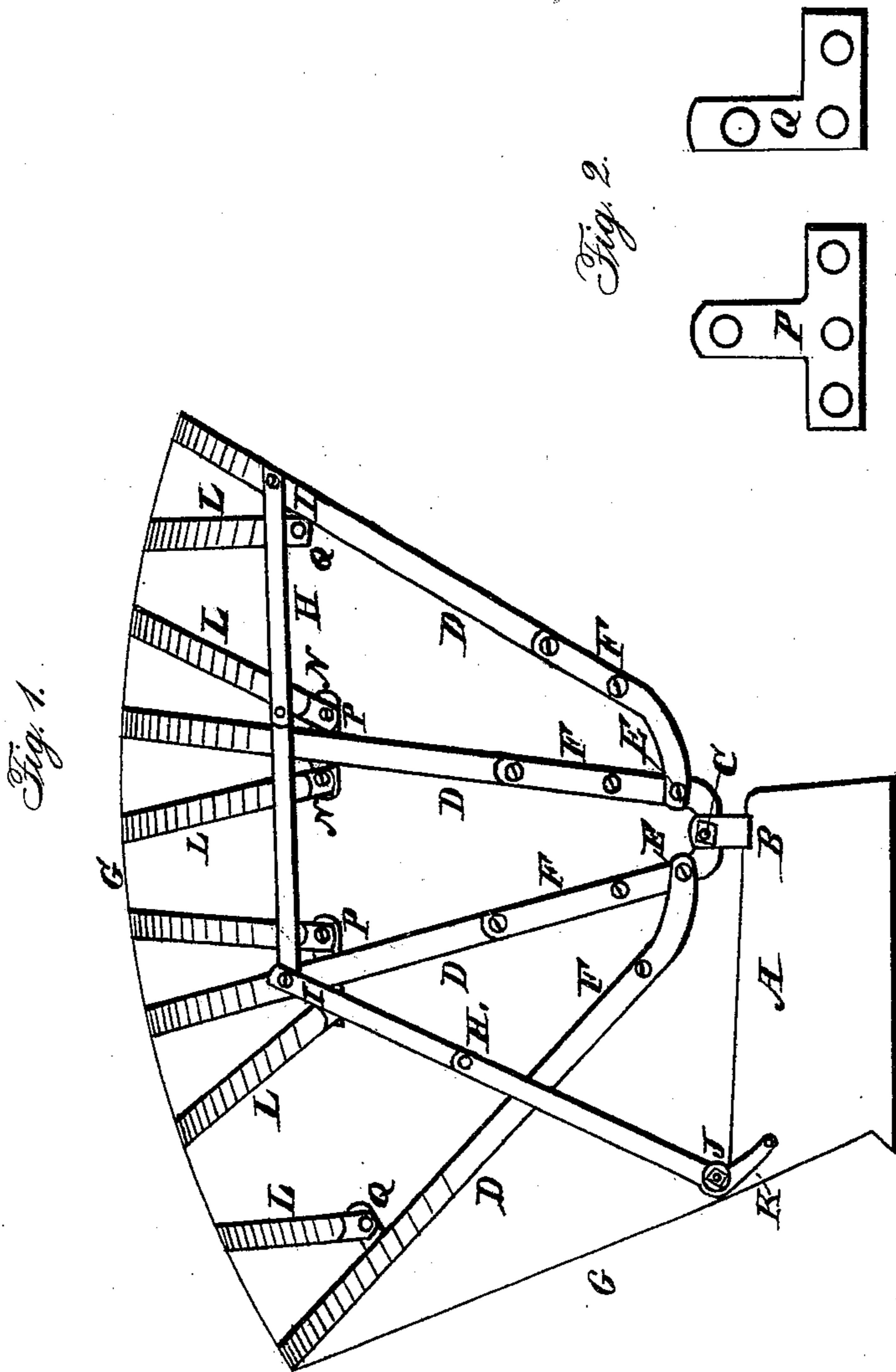


EMMONES & SIMPSON.

Carriage-Top.

No. 71,151.

Patented Nov. 19, 1867.



Witnesses:

Howard Tilden
Wm Dennis

Inventor:

Sidney Emones
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By their Attorney Dennis

United States Patent Office.

SIDNEY EMMONES AND ELNATHAN S. SIMPSON, OF GENEVA, NEW YORK.

Letters Patent No. 71,151, dated November 19, 1867.

IMPROVEMENT IN CARRIAGE-TOPS.

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

TO ALL WHOM IT MAY CONCERN:

Be it known that we, SIDNEY EMMONES and ELNATHAN S. SIMPSON, both of Geneva, Ontario county, State of New York, have invented certain new and useful Improvements in Carriage-Tops; and we do hereby declare the following description and accompanying drawings are sufficient to enable any person skilled in the art or science to which it most nearly appertains to make and use our said invention or improvements without further invention or experiment.

The nature of our invention consists in the use and application of one or more auxiliary bows, to support the covering of the top of the carriage, hinged to the main bows at the side, just below the bend in the bows, so as to be covered and enclosed by and between the top covering and the lining; also in some T-plates fastened to the main bows to connect the auxiliary bows to them. In the accompanying drawings—

Figure 1 is a side elevation of a carriage-seat and top bows with our improvements.

Figure 2 is a T-plate for hinging the auxiliary bows to the main bows.

In these drawings, A is a carriage-seat, which may be made in the form shown, or in such other form as will answer the purpose. To this seat we fasten two straps, like B, in some convenient manner, to hold the bolt or pivot C, on which the bow or hinge-plates of the main bows D D vibrate. In some carriages the four main bows are all hinged on a single pivot in the strap B, but in the drawing the two middle bows swing on the pivot C, and the two outside bows swing on the pivots E E in the hinge-plates of the two middle bows. The bows D D are usually made of wood, but may be made of metal. When made of wood, and bent in form required, the hinge-plates F F are fastened to their ends for the bows to work on their respective pivots as the bows are raised and lowered. The bows D D are held in their proper places by the straps of webbing G G fastened to them and to the back of the seat, as shown in drawing, and by the jointed braces H, which swing on pivots I I fastened to the bows D, and the pivot J fastened to the rear of the seat A, and supported by the brace K.

The parts above referred to are common and well known, and we will now proceed to describe our improvements.

We make one or more auxiliary bows, L L, of the same external form as the tops of the main bows, and fasten them to the top straps G G, as shown in the drawing. The bows L L extend across the top, and the ends are turned down at the sides and fastened to the hinge-plates N N, which swing on pivots in the T and L-shaped plates fastened to the main bows D D. The T-plates P and the L-plates Q are shown separately in fig. 2. After the auxiliary bows are arranged, as stated, the top covering and lining are brought down below the ends of the auxiliary bows to cover them entirely. When the carriage-top is lowered, the auxiliary bows swing toward the main bows so far as the covering and lining will permit.

We propose to introduce our auxiliary bows into all kinds of carriage-tops, in which they can be used to advantage to hold out the top covering and prevent it from sinking in between the main bows.

What we claim, as our invention and improvements in carriage-tops, is—

One or more auxiliary bows hinged to the main bows, and arranged to operate substantially as described for the purpose set forth.

And, in combination with the auxiliary bows, we claim the T-plates to which they are hinged.

SIDNEY EMMONES,
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Witnesses:

IRA PARKER,
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