

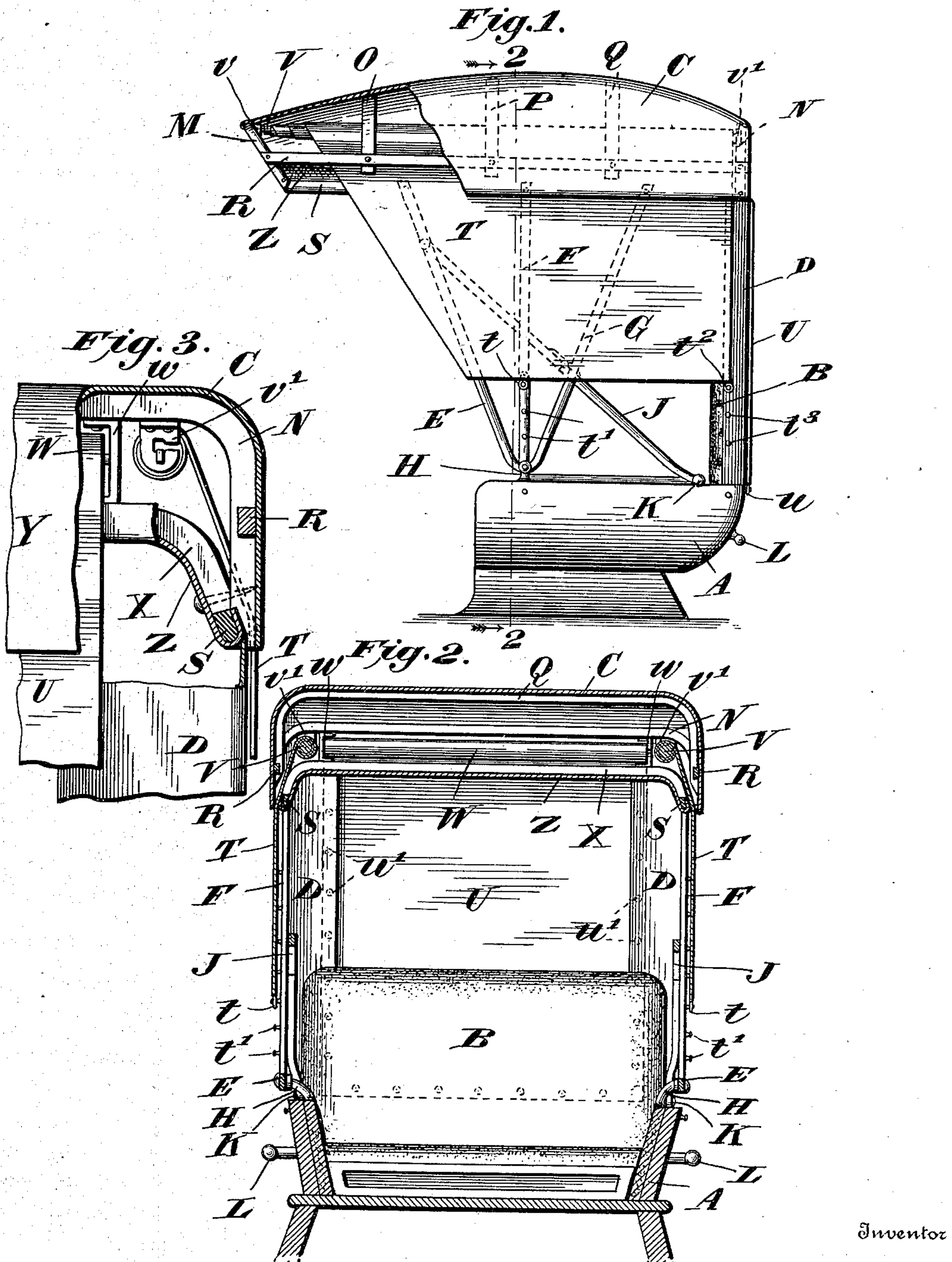
No. 735,270.

PATENTED AUG. 4, 1903.

W. H. KELLY.  
CARRIAGE TOP.

APPLICATION FILED NOV. 8, 1902.

NO MODEL.



Inventor

Witnesses

Elmer Seavey  
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# UNITED STATES PATENT OFFICE.

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## CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 735,270, dated August 4, 1903.

Application filed November 8, 1902. Serial No. 130,572. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM H. KELLY, a citizen of the United States, residing at Brownsburg, in the county of Rockbridge and State of Virginia, 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.

This invention relates to carriage-tops, particularly those of buggies, phaetons, and similar vehicles; and it consists, substantially, in the features of improvement hereinafter fully described, and particularly pointed out in the annexed claims.

It has been proposed heretofore to provide buggy and other vehicle tops with rolling curtains either of the spring-actuated or other type; but generally such attachments have been found unsatisfactory or objectionable, because the curtain-rollers and their brackets or mountings have been more or less conspicuous and ungraceful in appearance and not properly concealed, the curtain-rollers have been liable to become displaced or out of order by the jarring and shaking of the vehicle-top, and also the rollers of the side curtains have prevented folding of the top, and consequently have had to be detached and placed under the seat or elsewhere before the top could be thrown back.

The principal object of the present invention is to provide a rigid buggy-top or other carriage-top adapted to support rolling curtains both at the sides and back without any of the objectionable features above noted, the curtain-rollers being securely mounted and neatly concealed within the top, the curtains conveniently manipulated, and the top being non-foldable, but capable of being swung back without interference by the said curtain-rollers or displacement of the latter whether the curtains be wound up or drawn down. This and other objects are accomplished by means substantially as illustrated in the accompanying drawings, which form a part of this specification, and wherein—

Figure 1 is a side elevation of a buggy-top embodying my invention, a part of the top-cover being broken away and the side cur-

tains being partly drawn down. Fig. 2 is a vertical cross-section of the same, taken on line 2 2 of Fig. 1, looking toward the back as indicated by the arrows; and Fig. 3 is an enlarged fragmentary view of one of the rear corners of the buggy-top looking from the back.

The letter A designates the buggy-seat; B, the seat-back; C, the covering of the top, and D the usual vertical side strips depending from the rear end of the top.

The buggy-top is supported by suitable posts or standards, here shown as three at each side, E, F, and G, the middle standards F being vertical and the outer ones inclined upward in opposite directions in the usual way. The upper ends of the standards are rigidly secured to the top-frame, as herein- after explained, while their lower converging ends are joined together and pivoted to suitable brackets H at the sides of the buggy-seat.

The letter J denotes diagonal jointed arms or braces, the upper front ends of which are pivotally secured, preferably, to the front standards E, though they may be secured to the other standards, while the lower rear ends of said arms or braces are pivotally joined to studs or brackets K on the sides of the buggy-seat. In the position shown in Fig. 1 the jointed arms J hold the buggy-top up firmly; but said arms can easily be bent or doubled in the usual way by pressing down or forward on either of their members, thus allowing the buggy-top to be thrown back. Stud or brackets L are secured to the back part of the seat to support the rear standards G when the top is thrown back, said studs being located considerably lower than in the ordinary buggy or vehicle, so that the top can swing back down far enough to drop its front end below the heads of the occupants of the vehicle or below the top of the seat-back, such arrangement thus serving the same purpose as the ordinary foldable buggy-top.

The top-frame, over which the cover C is fitted, comprises a front bow M and a rear bow N, which are rigidly secured to the front and rear ends, respectively, of upper side strips R and lower side strips S, and also a number of intermediate bows, here shown three in number and designated as O, P, and Q, the lower ends of which are rigidly secured



to the upper side strips R. The upper ends of the standards E, F, and G are rigidly secured to the lower side strips S. The bows are shown attached to the inner sides of the upper strips R, while the front and end bows are attached to the outer sides of the lower strips S, which latter are thus located slightly inward with respect to the upper strips.

The buggy-top is shown provided with side curtains T and a back curtain U, which are preferably, though not necessarily, wound on spring-rollers. The side curtains, as shown, have their front edges upwardly forwardly inclined, corresponding to the general shape of a buggy-top, and when drawn these curtains cover the entire sides of the upper body of the vehicle. They may be provided with eyes or sockets  $t$  for fastening to studs or buttons  $t'$  on the vertical standards F and also with eyes or sockets  $t^2$  for fastening to studs or buttons  $t^3$  on the rear leather side strips D. The back curtain covers the entire back of the buggy-top and may be provided with suitable eyes or sockets  $u$  for fastening to studs or buttons  $u'$  on the strips D. Both curtains may be drawn or adjusted to any desired position, which is a great advantage over the curtains of the carriage-tops of ordinary construction, which must be wholly up or down.

The rollers V of the side curtains are arranged closely within the inner sides of the top, their ends or spindles being mounted in suitable brackets  $v$  and  $v'$ , formed or attached on the bent end portions of the front bow M and rear bow N. The curtains roll from the outer sides of the rollers and hang down between the strips R and S, and when drawn they cover the standards which support the top and the diagonal braces.

The roller W of the back curtain is arranged lengthwise beneath and between the rear bow N and another bow X, extending under and having its ends secured to or within the ends of the bow N, the ends or spindles of said roller being mounted in suitable brackets  $w$ , secured between said bows. It will be observed that the roller W is thus mounted substantially between the rear ends of rollers V, and hence the side and rear curtains do not interfere at the corners.

The curtain rolls from the outer or rear side of the roller and passes down over the rear side of bow X and under the rear valance or horizontal strip Y of the cover C.

An inner lining Z may be secured under the cover and top-frame, the same being suitably attached to the front and rear bows and to the lower side strips S, thus completely concealing the shade-rollers and their supporting-brackets.

By the construction described the curtain-rollers are snugly housed within the buggy-top, while the curtains are arranged in such manner as to be very serviceable as well as conveniently manipulated. The frame being rigid and non-foldable, there is no liability

of displacement of the rollers or disorder in the working thereof, while the whole buggy-top can be swung back when desired, either with the curtains up or down, without interference by the side-curtain rollers.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. In a carriage-top, a rigid top-frame comprising a front bow, a rear bow, a pair of strips at each side arranged one above another and having their ends secured directly to said bows, intermediate bows having their ends secured to the upper side strips, and suitable supporting-standards having their upper ends secured to the lower side strips, substantially as described.

2. In a carriage-top, the combination of a rigid top-frame comprising front and rear bows with side strips secured to and connecting the same, a cover fitted on said frame, side-curtain rollers supported by and between said bows, and a back-curtain roller mounted directly beneath and within the rear bow.

3. In a carriage-top, the combination of a rigid top-frame comprising front and rear bows, upper and lower side strips having their ends secured directly thereto, and intermediate bows having their ends secured to the upper strips, supporting-standards having their upper ends secured to the lower strips, a top-cover fitted over the frame, and side curtains having their rollers mounted between the end portions of the front and rear bows in brackets on the latter, said curtains hanging between the upper and lower side strips.

4. In a carriage-top, the combination of a rigid top-frame comprising front and rear bows, upper and lower side strips having their ends secured thereto, and intermediate bows having their ends secured to the upper strips, supporting-standards having their upper ends secured to the lower strips, a top-cover fitted over the frame, and side curtains having their rollers mounted between the end portions of the front and rear bows in brackets on the latter, said curtains hanging between the upper and lower side strips, and a back curtain having its roller mounted directly beneath and within the rear bow.

5. In a carriage-top, the combination of a top-frame having front and rear bows, a top-cover thereon, a supplemental rear bow secured within the other, and a roller for a back curtain mounted between said rear bows in brackets secured to the latter.

6. In a carriage-top, the combination of front and rear bows, upper and lower side strips secured to and connecting the same, intermediate bows having their ends secured to the upper side strips, supporting-standards having their upper ends secured to the lower strips, a top-covering, side curtains having their rollers mounted between the end portions of the front and rear bows, said curtains hanging between the upper and lower side



strips, a supplemental rear bow secured within the other, and a back curtain having its roller mounted between said rear bows.

7. In a carriage-top, front and rear bows and upper and lower side strips secured to and connecting the same, a top-covering thereon secured to the bows and upper side strips, side-curtain rollers mounted between the bows and curtains hanging therefrom between the upper and lower side strips, and an inner lining secured to the bows and the lower side strips, thus concealing the curtain-rollers.

8. A swinging carriage-top having a rigid or non-foldable top-frame, comprising front and rear bows and strips connecting the latter, and side curtains having their rollers mounted between said bows in brackets on the latter.

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

WILLIAM H. KELLY.

Witnesses:

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GEO. F. KELLEY.