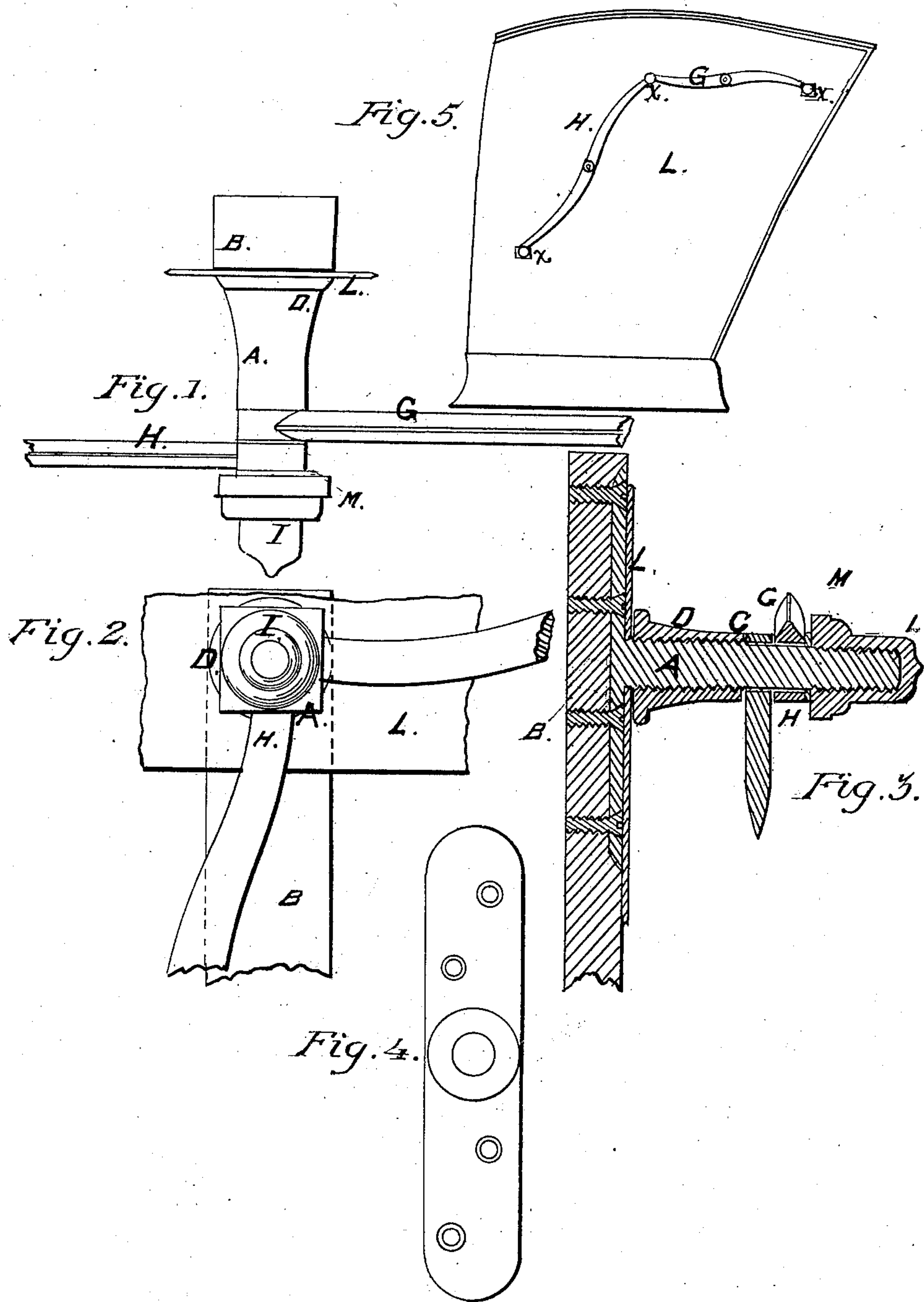


C. THOMAS.
Carriage-Top.

No. 18,254.

Patented Sept 22, 1857.



UNITED STATES PATENT OFFICE.

CHAUNCEY THOMAS, OF WEST NEWBURY, MASSACHUSETTS.

CARRIAGE-PROP.

Specification forming part of Letters Patent No. 18,254, dated September 22, 1857; Reissued August 26, 1862, No. 1,331.

To all whom it may concern:

Be it known that I, CHAUNCEY THOMAS, of West Newbury, in the county of Essex and State of Massachusetts, have invented
5 an Improved Carriage-Prop; and I do hereby declare that the same is fully described and represented in the following specification and the accompanying drawings, of which—

10 Figure 1 is a top view of the said prop and portions of two joint bars as applied to a part of a carriage bow. Fig. 2 is a side view of the same. Fig. 3, a section taken
15 longitudinally through the portion of the bow to which it is attached. Fig. 4 is a side view of a carriage prop of the ordinary construction which consists of a joint pin *a*, projecting from a plate *b*, which when in use
20 is placed against the outer surface of the leather covering of a carriage or gig and is confined to the bow by screws passing through the said plate and the leather covering and into the bow. Fig. 5 is a side
25 view of a gig top and represents the hinged joint bars *G*, *H*, and their props *x*, *x*, *x*.

In carrying out my improvement I employ a joint bar standard *A* formed as shown in side view in Fig. 2 it being screwed or
30 fastened directly to the bow *B*, as shown in Fig. 3. This standard *A*, is provided with a male screw, *C*, which is furnished with a screw cap or tapering nut, *D*, that screws upon it as shown in Fig. 3, such nut, at
35 its base, resting directly on the leather of the carriage hood, this leather being represented at *L*. The tapering screw nut or cap besides forming a finish to the prop, serves to confine the leather to the bow, and also as
40 a shoulder for one of the joint bars, *G*, *H*,

to rest against. These joint bars turn freely on the standard, *A*, and are maintained in place by a nut, *I*, which is screwed upon the end of the standard and against a washer *M*, arranged between the said nut and the
45 adjacent joint bar.

Before placing the leather of the carriage hood on the prop, such leather should have a round hole cut through it of a sufficient size to receive that part of the standard on
50 which the screw shoulder cap or tapering nut *D*, is to be arranged.

The advantages of my improved prop over the common carriage prop consist in its being directly applied against and fast-
55 ened to the carriage bow and not by screws extending through the leather of the hood and into the bow, my improved prop by means of its peculiar construction and mode of application enabling a wrinkle to be
60 easily removed from the leather whenever such may be caused either by expansion or contraction of the same. With the common prop, the wrinkle must remain in consequence of the manner in which the said
65 prop is arranged with respect to the leather and the bow and secured in place.

What I claim as my invention is—

My improved carriage prop as constructed with a screw shoulder cap, *D*, combined
70 with a joint bar standard *A*, and arranged between the leather, *L*, and the joint bars, *G*, *H*, and so as to screw upon the said standard substantially in manner as described.

CHAUNCEY THOMAS.

Witnesses:

DANIEL P. NICHOLS,
JOHN C. CARR.