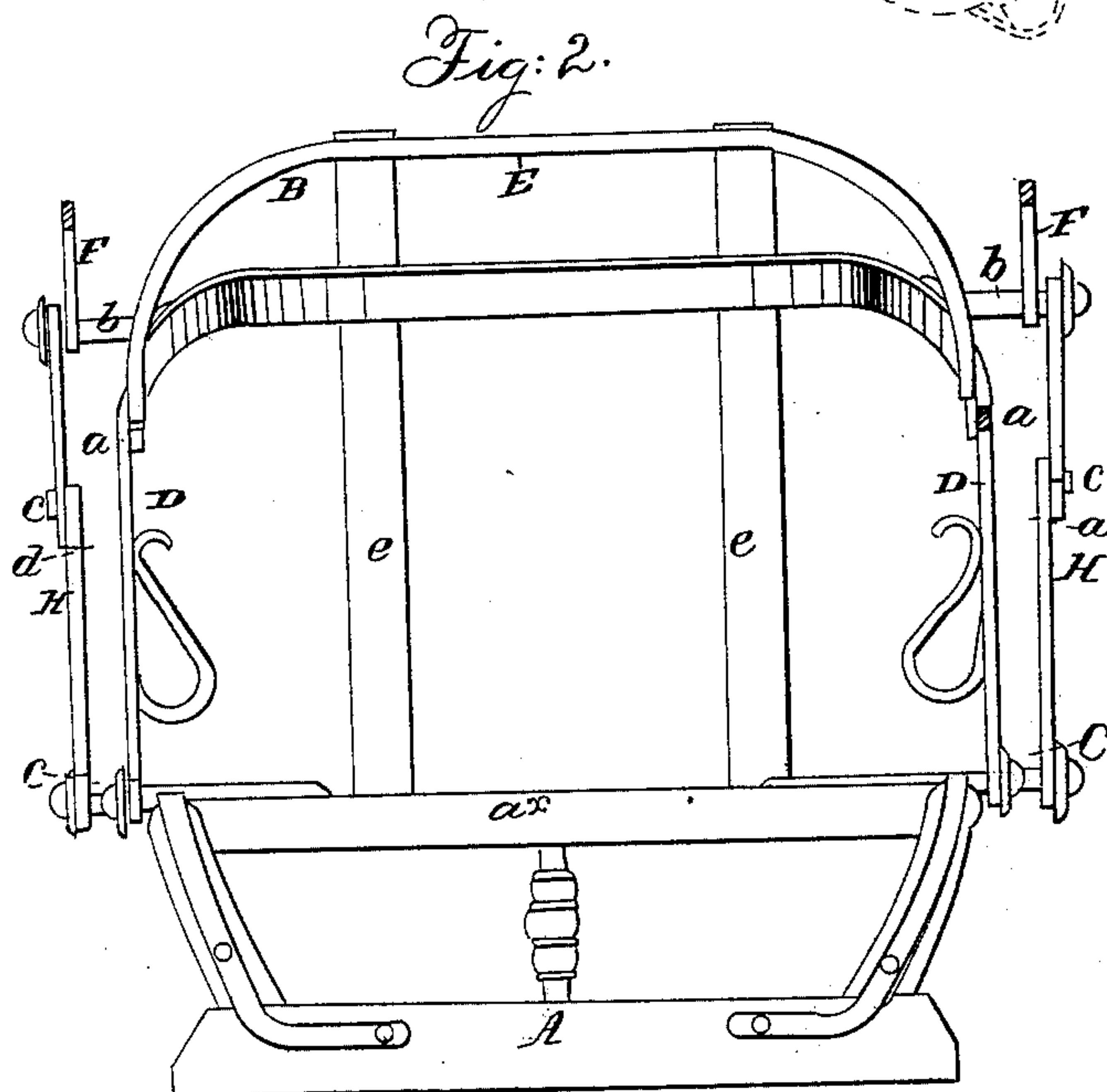
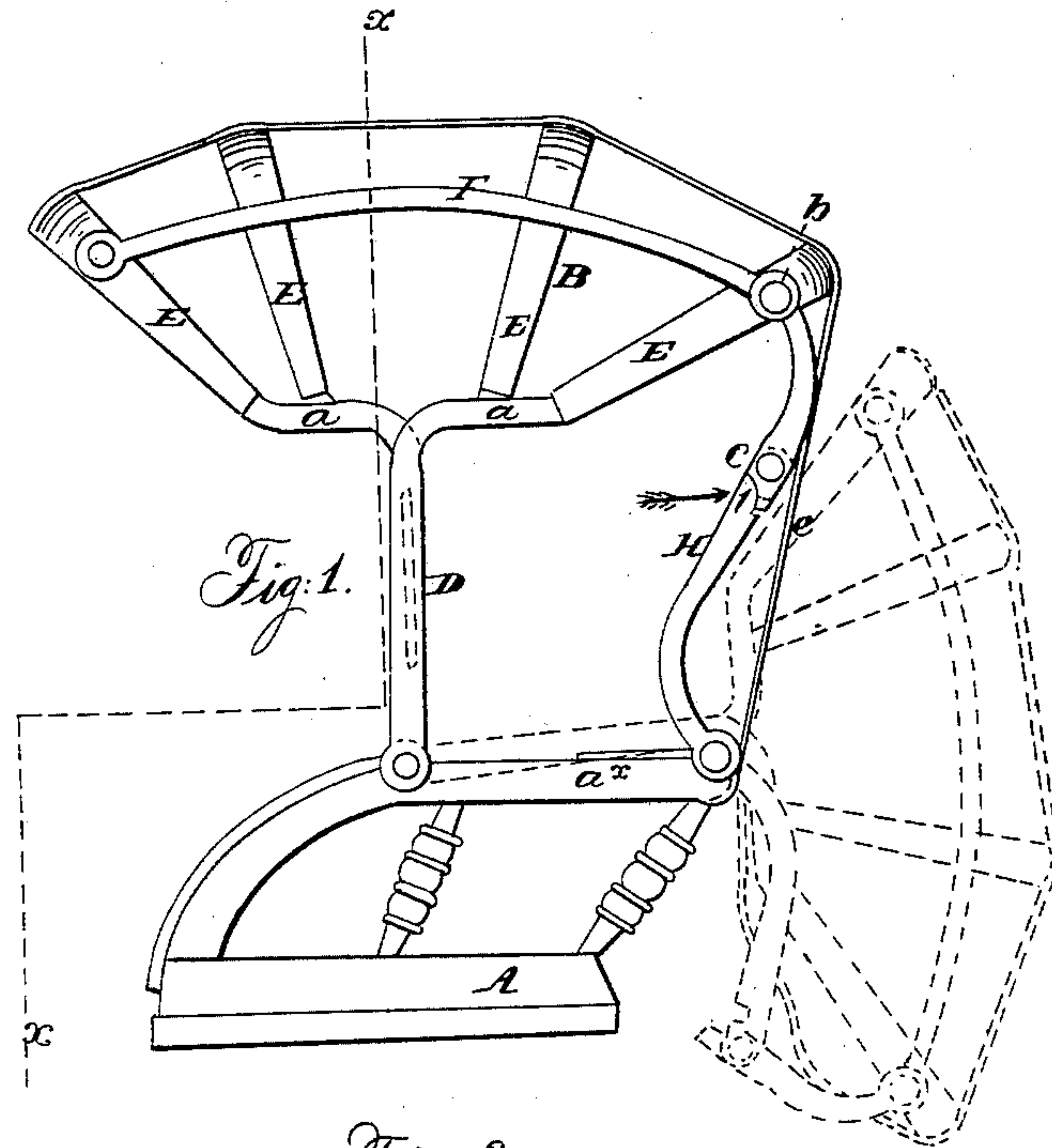


P. BOYDEN.

Carriage-Top.

Patented Mar. 29, 1859.

No. 23,347.



UNITED STATES PATENT OFFICE.

PARDON BOYDEN, OF SANDY CREEK, NEW YORK.

CARRIAGE-TOP.

Specification of Letters Patent No. 23,347, dated March 29, 1859.

To all whom it may concern:

Be it known that I, PARDON BOYDEN, of Sandy Creek, in the county of Oswego and State of New York, have invented a new and useful Improvement in Calash-Tops for Vehicles; 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 a calash top constructed according to my invention. Fig. 2, is a front sectional view of ditto taken in the line x, x , Fig. 1.

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

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

A, represents the seat of a vehicle, and B, the improved calash top attached to it.

C, C, represent arms or rods which project horizontally outward from the rail a^x , of the seat A, one at each side, at right angles with it, and D, D, are metal bars, the lower ends of which are fitted loosely on the arms or rods C, C, one on each. The upper parts of the bars D, D, are devaricated, the ends a, a , projecting outward nearly at right angles with the main portion, as shown clearly in Fig. 1. To the ends a, a , of each bar D, the bows E, which form the frame of the top are attached, as shown clearly in Fig. 1. The ends of the bows are permanently attached to the ends a, a , of the bars D, the bows being bent in proper curved formed from the ends of one bar to those of the other, and placed at a suitable distance apart, corresponding to the upper part of a calash top of usual construction, see Fig. 1. The bows E, may be braced at each side by a metal bar F, and to the back part of the seat rail a^x , at each side, the lower end of a

jointed bar H, is attached, the upper end of said bars H, being attached to the same arms or rods b , as the back parts of the braces F. The joints c , of the bars H, are so formed that they cannot bend but in one direction, in the direction indicated by arrow 1, as the upper part of the bar above the joint has a projection d , which extends back of the lower part and serves as a stop.

When the top B, is raised, as shown in Fig. 1, the jointed bars D, D, retain it in such a position, or prevent it from casually falling or descending. When the top is down, it is back of the seat A, the bars D, D, being sufficiently long to permit such position, as shown in red, Fig. 1.

The bows E, may be covered with any of the materials usually employed for such purpose, the usual back and side curtains being employed, and also the usual straps e .

By the above peculiar construction of the top many advantages are obtained. The covering of the top will not be injured by abrasion as is the case where the bows are allowed to fold. The top, when down, leaves an unobstructed space at each side of the seat, the bars D, being nearly on a level with the sides of the arms of the seat. The top may be constructed at a less cost than the ordinary folding kind, and it may be raised and lowered with far greater facility.

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

The arrangement and combination of the bows E, bars D, D, bars H H and seat-rail (a^x), substantially as and for the purpose herein shown and described.

PARDON BOYDEN.

Witnesses:

JOHN DAVIS,
ALBERT POWERS.