

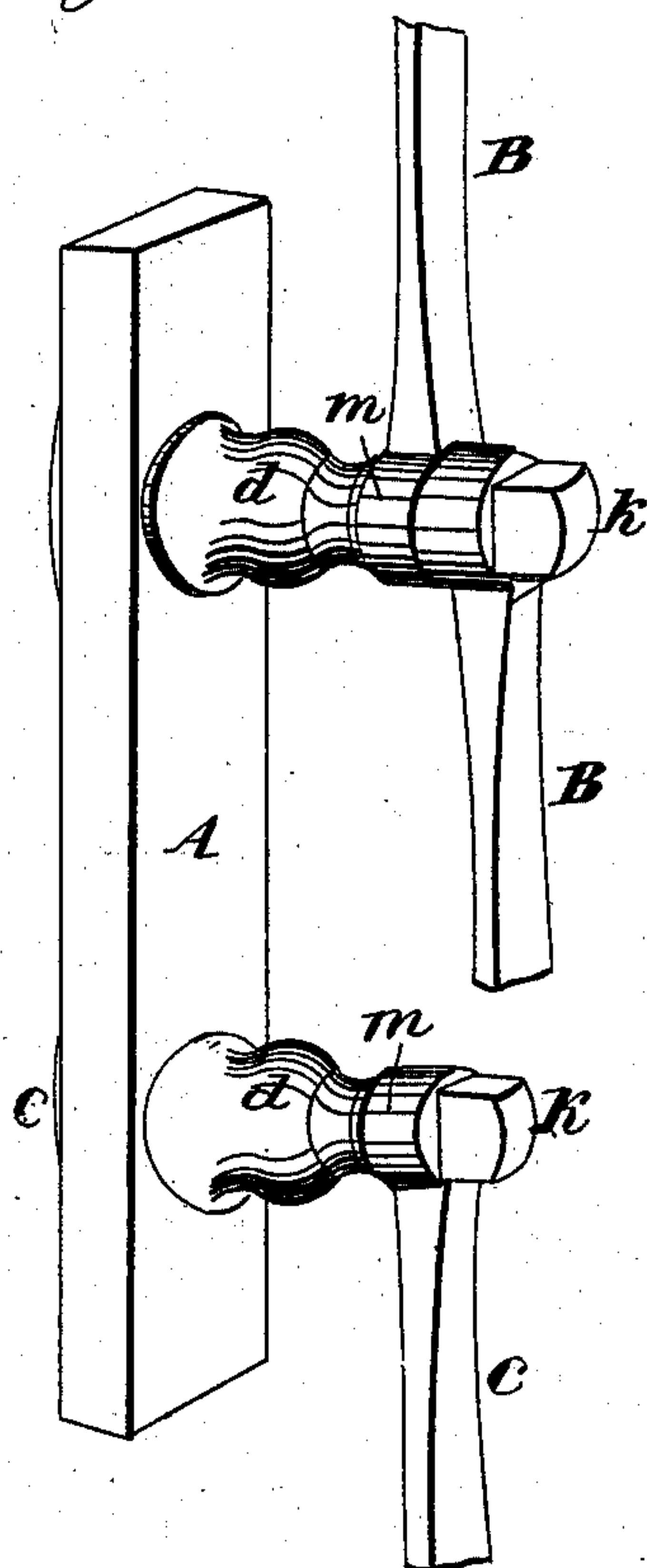
COOK & KIMBALL.

Carriage-Top.

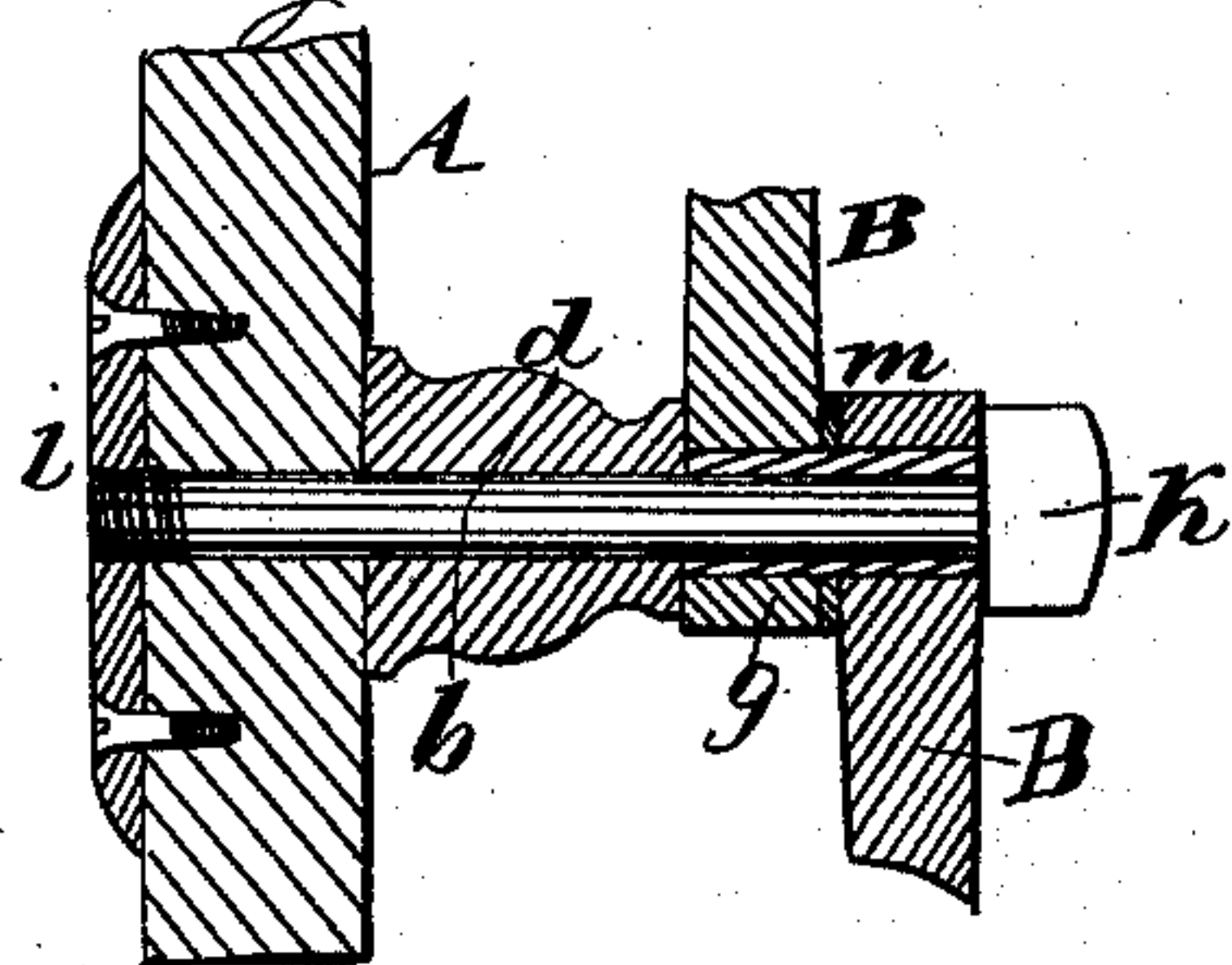
No. 26,564.

Patented Dec. 27, 1859.

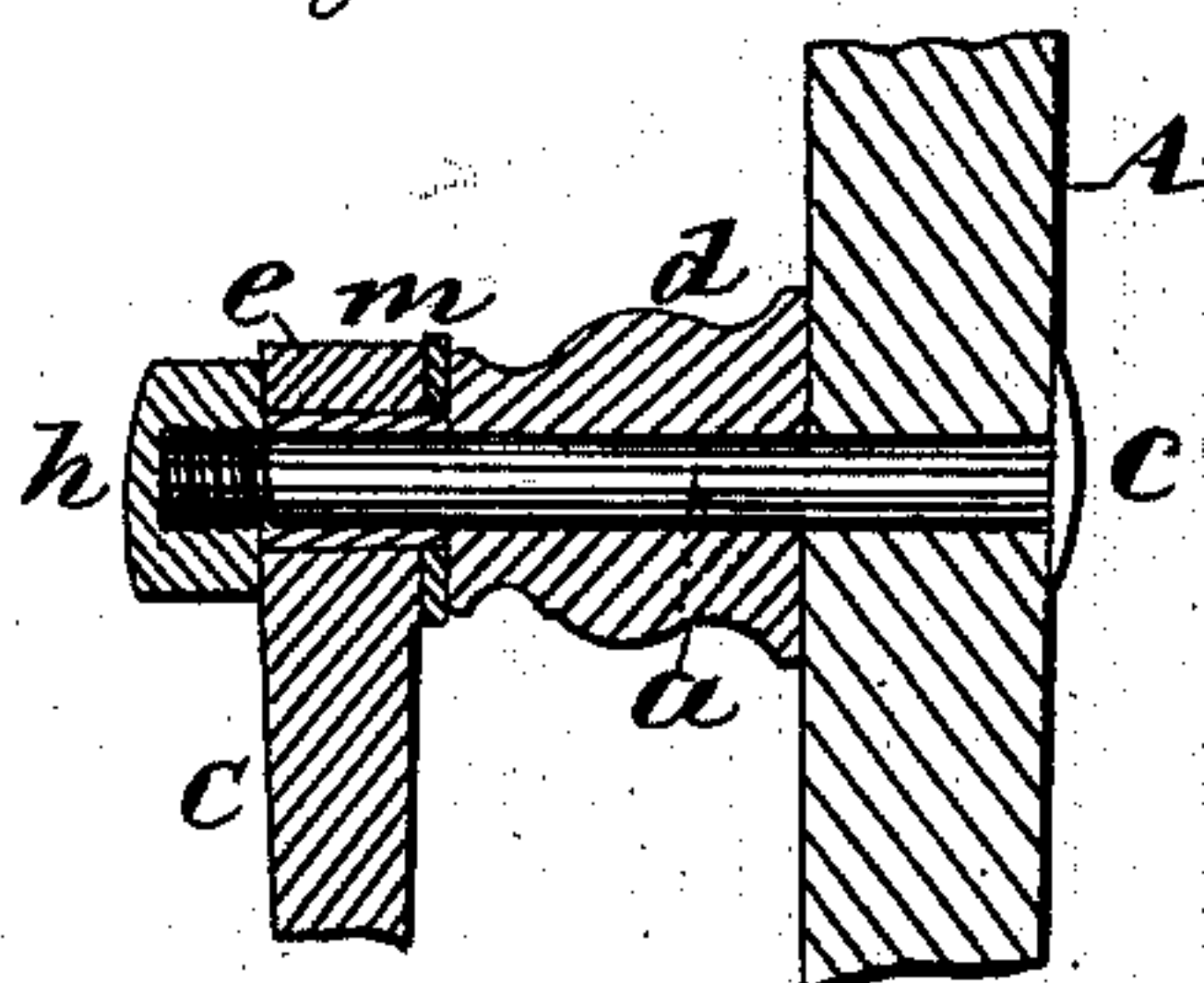
*Fig. 1.*



*Fig. 3.*



*Fig. 2.*



*Witnesses.*  
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# UNITED STATES PATENT OFFICE.

GEORGE COOK AND H. I. KIMBALL, OF NEW HAVEN, CONNECTICUT.

## TOP-PROP FOR CARRIAGES.

Specification of Letters Patent No. 26,564, dated December 27, 1859.

*To all whom it may concern:*

Be it known that we, GEORGE COOK and HANNIBAL I. KIMBALL, both of the city and county of New Haven, in the State of Connecticut, have invented a new and useful Improvement in Top-Props for Carriages; and we do hereby declare that the following is a full, clear, and exact description of the construction, character, and operation of the same, reference being had to the accompanying drawings, which make a part of this specification, in which—

Figure 1, is a perspective view of both the single and double, top props, showing each as attached to a bow. Fig. 2, is a sectional plan of the single top prop, showing one of the ways of attaching it to the bow, as well as the collar, and thimble, or pipe. Fig. 3, is a sectional plan of the double top prop, showing another way of attaching it to the bow, and also, showing the collar, and thimble, or pipe.

Our improvement consists in passing the shank of the screw-bolt, (which is the standard of the prop,) through the bow of the carriage top, and passing a loose collar, and thimble, onto this screw-bolt, or standard, (this thimble reaching through the whole extent of the socket, or sockets, of the joint bar, or bars, of the carriage top. We use any form of the carriage top bows, as indicated at A, Figs. 1, 2, and 3. We use common, (or any other,) joint bars, as indicated—for the double joint, at B, B, Figs. 1, and 3, and, for the single joint, at C, Figs. 1, and 2, (which are to be extended to the required length, &c.) We make the screw-bolts, as *a*, Fig. 2, and *b*, Fig. 3, of the suitable length, and size, to serve as standards of the props, as shown in Figs. 2, and 3. We pass these screw-bolts through the bows, with a smooth round head, *c*, on the inside of the carriage; and, on the outside of the carriage, we slip on a loose collar, or slide, as shown at *d*, Figs. 1, 2, and 3. We then slip on a thimble, or pipe, as *e*, Fig. 2, or *g*, Fig. 3, which works freely on the screw-bolt, or standard, *a*, or *b*, as well as in the socket of the joint bars, for the full extent of the socket, or sockets, as shown at *e*, Fig. 2, and *g*, Fig. 3. On the outer end of the screw-bolt, *a*, we screw a nut, as *h*, Figs. 1, and 2, or, use a square head on the bolt as shown at *h*, Figs. 1, and 3, and tap the screw into a piece of iron fitted to the inside of the

bow, as shown in Fig. 3, at *l*, when the whole will appear, as indicated, in section, in Figs. 2, and 3, or, the complete top prop as shown in Fig. 1, either at *d*, B, *k*, B, or, at *d*, C, *h*, (one being the double, and the other the single joint).

Either the single, or double, prop, may be attached with a screw-bolt having a smooth round head, as *c*, and a nut, as *h*, Fig. 2. Or, with a head like *k*, and a piece of iron attached to the inside of the carriage bow, like *l*, Fig. 3. And, if thought best, for the purpose of strength, a thin strap of iron may be attached to the inner side of the bow and the screw-bolt, as *a*, pass through it, so that the head, *c*, will press upon it, which will more than compensate for the weakening by boring the hole through the bow, as well as prevent the head, *c*, from wearing the bow covering.

The only difference between the props for a single, and double, joints, is, that for the double joint, the screw-bolt must be longer, and, the thimbles, or pipes, must correspond with the extent of the socket, or sockets, of the joint bar, or bars, as indicates in Figs. 2, and 3.

Should it be found necessary or more convenient, in any case, washers, of leather, or any other suitable substance, may be inserted between the sockets, &c., as shown at *m*, Figs. 1, 2, and 3.

The advantages of our improvement, consist in, that the working of the sockets of the joint-bars has no tendency to turn the screw-bolt, or, to loosen the nut, as is invariably the case in the common way of constructing and attaching the prop, as well as in the way described in C. Thomas' patent,) so that in many cases, the nut drops off and is lost, and the carriage top is liable to be injured. But this can never be the case with our improvement, for, as the nut, or the square head, of the screw-bolt, rests upon the end of the thimble, it will always be kept steady; and in, that we can make a much neater finish than by the former method of attaching the prop, with a plate screwed onto the outside of the bow of the carriage top.

We are aware that a collar, or "tapering nut," (resembling ours on the outside,) has been patented by C. Thomas, but it is predicated upon the fact that it screws onto the standard to secure the leather, we, therefore,



do not claim any such, as our invention, but—

What we claim as our invention, and desire to secure by Letters Patent, is—

5 The combination of the thimble, or pipe, (e, or g,) with the screw-bolt, or standard, (a, or b,) and the joint-bars, (B, B, or C,) |

when the whole is constructed, and used, substantially, as herein described.

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Witnesses:

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