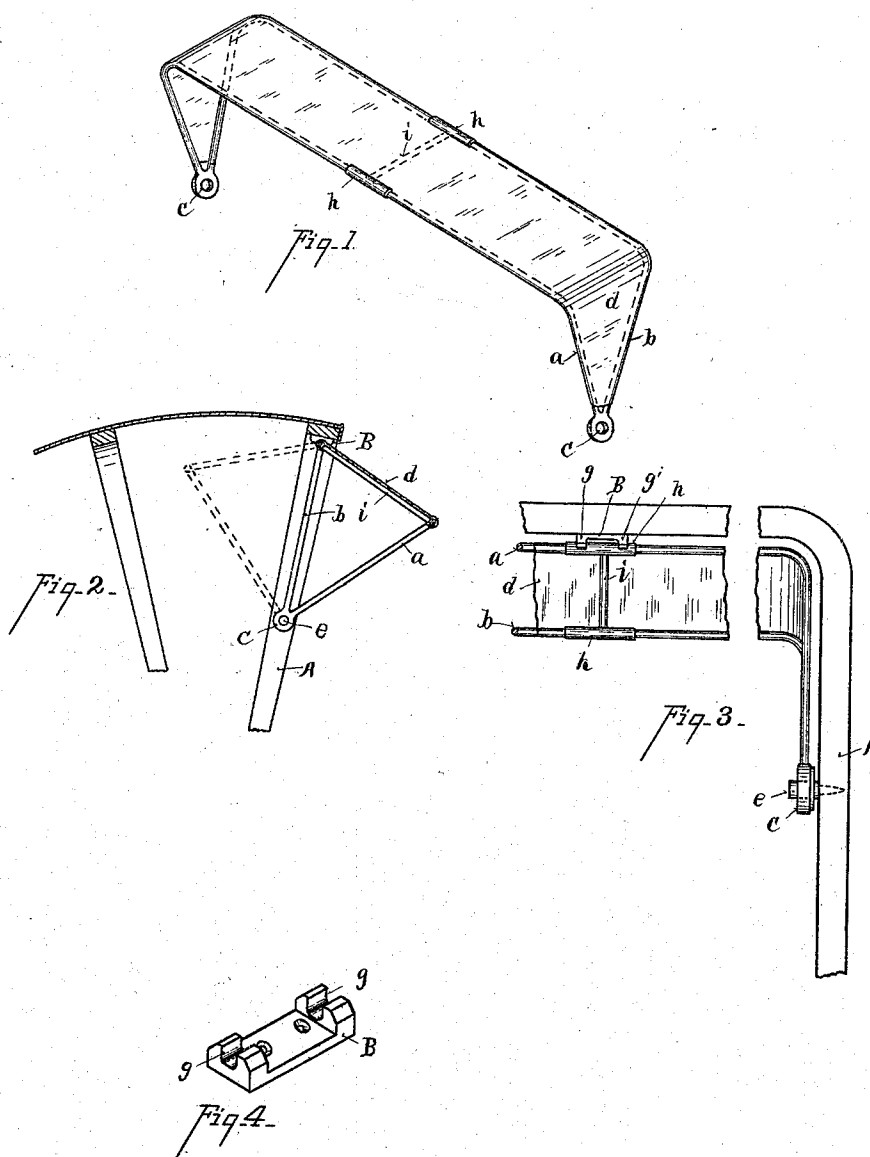


(No Model.)

L. G. MAYER & H. K. JAMES.
HOOD FOR CARRIAGE TOPS.

No. 535,711.

Patented Mar. 12, 1895.



Witnesses
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UNITED STATES PATENT OFFICE.

LOUIS G. MAYER, OF CINCINNATI, OHIO, AND HOWARD K. JAMES, OF COVINGTON, KENTUCKY.

HOOD FOR CARRIAGE-TOPS.

SPECIFICATION forming part of Letters Patent No. 535,711, dated March 12, 1895.

Application filed June 11, 1894. Serial No. 514,210. (No model.)

To all whom it may concern:

Be it known that we, LOUIS G. MAYER, residing at Cincinnati, county of Hamilton, and State of Ohio, and HOWARD K. JAMES, residing at Covington, in the county of Kenton and State of Kentucky, have invented certain new and useful Improvements in Hoods for Carriage-Tops, of which the following is a specification.

10 One of the objects of our invention is to provide a carriage hood readily detachable so that it can be attached to any carriage top.

Another object of our invention is to provide a readily detachable catch adapted to hold the hood in either position.

The features of our invention will be more fully set forth in the description of the accompanying drawings making a part of this specification, in which—

20 Figure 1, is a perspective view of the hood. Fig. 2, is an elevation showing the hood attached to an extended carriage top. Fig. 3, is a top plan view of Fig. 2. Fig. 4, is a perspective view of the catch.

25 The frame of the hood is composed of two bows *a, b*, made of spring wire the ends of which are welded together and swaged to form an eye *c*. The spring bows are then bent into form to conform to the shape of the top.

30 *i* represents a cross brace connecting the bows *a, b*, across the center. *d* represents a cover and lining attached to the bows. *e* represents the center studs or screws attached to the front bow *A* upon which the eyes *c* hinge.

35 *B* represents a catch plate attached to the front bow *A*. It is provided with two catches *g, g'*. *h* represents semi-tubular plates clamped over the bows *a, b*. These parts are made of metal first to receive the wear off of the cover of the hood and second the metal is ornamental.

40 We have shown two catches *g, g'*, so as to firmly support the hood in either of its ad-

justed positions. The bows *a, b*, being made of spring metal will on the application of slight force spring enough to engage with the catches and be in like manner readily disengaged from them by force applied at or near the bows and yet the elasticity of the bows will hold the hood firmly in position against the ordinary jolts and strains imparted to a carriage top. The centers *e* may be plain studs and the spring of the bows will allow the hood to be readily taken off and put on to the carriage top without disturbing the centers.

We claim—

1. A hood for carriage tops consisting of two spring bows *a, b*, welded together at their ends and bent apart to form an integral frame, and perforated at their meeting ends to form eyes adapted to be removably journaled upon centers *e* attached to the carriage bow, and a cover *d*, stretched over and secured to said frame, substantially as described.

2. In combination with a carriage bow *A* of the catch plate *B* provided with beveled recessed projections *g*, a swinging hood composed of bows *a, b*, provided with eyes *c* detachably journaled upon centers *e*, and adapted to engage with said catch plate *B* in either of its adjusted positions, substantially as described.

3. A carriage hood composed of spring bows *a, b*, united to form eyes *c*, covering *d*, and semi-tubular plates *h* forming wearing surfaces for the catch plate, substantially as specified.

In testimony whereof we have hereunto set our hands.

LOUIS G. MAYER.
HOWARD K. JAMES.

Witnesses:

W. E. ENYART,
JOS. S. MALES.