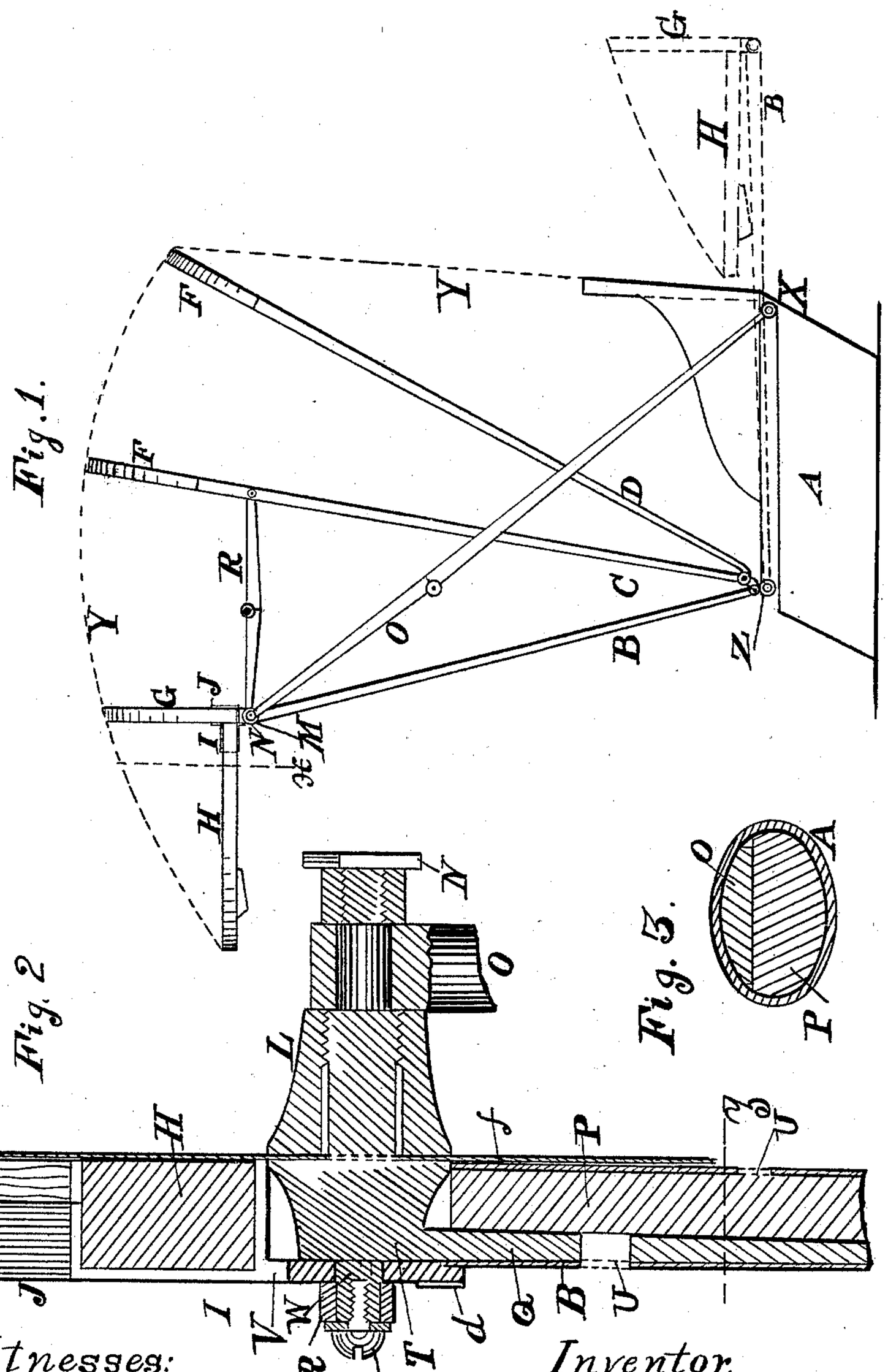
(No Model.) 2 Sheets—Sheet 1.

R. F. KRAUSE.

CARRIAGE TOP.

No. 497,099. Patented May 9, 1893.



(No Model.)

2 Sheets—Sheet 2.

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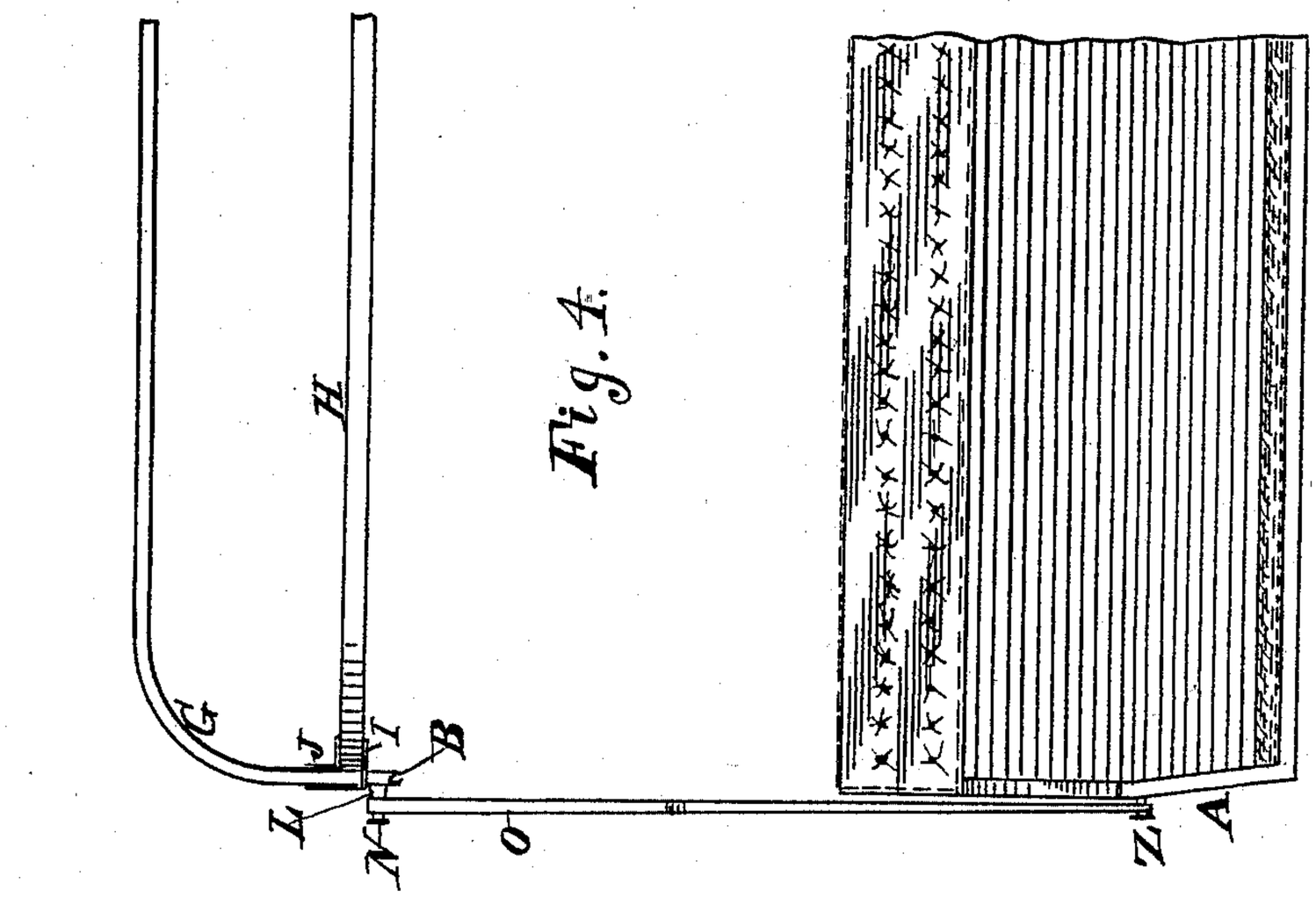

Fig. 4.

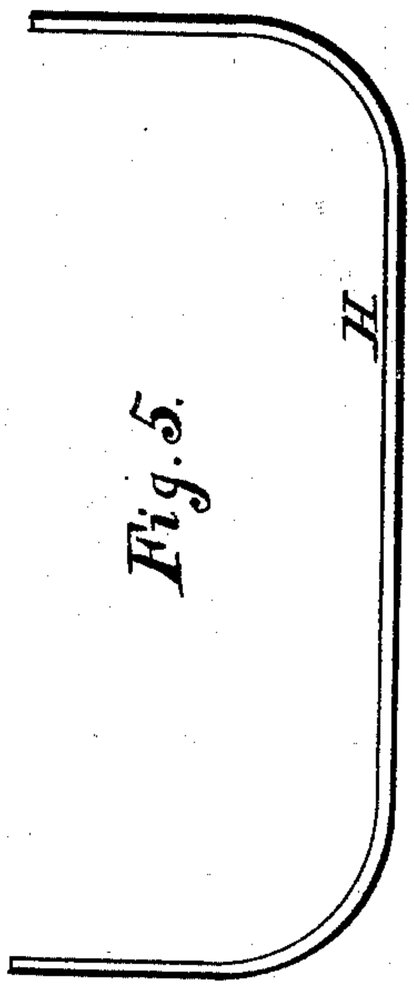

Fig. 5.

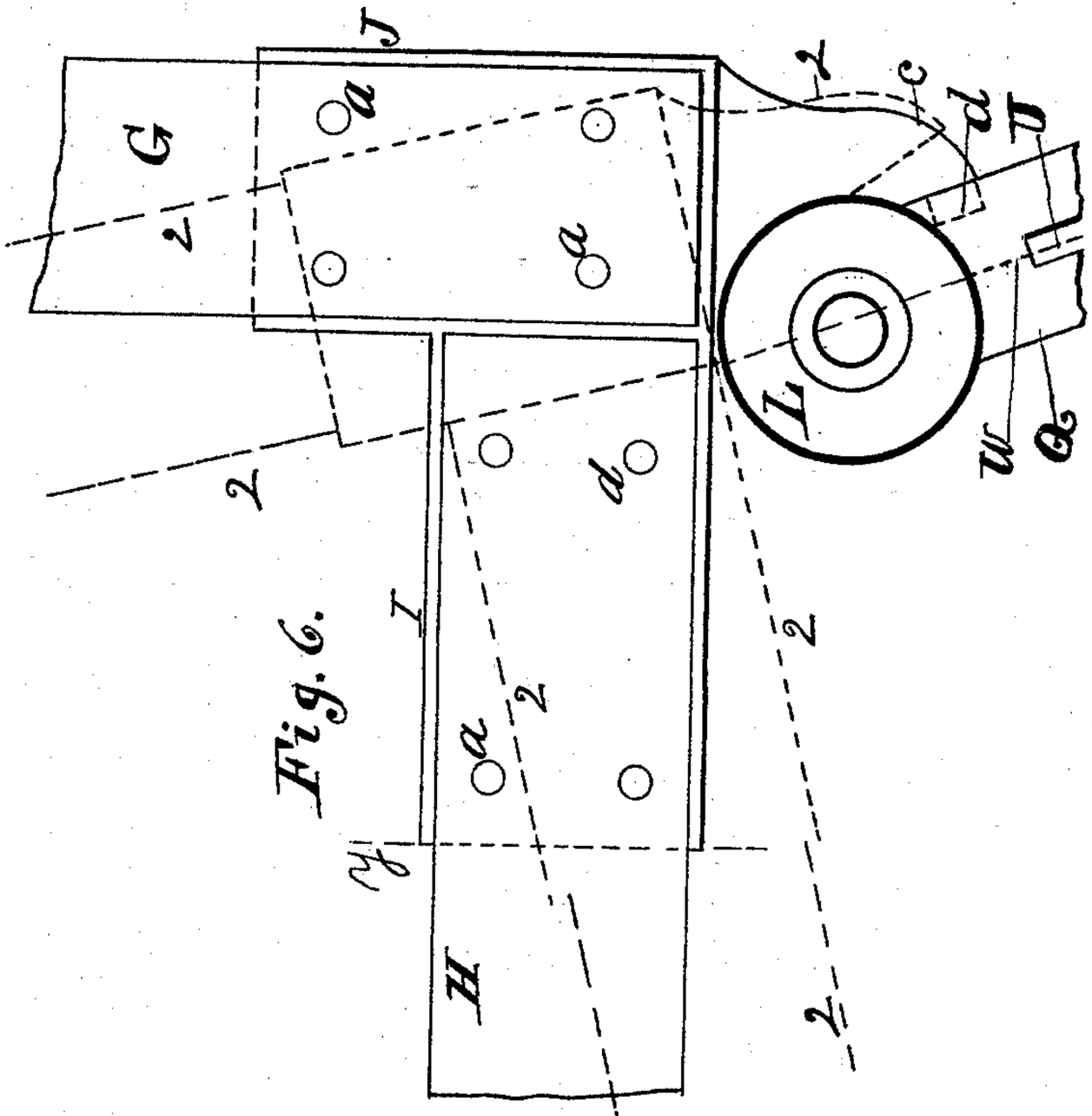

Fig. 6.

Witnesses.
Ellis S. Chesbrough.
Stephen Wright—

Inventor.
Roswell F. Krause.
by G. L. Chapin his Atty.

UNITED STATES PATENT OFFICE.

ROSWELL F. KRAUSE, OF CHICAGO, ILLINOIS.

CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 497,099, dated May 9, 1893.

Application filed December 28, 1891. Renewed October 28, 1892. Serial No. 450,207. (No model.)

To all whom it may concern:

Be it known that I, ROSWELL F. KRAUSE, a citizen of the United States, and a resident of Chicago, county of Cook, and State of Illinois, have invented new and useful Improvements in Carriage-Tops, of which the following is a specification, reference being had to the accompanying drawings, (two sheets,) illustrating the invention, in which—

Figure 1, Sheet 1, is a side elevation of the frame of a carriage top, of which my invention forms a part. Fig. 2 is a sectional elevation on line *x* Fig. 1, but enlarged full size. The parts shown are the top prop, elbow-socket plate, bow socket, chute bow, front bow. concealed brace and side brace, the section being taken on lines *w*. *y*. Fig. 6. Fig. 3. is a cross section of the bow socket, and the prop-shank connection, enlarged, on the line *z*. Fig 2. Fig. 1. Sheet 2, is a front broken elevation of Fig. 1; Fig. 5, a plan of the bow-chute, removed from the other parts; Fig. 6, a side elevation of Fig. 2, and the same parts shown at Figs. 1 and 4.

This improvement relates to what is known as a chute-extension to the front of a carriage top; whereby a proper top covering is attained, and the front bow-socket is located so far back as not to be in the way of entering the carriage body. Chutes in front of the main tops have been before employed, but by my invention the device is very much simplified; and by means of the lock which I have invented, the chute cannot rise up at the front, and the ordinary brace attachment to hold the chute down is obviated. I confine myself therefore substantially to the improvement as described, shown and claimed.

A represents the carriage seat; B, the front; C, the middle, and D the rear bow-sockets.

E, F, are the bows back of the prop M. This prop projects out from and is a part of a hub T; and to the hub is rigidly secured a shank Q, either as a solid casting, or otherwise as most desirable; and the shank extends into the bow-socket B and is secured by a wooden wedge P and by bolts, screws, or rivets as the work, or style requires, holes or slots U being formed through the bow-socket and shank Q to permit the turning nails to be driven into the wood P. An elbow socket plate I, J is cast in a single piece of metal and with a shank attachment V which is pivoted to a stud projecting out from the hub as shown at W Fig. 2; whereby the socket plate may turn more than ninety degrees to fold onto the bow-socket; when the carriage top is thrown back. There is an elbow socket plate connected with each front top-prop M; and the chute-bow H is attached to the socket plate I by screws *a*. *a*. and the front-bow G is likewise attached to the socket-plates J. The brace O is pivoted to the top-prop M and to the lower prop X and the lower ends of the bow-sockets B. C. D are pivoted to the goose-neck Z in the ordinary manner.

L is the thimble, which by a screw thread, is interposed between the brace O and the hub T, and N is the nut which holds the brace *o*, on the prop. The front end of the brace R is pivoted to the stud W and is held in place by a screw *b*. A lug *d* is formed on the shank Q at each side of the top and serve as stops for jaws *c* to bear against to support the chute bow H in position, as at Fig. 1, the said jaw being a division of shank V, and a part or the same piece of metal. By this means the side leather of the top, a section of which is shown at *f* Fig. 2, lies substantially in line against the bow socket B and bow G and also lies between the thimble L and the hub T as shown at Fig. 2.

Dotted lines Y represent the exterior lines of the top cover; and the lines G′ H′ Fig. 1, show how the chute portion is folded on the bow-socket B; and dotted lines 2. 2, &c., Fig. 6. shows a partial turn of the shank, V, of the elbow-socket plate on the stud, or pivot W of the hub T.

Having thus described my invention, I claim as new—

In a chute attachment for carriage tops an elbow socket plate, at each side of the carriage top, provided each with a metal shank, which is pivoted to the hub of the top-prop, the front bow of the top attached to the vertical socket of the elbow and the chute bow attached to the horizontal socket of the same in combination with the top props the front bow sockets and shanks on the top props entering the bow sockets and jaws on the shanks of the socket plate and lugs on the shanks of the props substantially as shown and specified.

ROSWELL F. KRAUSE.

Witnesses:
G. L. CHAPIN,
W. P. BEEM.