

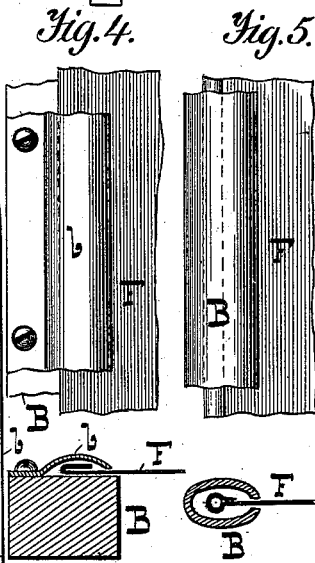
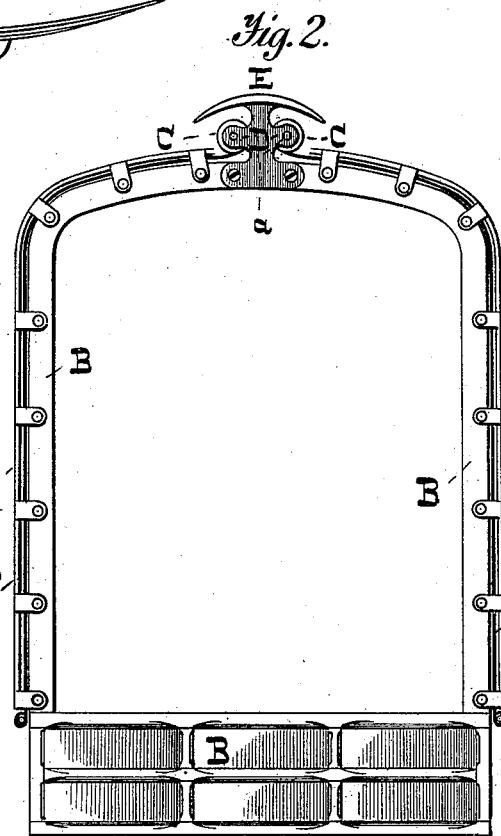
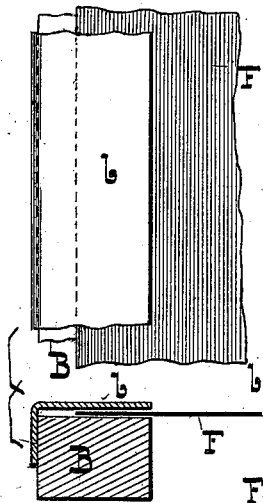
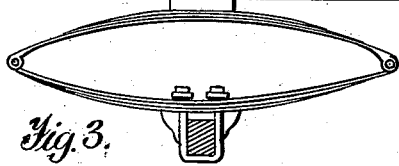
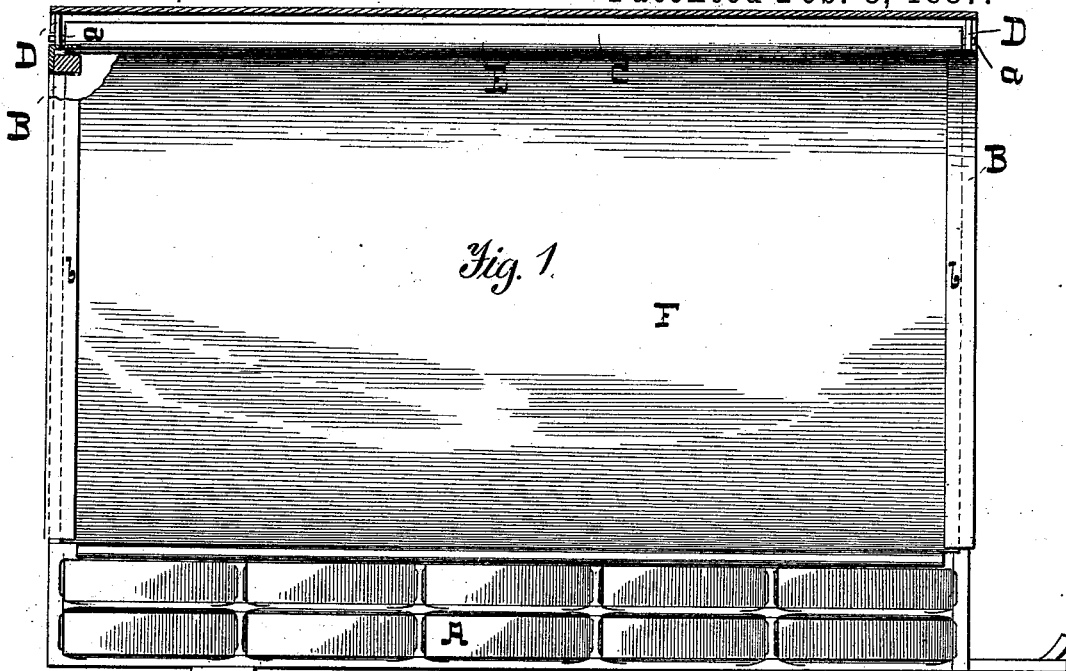
(No Model.)

C. A. KEYSER.

CARRIAGE TOP.

No. 357,485.

Patented Feb. 8, 1887.



Witnesses.  
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# UNITED STATES PATENT OFFICE.

CHARLES A. KEYSER, OF AIKEN, OF SOUTH CAROLINA.

## CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 357,485, dated February 8, 1887.

Application filed April 6, 1886. Serial No. 198,030. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES A. KEYSER, of the city of Aiken, in the county of Aiken and State of South Carolina, have invented certain Improvements in Carriage or Wagon Tops, of which the following is a specification.

This invention consists in providing the bowed frames of a carriage or wagon top with rollers carrying blinds, the lateral edges of which are sustained by means of strips, as will hereinafter fully appear.

In the accompanying drawings, forming a part hereof, Figure 1 is a side view of a wagon-body and the bowed frames of the top provided with blinds after the manner of my invention. Fig. 2 is an end view of Fig. 1. Fig. 3 consists of two views, on an enlarged scale, of parts of a top frame and a blind; and Figs. 4 and 5 illustrate certain modifications in the manner of sustaining the lateral edges of the blinds, as hereinafter described.

A is a wagon-body, and B B are the bowed frames which constitute the skeleton top of the wagon.

C C are rollers, preferably of the spring or self-winding type, having pintles *a a*, which rest in brackets D D, secured to the outer frames. These rollers are placed as closely together as is practicable, and they extend longitudinally of the wagon. They are protected from the weather by means of a hood, E, supported in any suitable manner over them. In the drawings the hood E is illustrated as sustained by the brackets D D.

F F are blinds, preferably of leather, attached to the rollers C C and adapted to be wound upon them. It will be seen that these blinds, as they extend the entire length of the skeleton top and are attached to rollers situated centrally of and at the crown of the bowed frames, which together form the skeleton top, answer the purpose of the cover generally employed in carriage-tops, and such cover is

therefore unnecessary. The lateral edges of the blinds are confined by means of strips *b b* to the frames B B.

In Fig. 3 the blind has a plain edge, and the strip *b* is flat, while in Fig. 4 the edge is thickened by folding and the strip curved to form a receptacle for the edge. This latter construction is preferable, as the blind is held more firmly in place.

In Fig. 5 the frame is shown as made of metal, and hollow, so as to receive the edge of the blind, which is beaded. In this last construction the independent holding-strip is dispensed with.

In the drawings I have shown the wagon as provided with side blinds only; but it is evident the back and front may have blinds corresponding to the ones illustrated. Further, the rollers can have any of the well-known devices for rolling them, instead of the springs, without departing from the spirit of the invention, which extends to the employment of blinds on rollers as applied to a carriage-top.

I claim as my invention—

1. In a carriage-top, the combination of bowed frames, rollers situated centrally of and at the crown of the said bowed frames carrying blinds adapted to form the complete cover for the said top, and strips to sustain the lateral edges of the said blinds, substantially as and for the purpose specified.

2. In a carriage-top, the combination of bowed frames, rollers situated centrally of and at the crown of the said bowed frames, carrying blinds which extend the entire length of the carriage-top, and adapted to form the complete cover for the said top, and strips to sustain the lateral edges of the said blinds, substantially as and for the purpose specified.

CHARLES A. KEYSER.

Witnesses:

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