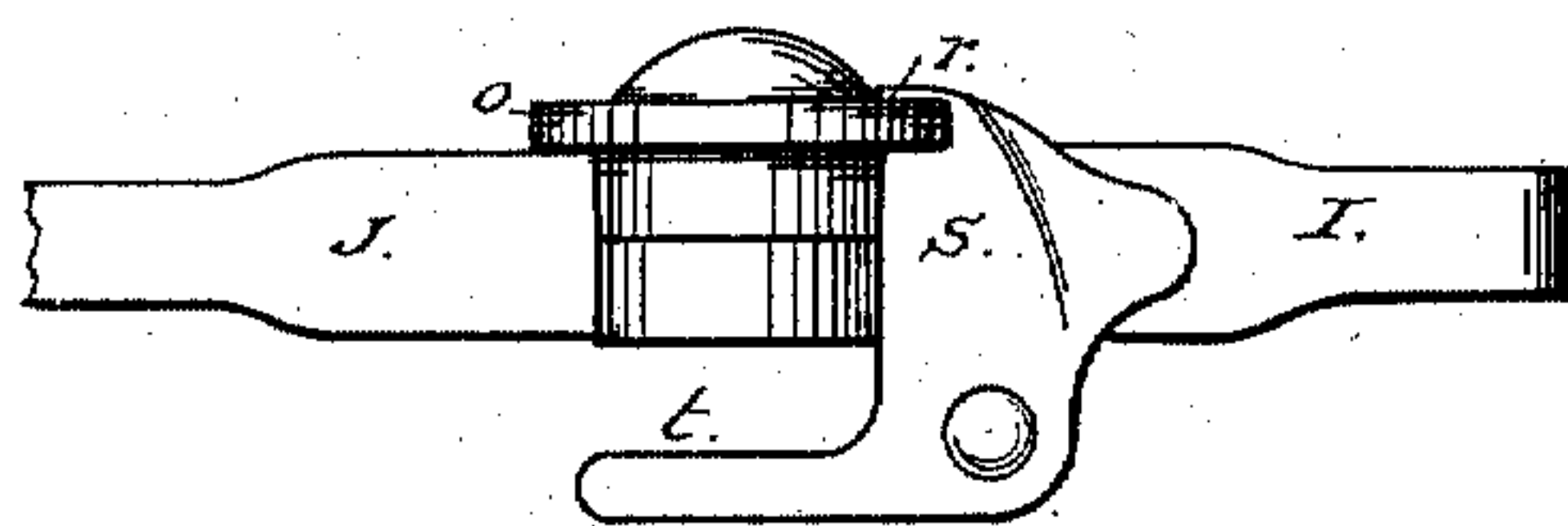
No. 299,937.

Patented June 3, 1884.

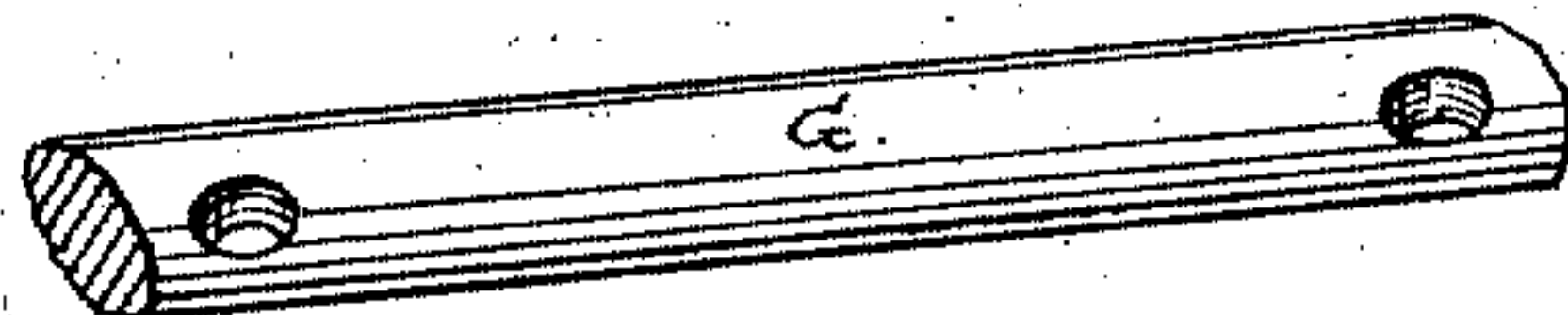
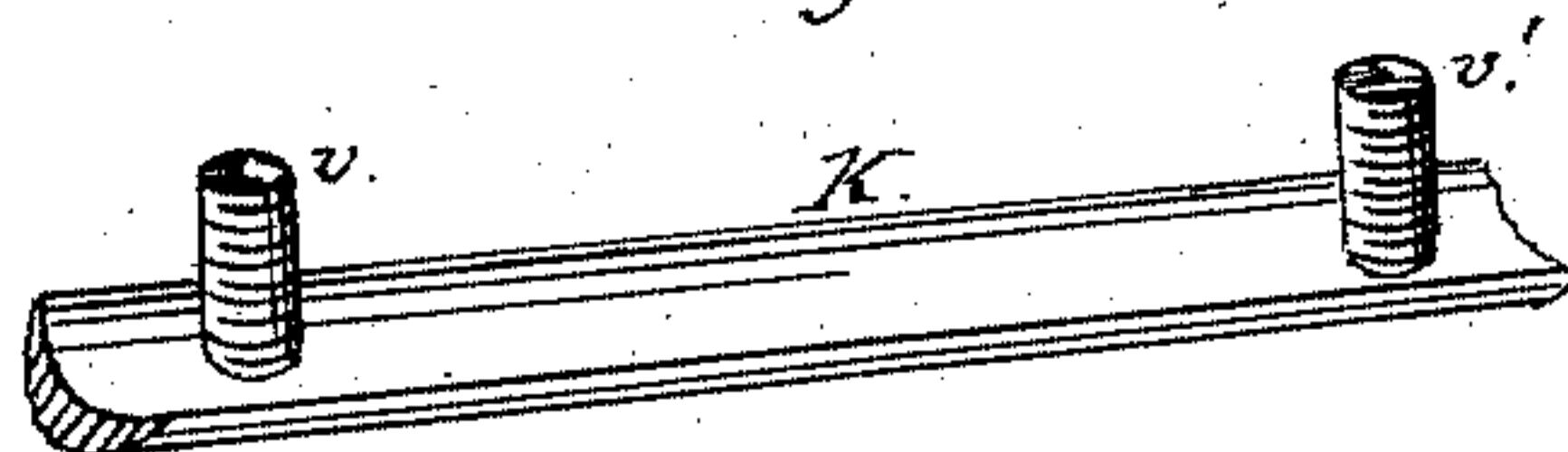
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



Attest;  
J. W. Howard  
James A. Payne

Inventor,  
Charles L. Pritchard  
by Dyer & Wilber,  
Attys

(Model.)

2 Sheets—Sheet 2.

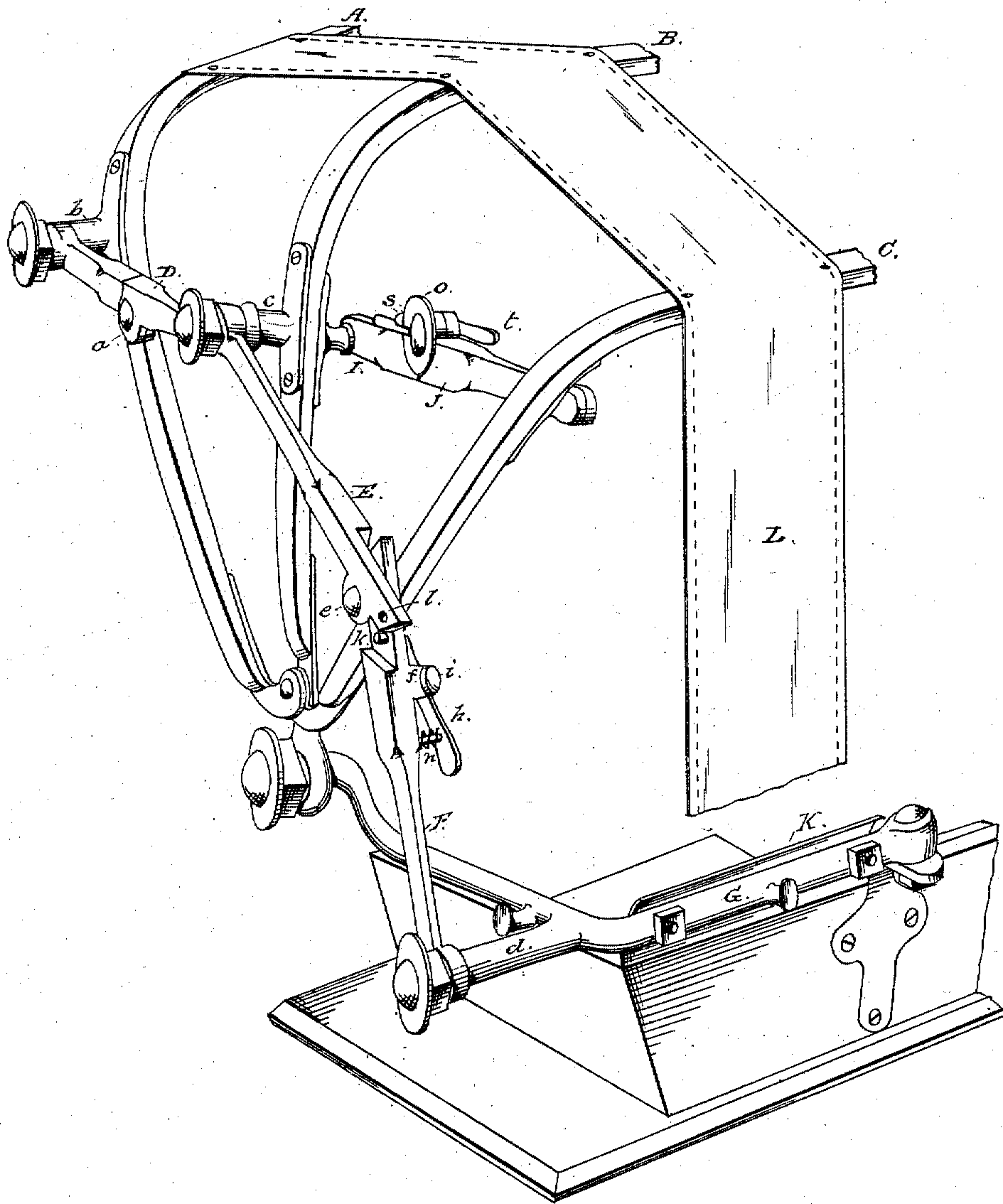
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*Fig. 4.*



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# UNITED STATES PATENT OFFICE.

CHARLES L. PRITCHARD, OF DUBUQUE, IOWA, ASSIGNOR OF ONE-HALF TO  
JOHN KUNTZ, OF SAME PLACE.

## CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 299,937, dated June 3, 1884.

Application filed November 26, 1880. (Model.)

*To all whom it may concern:*

Be it known that I, CHARLES L. PRITCHARD, of Dubuque, in the county of Dubuque and State of Iowa, have invented a new and useful  
5 Improvement in Carriage-Tops; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

10 My invention relates to certain improvements in the construction of carriage-tops; and it consists, first, in the employment of a novel constructed and arranged device in connection with the joints of the brace supporting the carriage-top for locking and unlocking said brace;  
15 second, in the employment of a peculiarly constructed and arranged locking device in connection with the joints of the brace between and supporting the rear bows of a carriage-top; and, third, in the employment of a novel means for holding the quarter-curtains upon the shifting-rail of the carriage, all as more fully hereinafter set forth and explained.

In the accompanying drawings, Figure 1 is  
25 a rear view of a portion of a carriage-top constructed according to my invention; Fig. 2, a view of the spring-lock used in connection with the two rear bows. Fig. 3 is a view of my improved curtain-fastener; and Fig. 4, a perspective view of a carriage-top, showing more clearly the principal features of my invention.

The carriage-top shown has only three bows; but my device may be used as well or better with a four-bowed top.

30 A B C are the three bows which form the frame-work of the carriage-top. From A to B, on the outside, passes the metal brace D, connected at its ends with the bows and jointed at *a* in the usual manner, so that it may be broken  
40 upward and the bow A may be folded back against B. The ends of D are, as usual, fastened to projections *b c*, extending outward from the bows and through holes in the ends of D, so that the latter may turn on them. *b*, which  
45 projects from the bow B, extends out to a greater distance than *c* from A, and passes through a hole in the end of the brace E F, terminating finally in a knob or button.

G is the rail passing around and above the

50 seat, which forms the basis and support for the top. From a point near its rear end the projection *d* extends out horizontally to the same distance as *b*, passing through the hole in the end of the brace E F. This brace E F is for the purpose of raising or lowering the entire top,  
55 and is formed in two parts fitting together in the middle, the lower part, F, projecting up some distance within the part E, and both parts being joined by the bolt *e*, which acts as a pivot on which they turn. From the part F the lugs  
60 *f f* project, and between them passes the lever *h*, while the bolt *i* passes through both lugs and the lever, so as to form a fulcrum on which the latter moves up and down. The upper end of the lever is flat, and from it projects *k*, which,  
65 when that end of the lever is depressed, enters the hole *l*, which passes through both E and F. The other end of the lever is formed into a thumb-piece, and has also a projection entering a hole in the piece F, and having coiled  
70 about it the spiral spring *u*. When the brace E F is straight and the carriage-top upright, *k* is within the hole *l*, and the joint is kept locked and not allowed to turn; but on pressing the thumb-piece the spring *u* is compressed and  
75 the projection *k* raised from its hole, allowing the brace to be broken upward and the top to be thrown back until the bow C rests upon the projection *d*. When the pressure is removed from the spring, that end of the lever is thrown  
80 back, and the projection *k* again enters the hole *l*, its end projecting from the hole and preventing brace from being straightened until the spring is again compressed and the lever raised. In a four-bowed carriage-top the front  
85 end of the brace E F is attached to the third bow from the front.

For folding together the rear bows, B C, I use a brace of a different construction. In using braces for this purpose there have always  
90 been some difficulties to encounter. If the brace is arranged to break upward, it injures the top, and if it breaks downward the jar to which it is exposed would unlock it, so that it might open when least desired to do so. I  
95 have endeavored to obviate these difficulties by constructing a brace which will break downward, but is fastened so that it cannot move of



itself. I J are the two parts of this brace. On the outside of the part J, opposite the joint, is cast the circular plate o, having in its periphery a notch, r. In connection with this plate is the catch s, pivoted on I, and provided with a handle, t, on the inside of the carriage. When the handle is raised, the brace then being in its natural position and the top up, the catch s is within the notch r, so that the parts of the brace are prevented from turning on each other; but by pressing on the handle the catch is raised and the joint unlocked, so that the bows may be folded together. A spring within the brace I acts to return the catch to its position when the pressure is removed from the handle. The rail or base G passes around the back of the carriage to a distance equal to the width of one of the rear quarter-curtains, and has its end attached to the back of the seat. Its inner surface is convex. Passing across the back of the carriage, inside the rail and parallel with it, is the metal strip K, also equal in length to the width of the quarter-curtain, having a concave surface which fits against the convex surface of G. From points near each end of K project the screw-threaded bolts v v', which pass through holes in the rail G, and are secured on the outside by nuts.

L is the rear curtain, which passes between G and K, and, the nuts being screwed up tightly, is firmly held in its place. This arrangement is an improvement on those somewhat similar fastenings wherein two metal strips are em-

ployed, but in which screws pass through the curtain to hold it in position. By the use of my improvement the curtain need not be perforated, and it may be easily unfastened by partially unscrewing the nuts and separating the strip K from the rail G.

I am aware of the existence of patent to Fockler, No. 227,752, of May 18, 1880, but disclaim the curtain-clasp therein described and shown.

What I claim as my invention is—

1. A carriage-brace for the purpose set forth, consisting of the parts E F, pivoted together to break upward, said pivoted ends being provided with holes l, and adapted to be opened and closed by means of the lever h, having a projection, k, and the spring n, all constructed, arranged, and operating substantially as described and shown.

2. The combination, with the perforated convex shifting-rail G, of the concave metal strip K, provided with bolts v v', whereby the two are held together, and between which the back quarter-curtain is clamped and held between the said rail and strip without being perforated, substantially as described and shown.

This specification signed and witnessed this eleventh (11th) day of November, 1880.

CHARLES L. PRITCHARD.

Witnesses:

MONROE M. CADY,  
E. BEILER.

It is hereby certified that Letters Patent No. 299,937, granted June 3, 1884, upon the application of Charles L. Pritchard, of Dubuque, Iowa, for an improvement in "Carriage Tops," was erroneously issued to the said "Charles L. Pritchard and John Kuntz," as assignee of one-half interest therein; that the patent should have been granted to the said *Charles L. Pritchard* as owner of the entire interest; and that the proper correction has been made in the files and records pertaining to the case in the Patent Office, and should be read in the Letters Patent to make it conform thereto.

Signed, countersigned, and sealed this 24th day of June, A. D. 1884.

[SEAL.]

M. L. JOSLYN,  
*Acting Secretary of the Interior.*

Countersigned:

BENJ. BUTTERWORTH,  
*Commissioner of Patents.*