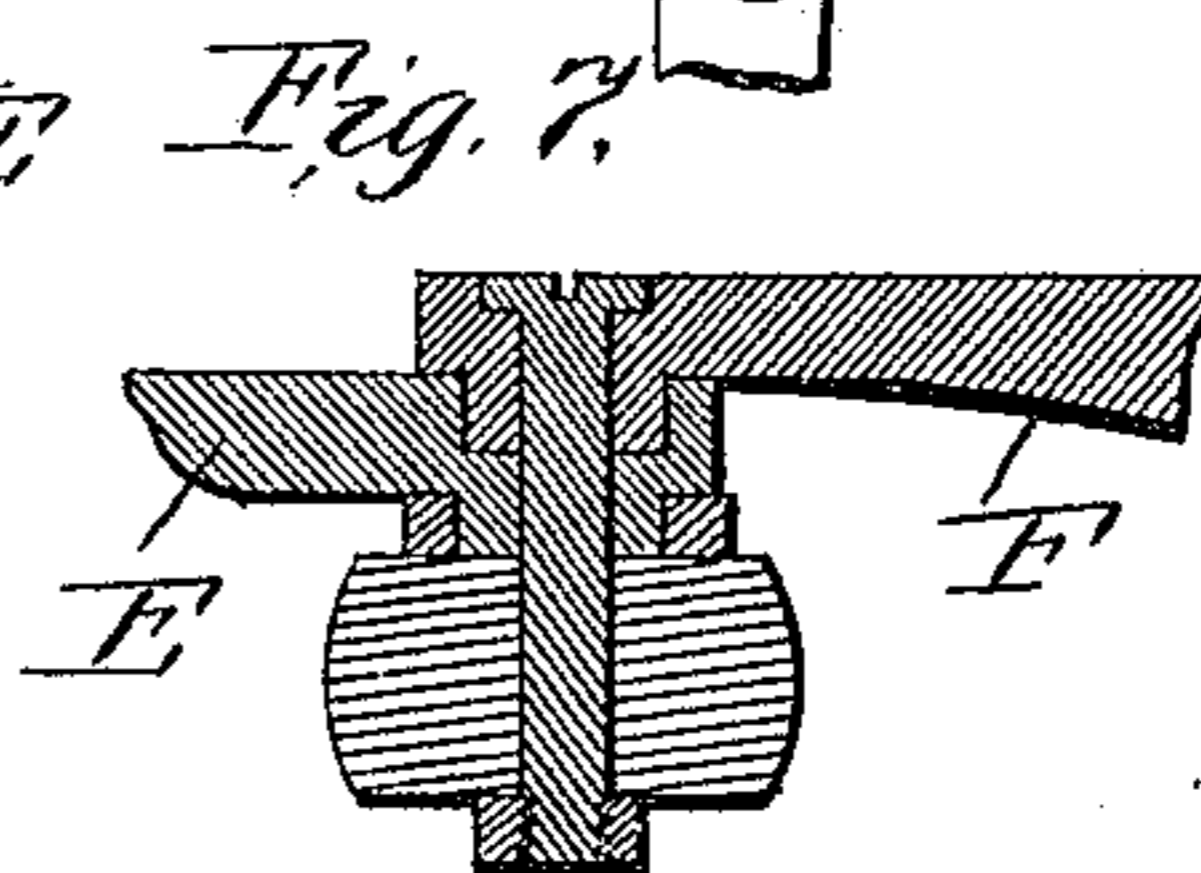
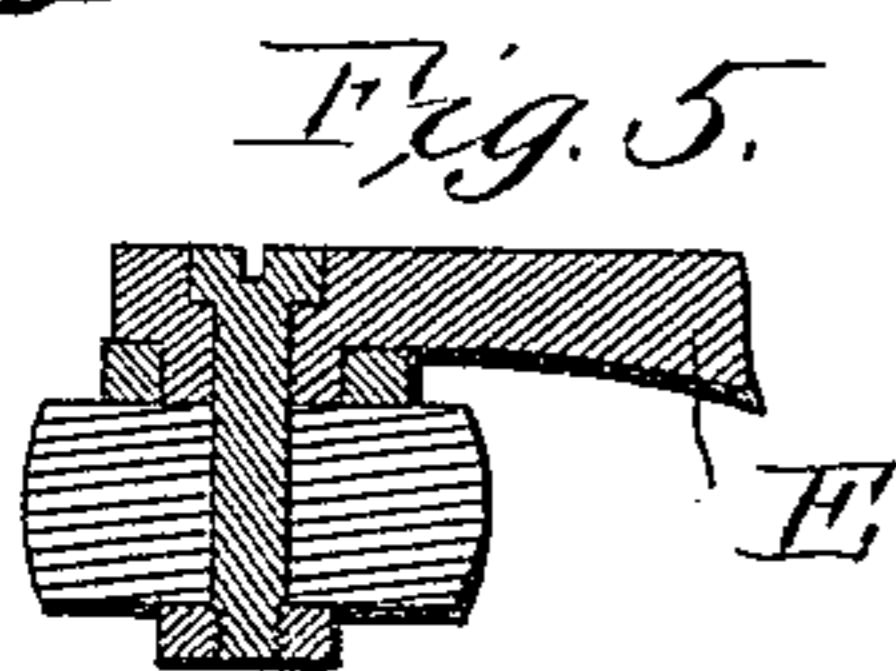
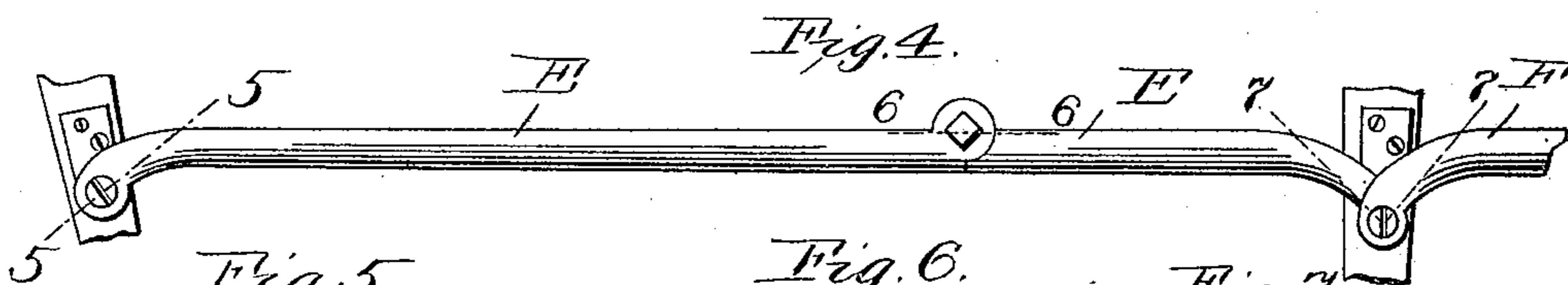
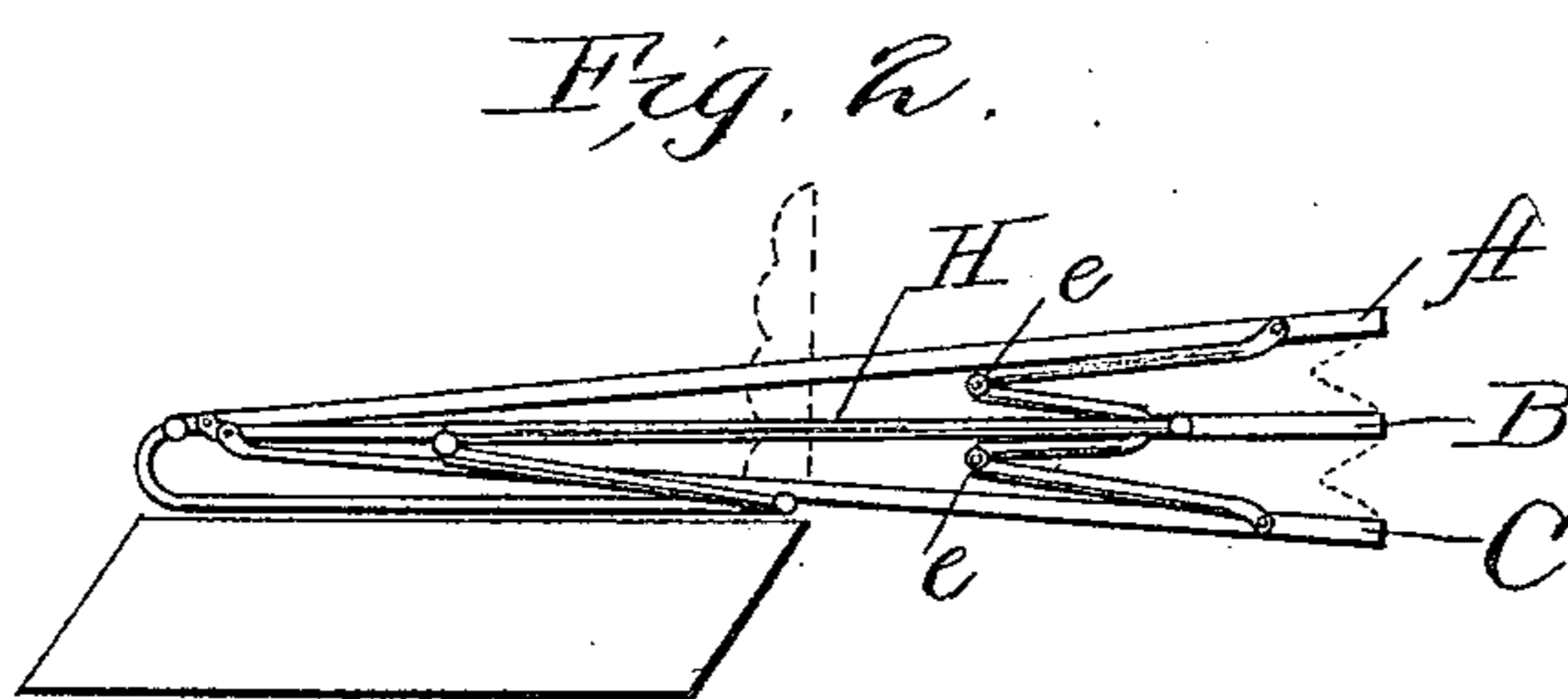
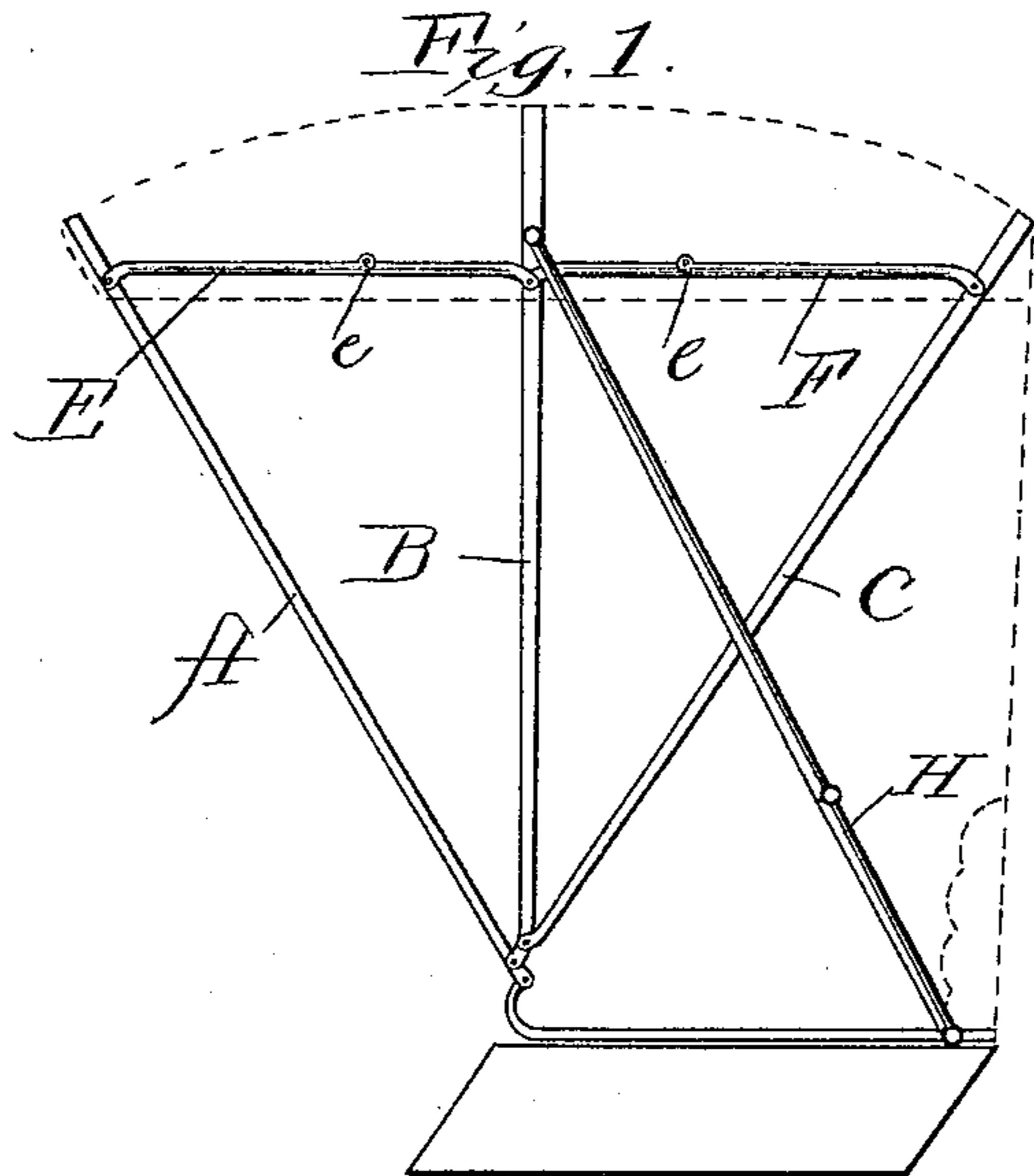


(No Model.)

W. BOUGHTON.
CARRIAGE TOP.

No. 440,343.

Patented Nov. 11, 1890.



Witnesses

Walter Keene.
James M. Spear

Inventor

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Attorney

UNITED STATES PATENT OFFICE

WILLIAM BOUGHTON, OF MANSFIELD, OHIO.

CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 440,343, dated November 11, 1890.

Application filed February 11, 1889. Renewed May 8, 1890. Serial No. 351,030. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM BOUGHTON, of Mansfield, county of Richland, and State of Ohio, have invented certain Improvements in Carriage-Tops, of which the following, taken in connection with the accompanying drawings, is a specification.

This invention relates to improvements in carriage-tops, and particularly to that class of carriage-tops which are commonly adjusted to different positions for use.

The invention has for its object to provide a frame-work for supporting the top covering and which permits of compact and neat folding.

It also relates to matters of construction, all of which are hereinafter more specifically described and claimed.

In the drawings, Figure 1 is a side elevation of a carriage-top embodying this invention, the covering being removed and its position indicated by dotted lines. Fig. 2 is a similar view representing the top crushed or folded. Fig. 3 is a side elevation of the vertical brace. Fig. 4 is a similar view of the horizontal brace, its end, and central connections. Fig. 5 is a cross-section on line 5 5; Fig. 6, a cross-section on line 6 6; Fig. 7, a cross-section on line 7 7, all of Fig. 4.

The bows A B C extend across and above the carriage-seat and have their bottom ends hinged or pivotally connected, substantially as shown in Figs. 1 and 2. Said bows are supported by horizontal braces E F and vertical brace H. The horizontal braces E F have their central joints *e e* milled to each other, as represented in Fig. 6, which construction forms a close firm joint not liable to rack or twist or become loosened by wear so as to rattle. Said braces have their ends pivoted directly to the bow-plates, as shown in Figs. 5 and 7, which allows the brace to be brought inside of the top covering, so as to be concealed thereby, as indicated by dotted lines in Fig. 1. This construction also obviates the twisting strain incident to the folding of a frame-work pivoted on arms extended outwardly through the top covering, as is commonly done. Said joints *e e* are constructed so as to break downwardly when folding the top, as shown in Fig. 2. The vertical brace

H is also arranged to break forwardly and downwardly in folding, so that all joints when folded are brought to a position, as is shown in Fig. 2, whereby a neat and compact appearance is given to the folded top.

I have described the invention as embodied in a carriage-top of three bows. Ordinary mechanical skill will, however, adapt the construction to tops with more bows and to extension and swing tops.

I claim—

1. In combination, the hinged supporting-bows, the top covering, and the horizontal and vertical braces, said horizontal brace being pivotally secured directly to and close against the bows and beneath and within the top covering to be concealed thereby, substantially as described.

2. In combination, the three bows A B C, the top covering, and the braces E F, each pivotally secured to the central bow B and the bows A C, respectively, each brace having downwardly-breaking joints *e e*, substantially as described.

3. In a carriage-top, the combination, with the hinged long bow A B, of horizontal braces E, provided with downwardly-breaking joints *e* and pivoted end connections with the bows, substantially as described.

4. In a carriage-top, the combination, with hinged bows A B C, of horizontal braces E F, having breakdown joints *e*, lap-joints *c*, and pivoted end connections with the bows, substantially as described.

5. In a carriage-top, the combination of hinged bows A B C, horizontal braces E F, and vertical brace H, all said braces being arranged to break downwardly for folding the top, substantially as described.

6. In a carriage-top, the combination of hinged bows A B C, the jointed horizontal braces E F, having their ends pivotally connected with the bows and adapted to break downwardly, as described, and a top covering, all substantially as set forth.

Signed at Mansfield, Ohio, this 12th day of December, A. D. 1888.

WILLIAM BOUGHTON.

Witnesses:

E. B. CALDWELL,
FRED K. TRACY.