

(No Model.)

J. P. JOHNSON.
CARRIAGE TOP.

No. 520,433.

Patented May 29, 1894.

Fig. 1.

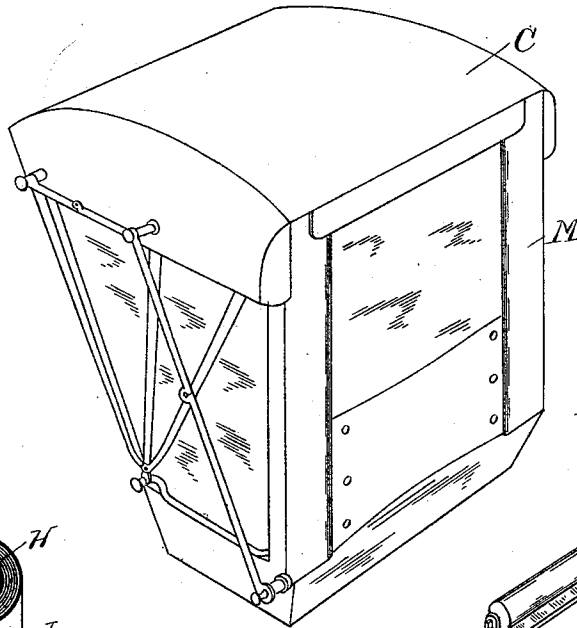


Fig. 5.

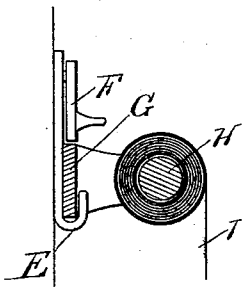


Fig. 2.

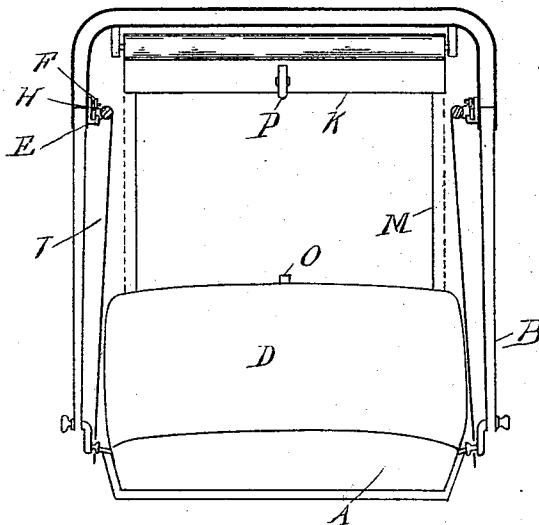


Fig. 4.

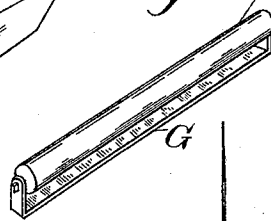
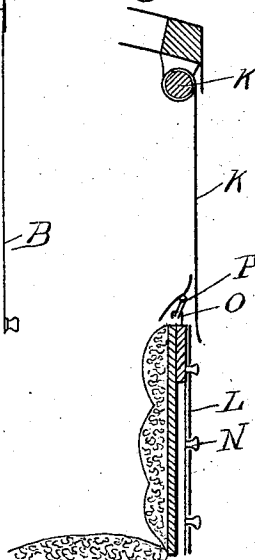


Fig. 3.



Witnesses
M. D. Ogden
Otto F. Barthel

Inventor
Jeremiah P. Johnson
By *Wm. S. Maynes* *Attys.*

UNITED STATES PATENT OFFICE.

JEREMIAH P. JOHNSON, OF DETROIT, MICHIGAN.

CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 520,433, dated May 29, 1894.

Application filed August 26, 1893. Serial No. 484,132. (No model.)

To all whom it may concern:

Be it known that I, JEREMIAH P. JOHNSON, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Carriage-Tops, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention consists in the peculiar construction of the top and especially the curtains for the top, all as more fully hereinafter described.

In the drawings, Figure 1 is a perspective view of a carriage top with my improvements applied. Fig. 2 is a front elevation thereof. Fig. 3 is a vertical, central, longitudinal section thereof. Fig. 4 is a detached, perspective view of the side curtain roller and frame. Fig. 5 is a section therethrough showing the supporting bracket in elevation.

In the present construction of carriage tops, the side curtains are usually detachably buttoned on, and when removed are placed under the seat, or in the seat, usually requiring to be folded. The back curtain is hung from the top and when not in use is rolled up and suspended by two straps outside. After a little use of such a construction, the curtain being exposed to the weather while in use or out of use, warps, bends or cracks. This construction permits of no adjustment, and must be either wholly up or down.

My construction is intended to overcome these defects and to this end consists of detachable roller curtains for the sides, and a curtain for the back composed of two complementary sections, one secured to a roller within the carriage top, adapted to be drawn down to the top of the back and the other section secured to the back extending from top to bottom thereof.

A is the carriage seat, B the bows, C the top, D the seat back, all of known and usual construction.

E are hooks or brackets secured to the inner faces of the bows near the top and F are latches pivoted to the brackets above the open portion of the hooks.

G is a frame, preferably formed from a bar,

having bent ends, as shown in Fig. 4, in which the roller H is journaled. I are side curtains secured to this roller.

To secure the side curtains in position, the bar of the frame is engaged in the hooks E and the latch F turned down to bear upon that frame, as shown in Fig. 5. In this position the curtain may be raised and lowered as necessary.

If desired the curtain roller may be a spring roller with ratchet and pawl to hold it at any desired position, with any suitable catch to hold it at the bottom, such as the buttons J. When detached, the rollers, with the curtain may be stowed away under, or in the seat, but it is not necessary to remove them, except it is desired to fold up the top which in use seldom happens.

The back curtain consists of the roller section K, which is secured to the roller K' journaled in brackets in the top and the back section L, secured to the seat back between the side strips M, as by buttons N. As this section is not rolled up, no lining is required, and when the roller section is drawn down, its lower edge, overlapping the upper edge of the lower section, forms apparently an extension thereof, and gives the appearance of the usual curtain construction.

O is a hook on the seat back and P, an apertured strap on the roller section K, for engagement therewith, to hold the curtain down. This rear curtain can be operated from the inside, raised and lowered partially or entirely and the curtain, when not in use, being housed has a much longer life.

What I claim as my invention is—

1. In a carriage top, the combination with the bows and top covering, of brackets on the bows, frames detachably secured in the brackets, rollers journaled in the frames, curtains on the rollers, and means for locking the frames in the brackets, substantially as described.

2. In a carriage top, the combination with the bows and top covering, of side curtains, rollers to which said curtains are secured, frames, formed of a strip of metal with bent ends in which said rollers are journaled, hooks on the inside of the bows at the top in which

said frames are adapted to be supported and latches F above the hooks, the parts combined as and for the purpose described.

3. In a carriage top, the combination of the
5 bows, seat back, top covering and side strips at the back, an upper back curtain for the space between such strips, a roller supporting said curtain journaled on the top and a complementary curtain secured to the back be-

tween the strips and below the upper curtain so substantially as described.

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

JEREMIAH P. JOHNSON.

Witnesses:

M. B. O'DOHERTY,
JAMES WHITEMORE.