R. Nickson.

Carriage Joint.

No. 68,780. Patented, Sept. 10, 1867.

Fig: 1

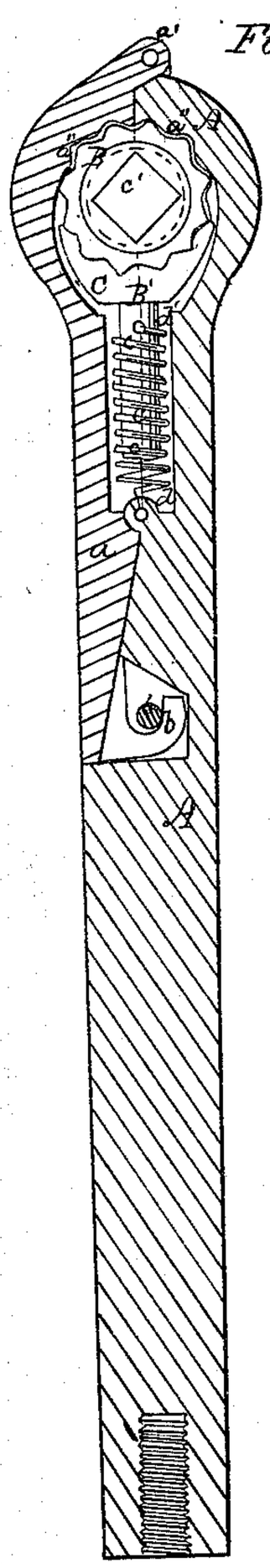


Fig: 2.

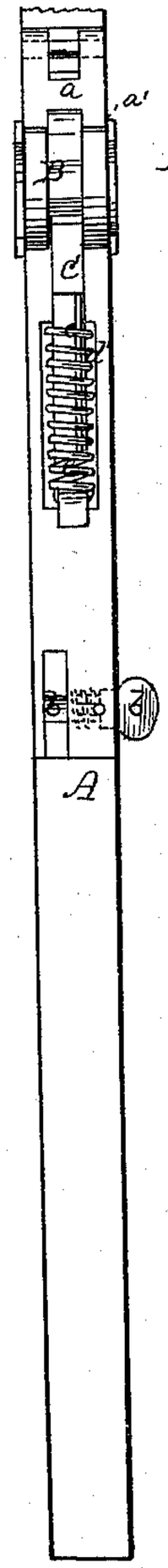
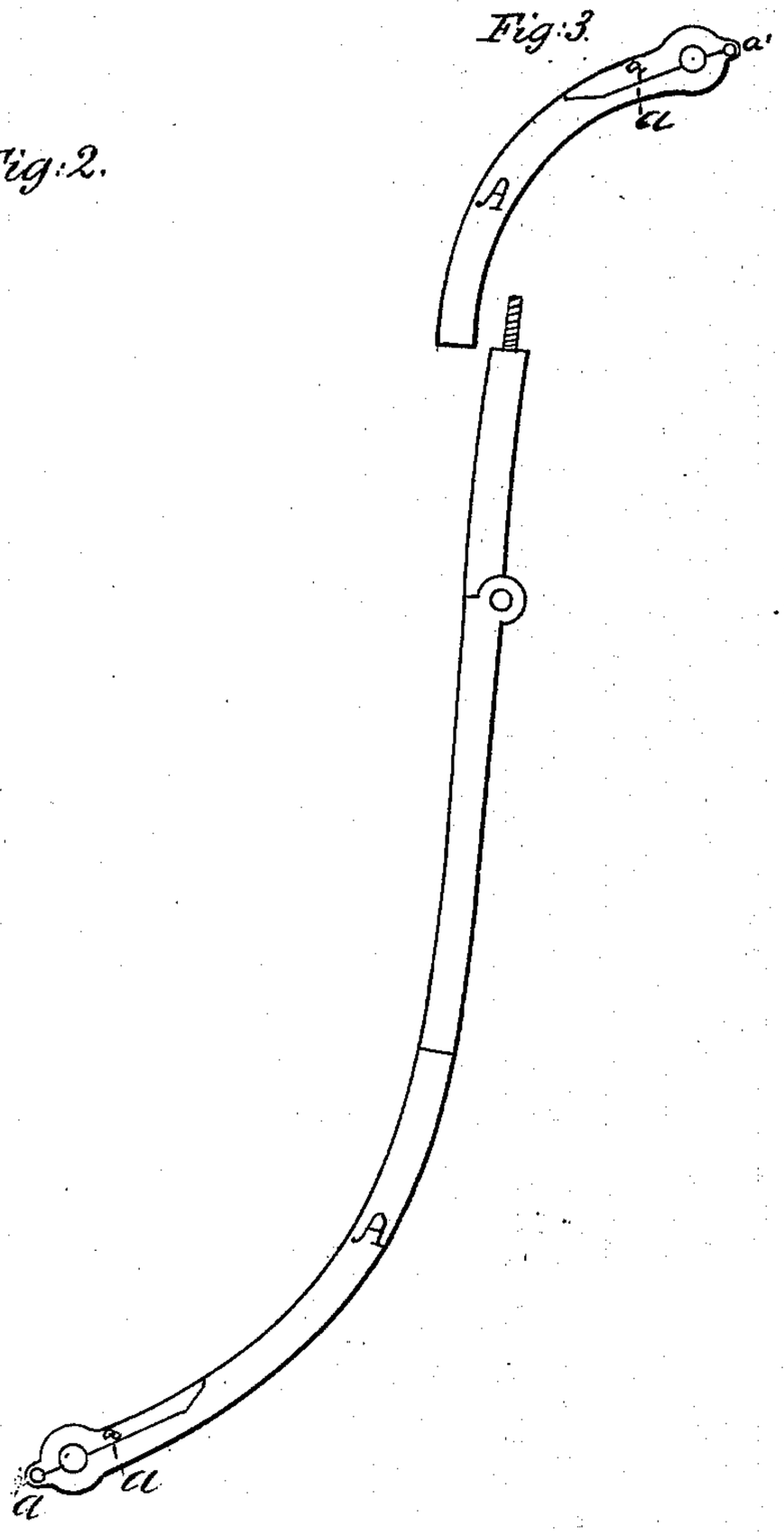


Fig: 3.



Witnesses.

D. M. Coombs

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RICHARD NICKSON, OF AKRON, OHIO.

Letters Patent No. 68,780, *dated September* 10, 1867.

IMPROVEMENT IN CARRIAGE-JOINT.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, RICHARD NICKSON, of Akron, in the county of Summit, and State of Ohio, have invented certain new and useful improvements in Carriage-Joints; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings making a portion of this specification, in which—

Figure 1 is a central longitudinal section, showing a carriage-joint constructed according to my invention.

Figure 2 is a side view of the same, take at right angles to fig. 1, showing the joint as opened preparatory to its attachment to the carriage.

Figure 3 is a side view of the same on a reduced scale.

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

The object of this invention is to enable a carriage-top to be thrown back and held automatically in any desired position, in order to facilitate getting into or out of the carriage, and it consists in a spring friction-block so combined with the carriage-joint that the pressure of the said block upon the fixed portion of the joint will counterbalance the downward tendency of the top when thrown back, and thus retain the same in a fixed position, except when force is applied to move or operate the said top. The invention further consists in a novel combination of parts, whereby the friction-block aforesaid, and the appurtenances thereof, may be very conveniently removed or replaced when required.

To enable others to understand the construction and operation of my invention, I will proceed to describe it with reference to the drawings.

A represents the bar, which constitutes that portion of the top, the lower end of which is attached to the carriage, and in which the joint is formed. This bar may be made straight or curved, according to the variety of top employed, and may be made in any desired number of sections, screwed together, as indicated in the drawings. The lower end of the bar A is divided longitudinally for a short distance, the short piece *a* formed by such division being strongly hinged to the extremity of the bar A, as shown at *a'*, and is held in place when the joint is applied to the carriage by a spring-catch, *b*. Formed within the lower end, just mentioned, of the bar A and the hinged piece *a*, is a circular socket, in which is placed a circular piece or block, B, the central portion of the periphery of which extends outward beyond the side portions thereof, and is furnished with angular notches. Formed transversely in the centre of this block is a square hole, *c'*, through which is passed the fixed bolt which connects the bar to the carriage, and formed longitudinally in the bar A, and connected with the said socket, is a chamber, *d'*, in which is placed a sliding friction-block, C, the lowermost end of which is hollowed out and formed with notches in such manner as to fit against or upon the notched periphery of the fixed friction-piece B just mentioned, and the upper part of which is made of cylindrical shape, and has placed around it a spiral spring, *c*, which forcibly presses the lower end of the said block against the periphery just mentioned of the fixed friction-piece B, and also forces the said portion B back with the notched periphery of its central portion in close contact with the notched side *a''* of the socket in which it is placed, as shown more fully in fig. 1. The several parts being placed in position, and the hinged piece *a* being closed down upon the bar A, and secured in place by the spring-catch *b*, as hereinbefore explained, the joint is attached to the carriage by a suitable bolt passing through the hole *a'* of the friction-piece B. The top being thus secured to the carriage, the friction produced by the pressure of the spring friction-block C upon the fixed friction-piece B, and by the pressure of such friction-block upon the notched side *a''* of the socket in which it is placed, is sufficient to resist the tendency of the carriage-top supported thereby to fall by its own weight when thrown back, so that the said top may be turned back to a greater or less degree, as may be required in getting in or out of the carriage, and be automatically held in such position, thus avoiding the necessity of either entirely letting down the top or of holding the same by hand, at the same time that the position of the said top may be easily changed by applying sufficient force thereto to overcome the friction of the block C upon the piece B. The joint as thus constructed is not only intended to be formed or applied to or upon the lower end of the bar A, but also to the "prop" iron at the uppermost portion of the top.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination of the spring friction-block C with the joint, substantially as and for the purpose specified.

2. The hinged piece *a*, and spring-catch *b*, in combination with the spring friction-block C, and the fixed friction-piece B, and the bar A, substantially as and for the purpose specified.

R. NICKSON.

Witnesses:

J. W. COOMBS,

G. W. REED.