R. W. STONE.

Carriage-Top.

No. 18,558. Patented Nov. 3. 1857.

Fig. 1.

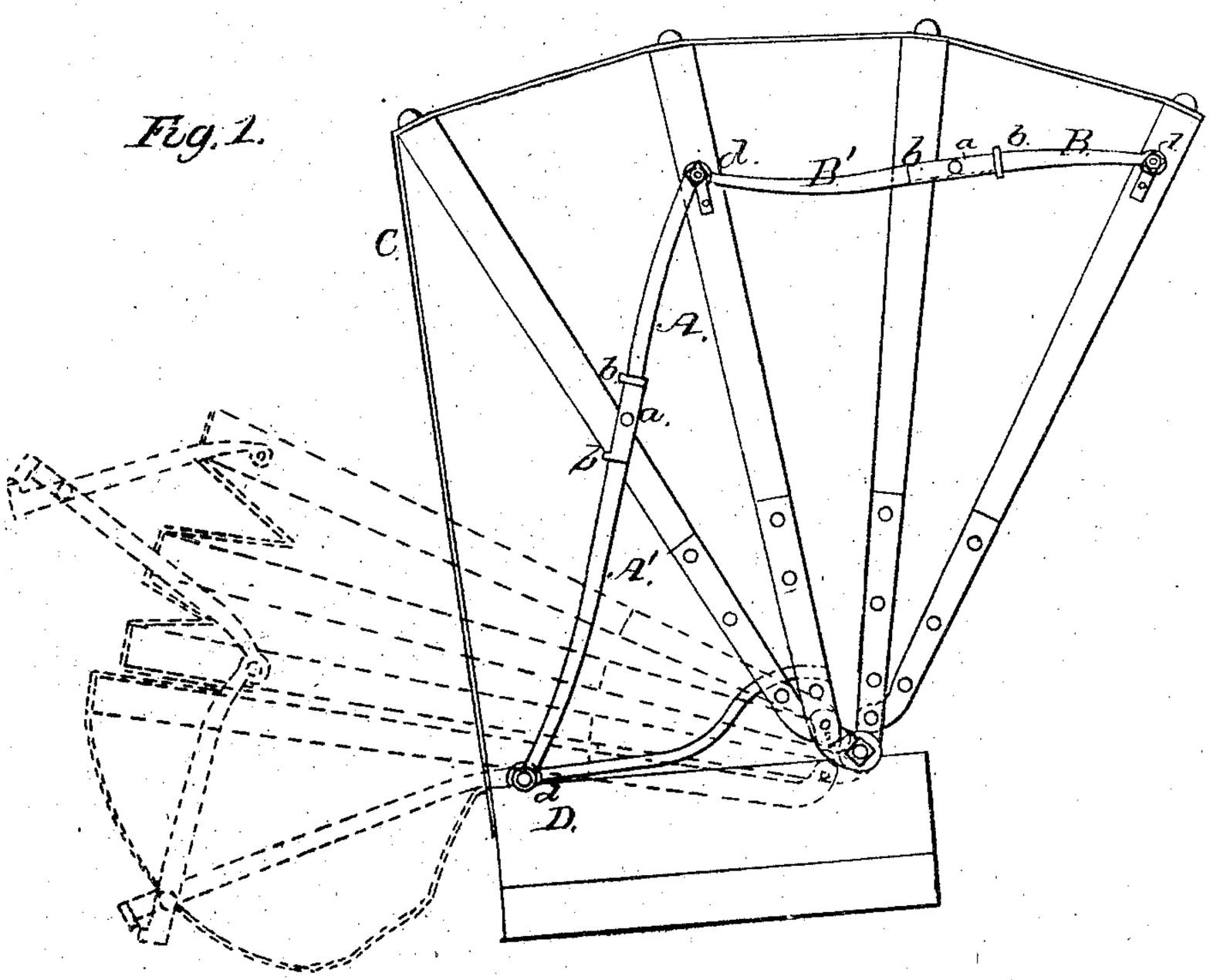
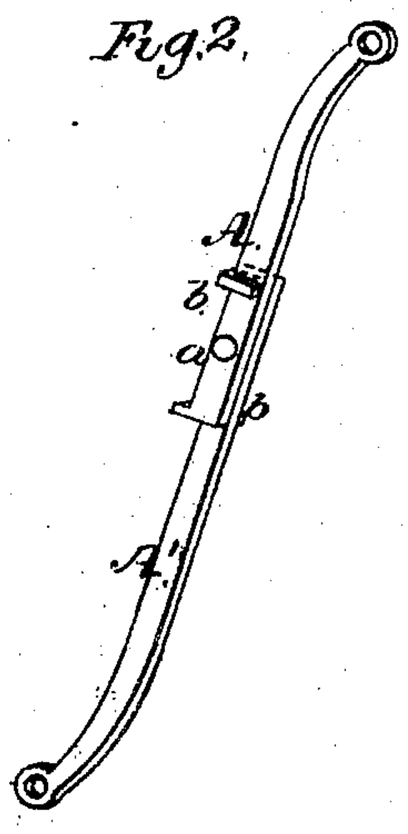


Fig. 2.



UNITED STATES PATENT OFFICE.

REUBEN W. STONE, OF SOLSVILLE, NEW YORK.

JOINT OF CARRIAGE-TOPS.

Specification of Letters Patent No. 18,558, dated November 3, 1857.

To all whom it may concern:

Be it known that I, REUBEN W. STONE, of Solsville, in the county of Madison and State of New York, have invented a new and useful Improvement in Jointed Bars for Supporting in a Raised State Calash Carriage-Tops; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1, is a side view of my improvement applied to a carriage top. Fig. 2, is a detached edge view of ditto.

Similar letters of reference indicate corresponding parts in the two figures.

The object of this invention is to obtain a cheap and simple arrangement of jointed bars one that is durable and will be prevented from working loose at the joint, and one that will prevent the cloth or leather covering of the top from being chafed when in a lowered state. This object is attained by having the bars of proper curved form connected by joints, each bar having a loop or hook formed on its inner end and so arranged that when the bars are distended the loop or hook of one bar will receive and form a support for its fellow bar.

To enable those skilled in the art to fully understand and construct my invention I will proceed to describe it.

A, A′, B, B′, represent two pairs of metal bars, curved slightly as shown in Fig. 1, or of an approximate form. The bars A′, B′, of each pair are somewhat longer than the others A, B, and the two bars of each pair are connected by a rivet (*a*), said rivets passing through the bars a short distance from their inner ends. At the inner end of each bar, a loop or hook (*b*) is formed. These loops or hooks are formed at opposite sides of the bars, that is, the loops at the end of the bars A′, B′, are formed at their outer sides, and those of the bars A, B, at their inner sides, so that when the two pairs of bars are distended each loop will receive and support the bar of its fellow loop. These loops or hooks as they clasp the bars when they are distended and support the carriage top in a raised state, prevent the joint of the bars or the rivet (*a*) from working loose, and they also serve when the top is lowered as a stop and prevent the bar A from descending beyond a certain distance. In Fig. 1 the bars shown in black are distended, supporting the top C, which is also shown in black in a raised state. The top is shown lowered in red and the bars (*c*) when lowered are also shown in red. The two pairs of bars are secured to the top C, in the usual way, as shown at (*d*), (*d*), *d*′, the lower end of the bar A being secured to the seat D, of the vehicle at the point (*d*′).

The loops or hooks (*b*) must be so arranged or formed at such a distance from the rivets (*a*) that they will not allow the folds of the top C, when said top is lowered from touching each other, as shown in red, Fig. 1. By thus arranging the loops the bows of the top cannot chafe or wear the cloth or leather covering. The ordinary jointed bars allow the bows of the top when the top is down to rest one on the other and the covering soon becomes worn thereby.

The bars at each side of the top are precisely alike. It will be seen that they may be cheaply constructed as each pair has but one joint and this joint is supported or prevented from working loose, by the hooks or loops, the whole forming a simple economical and efficient device for the purpose intended.

Having thus described my invention what I claim as new and desire to secure by Letters Patent, is,

The bars A, A′, B, B′, connected by the joints (*a*) and provided with loops or hooks (*b*) (*b*) arranged substantially as and for the purpose set forth.

REUBEN W. STONE.

Witnesses:

WM. F. WARREN,

HI. MUNN.