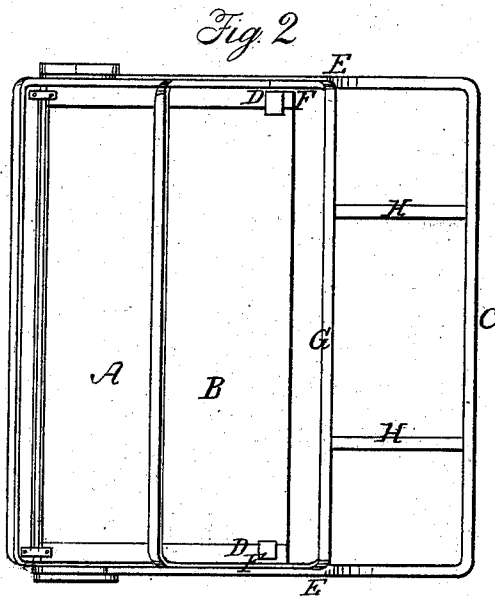
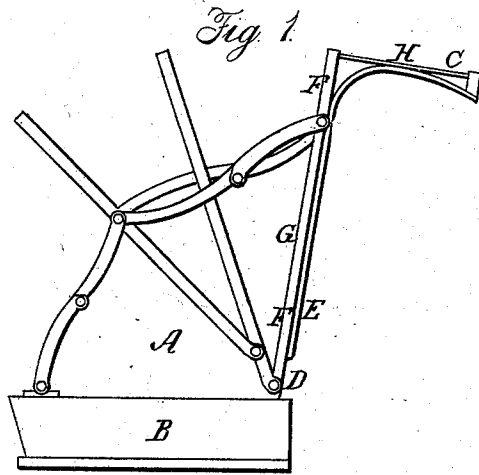


W. F. RUNDELL.

Carriage-Top.

No. 60.066.

Patented Nov. 27, 1866.



Witnesses.  
Gas A. Service  
J. W. Huntington.

Inventor.  
W. F. Rundell  
Per Munnell  
Atty.

# United States Patent Office.

## IMPROVEMENT IN CARRIAGE TOPS.

W. F. RUNDELL, OF GENOA, NEW YORK.

Letters Patent No. 60,066, dated November 27, 1866.

### SPECIFICATION.

#### TO ALL WHOM IT MAY CONCERN:

Be it known that I, W. F. RUNDELL, of Genoa, in the county of Cayuga, and State of New York, have invented a new and useful Improvement in Carriage Tops; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

The present invention relates to the frames for buggy and other carriage tops, and it consists in securing the front bow or section of the frame to the one next adjoining in an extremely novel manner, whereby not only is the frame greatly simplified in construction but its strength much increased, while with the same amount of top surface or covering as in ordinary carriage tops a person can pass into or out of the carriage if its top is up with much greater freedom, ease, and convenience than with carriages having tops of the usual construction.

In the accompanying plate of drawings my improvement in carriage tops is illustrated—

Figure 1 being an elevation of one side of the same when swung up; and

Figure 2, a plan or top view of the same.

Similar letters of reference indicate like parts.

A, in the drawings, represents the frame of a buggy or other carriage top, which, except so far as the present invention extends, is made of the usual construction, and is hung to the carriage seat, B, so as to be swung up or down therein, according as may be desired. C the front section or bow of the top frame, which, in lieu of being hung to the common centre or turning point, D, of the said frame, is attached through its arms, E, by riveting, or in any other proper manner, to the side-bars, F, of the next adjoining section or bow, G, of the frame, these arms, E, extending along the entire length of the said bars, F, or nearly so, and thereby stiffening, bracing, and strengthening the same. This front bow or section, C, is also secured at its upper portion to the next adjoining section by means of cross-bars, H, which bars serve to strengthen and brace such front section, as is obvious without any further explanation.

From the above description of the manner in which the front section or bow of the carriage top is secured to the section of the same next adjoining, it is plainly obvious that the several advantages hereinbefore recited are each and all obtained.

I claim as new, and desire to secure by Letters Patent—

The top frame for carriages, having its front section or bow secured to the section next adjoining; substantially in the manner described, and for the purpose specified.

The above specification of my invention signed by me this 14th day of May, 1866.

WM. F. RUNDELL.

Witnesses:

M. M. LIVINGSTON,  
ALBERT W. BROWN.