

L. SAWYER.
Vehicle-Top.

No. 163,812.

Patented May 25, 1875.

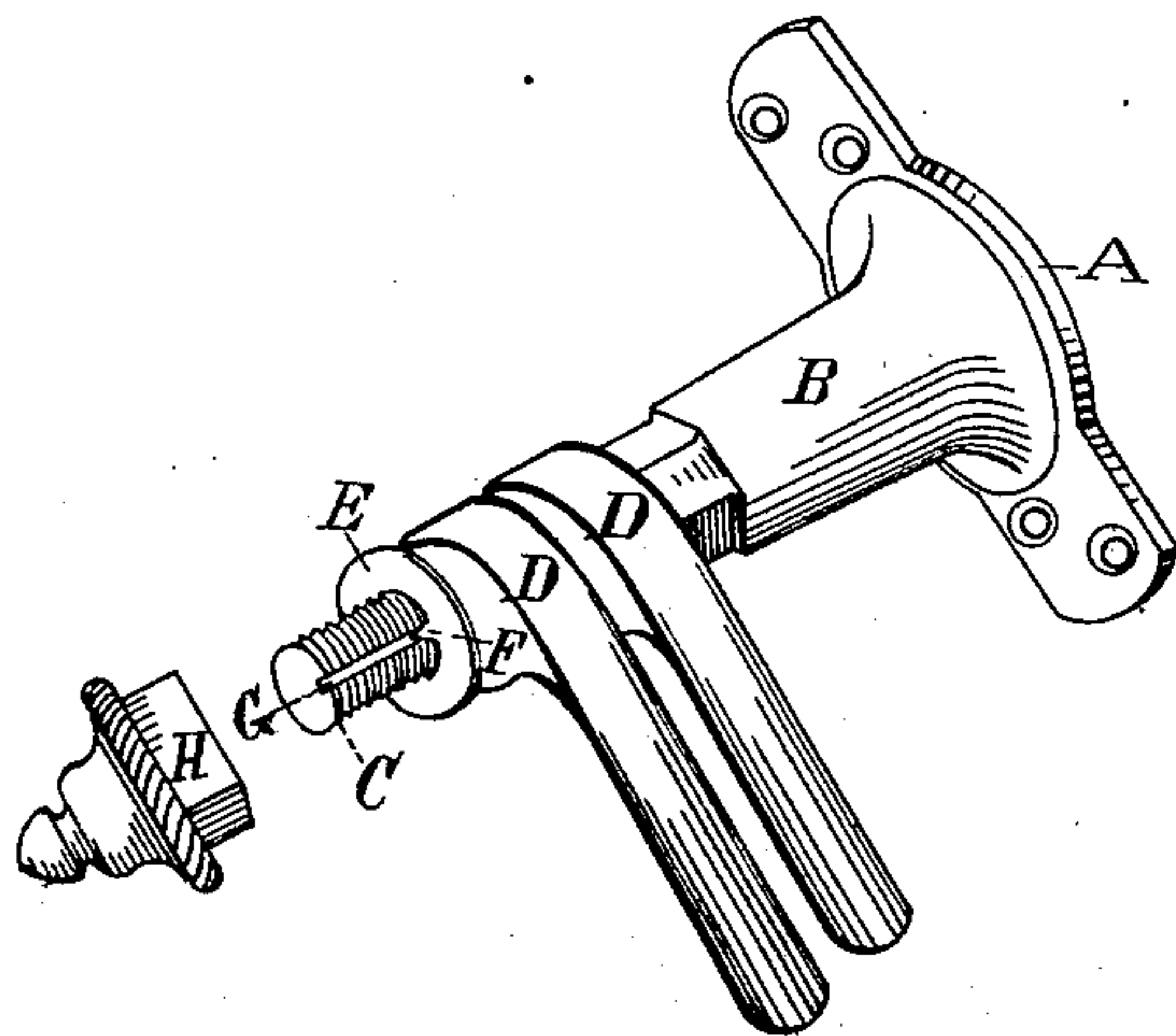


Fig. 1.

Witnesses;
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UNITED STATES PATENT OFFICE.

LEONARD SAWYER, OF AMESBURY, MASSACHUSETTS.

IMPROVEMENT IN VEHICLE TOPS.

Specification forming part of Letters Patent No. **163,812**, dated May 25, 1875; application filed May 8, 1875.

To all whom it may concern:

Be it known that I, LEONARD SAWYER, of Amesbury, in the county of Essex, State of Massachusetts, have invented a certain new and useful Improvement in Carriage Bow-Props, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which my invention appertains to make and use the same, reference being had to the accompanying drawing, forming a part of this specification, in which—

Figure 1 is an isometrical perspective view.

My invention relates to means for preventing the accidental removal of the nut from the prop; and consists in a novel construction and arrangement of the parts, as hereinafter more fully set forth and claimed, by which a very simple, cheap, and effective device for this purpose is produced.

It is well known that the nut is liable to be accidentally lost off, the action of the braces causing it to become loose on the prop as the carriage-top is raised and lowered.

My invention is designed to obviate this difficulty, and to that end I make use of means which will be readily understood by all conversant with such matters from the following description:

In the drawing, A B is the body of the prop; D D, the braces; E, the washer, and H the nut. The prop is threaded at C to fit the nut, and is also grooved longitudinally at G to receive the point or stud F, which projects inwardly from the washer E, and is integral therewith.

In the use of my invention it will be obvious that when the braces D D are moved back and forth on the prop the washer E will remain stationary, being prevented from turning by the point F and slot G, thus insuring the nut from being accidentally loosened or lost off by the action of the braces in raising and lowering the carriage-top.

Having thus explained my improvements, what I claim is—

In a carriage-prop, the combination of the body A B, having screw C and slot G, with the nut H and the washer E, having point F, all substantially as and for the purpose set forth.

LEONARD SAWYER. [L. S.]

Witnesses:

JOSHUA COLBY,

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