J. BAUER.

Top-Props for Carriages.

No. 133,619. Patented Dec. 3, 1872.

FIG. 1.

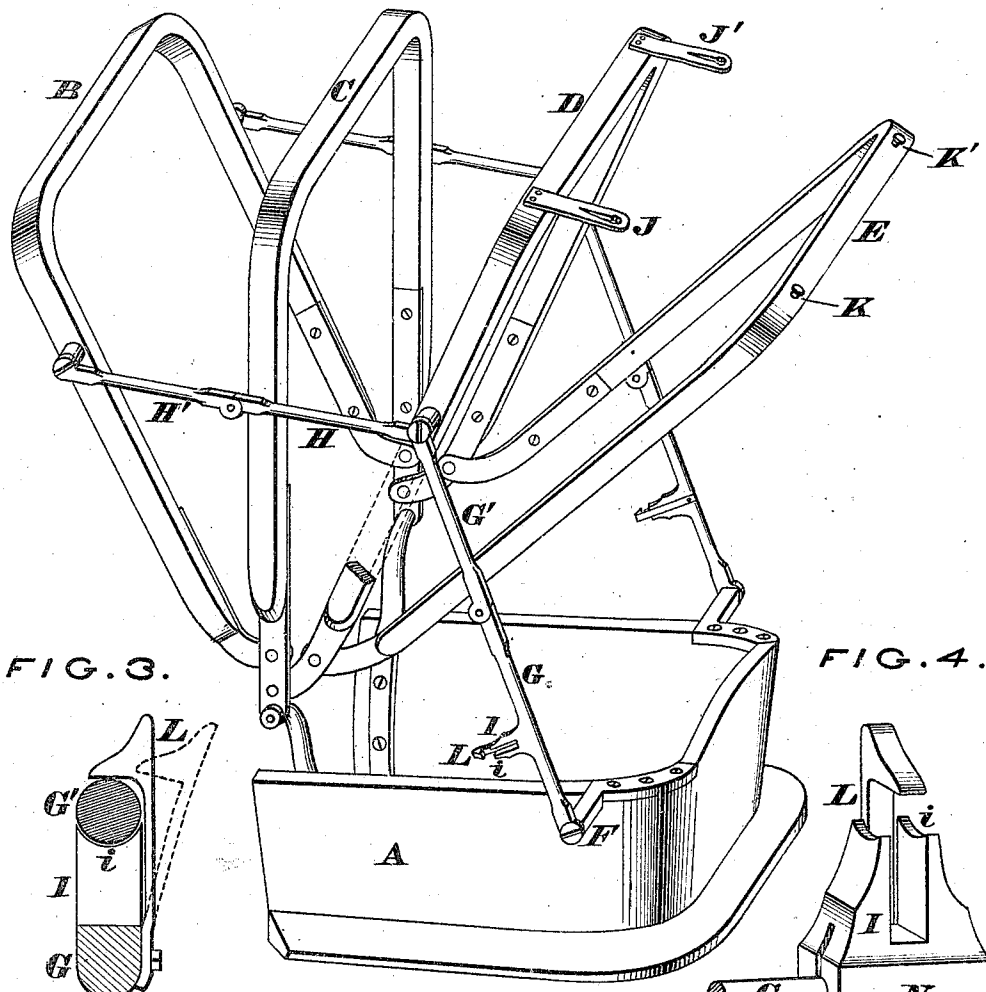
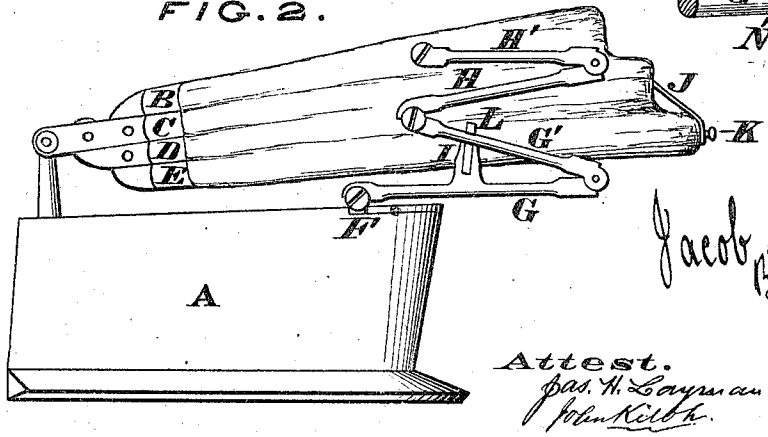


FIG. 3.

FIG. 4.

FIG. 2.



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UNITED STATES PATENT OFFICE.

JACOB BAUER, OF CINCINNATI, OHIO.

IMPROVEMENT IN TOP-PROPS FOR CARRIAGES.

Specification forming part of Letters Patent No. **133,619**, dated December 3, 1872.

To all whom it may concern:

Be it known that I, JACOB BAUER, of Cincinnati, Hamilton county, Ohio, have invented certain new and useful Improvements in Carriage-Joints, of which the following is a specification:

Nature and Objects of the Invention.

This invention relates to that class of carriages whose falling tops are composed of a number of bows, which are retained in their open position by means of the customary knuckle-joints; and the first part of my improvements consists in attaching to one member of the lower joint a stud or rest, which, when the top is closed, projects in such a manner as to support the other member of said joint, and thereby maintain all of the bows, except the rear one, out of contact with the "prop," to which said lower joint is pivoted. The second part of my invention consists in providing the rear bow with "knobs," over which engage straps that are attached to the adjacent bow, said straps being of such length as to elevate the rear bow completely above the prop when the carriage-top is closed, and thus effectually prevent any part of the leather covering of said top coming in contact with said prop. The third part of my invention relates to a spring-catch, which is secured to the "rest" in such a manner as to engage over the adjacent joint, and thereby prevent rattling or vibration of the bows or joints. The fourth part of my improvements relates to a rest, which is constructed in such a manner as to be capable of being attached to or disconnected from the joints at pleasure.

Description of the Accompanying Drawing.

Figure 1 is a perspective view of a buggy-top provided with my improved joints, the bows being opened and the covering removed; Fig. 2 is a side elevation of the covered top in its folded condition; Fig. 3 is a vertical section through one of the rests; and Fig. 4 is a perspective view of my detachable rest. Of the above illustrations Figs. 3 and 4 are drawn on an enlarged scale.

General Description.

A represents the body or bed of a carriage or other vehicle, to which is attached, in the customary manner, a number of bows, B C D E, which bows are maintained in their opened condition by the usual knuckle-joints G G′ and H H′. Of these joints the bottom member of the lower one, G G′, is pivoted to the customary prop F, which projects laterally from the body A, while the other joints G′ H H′ are coupled to the bows in the usual manner. Welded or otherwise united to said bottom member G, so as to project laterally therefrom in the common plane of the two members, is a rest, I, whose extremity is provided with a notch or recess, *i*, to receive and support in the folded condition of the top the other member G′, and thus support the bows B C D in such an elevated position as to be clear of the prop F. In this position the weight of the three front bows, together with the covering attached thereto, is sustained by the rest I and not by the prop F, as heretofore, and consequently there is less wear of the covering. It case it should be desired to throw the weight of the entire top upon said rest, and thus relieve the folded top from all contact with the prop, it can be accomplished in the following manner: The rear bow E may be furnished with knobs, buttons, or hooks K K′ for the engagement of straps J J′. These straps should be attached to the bow D, and of such length as to elevate the rear bow E completely above the prop when the top is closed, as shown in Fig. 2. The rest I is provided with a spring-catch, L, which, engaging over the member G′ of the lower joint, serves to prevent rattling, and also takes the place of the strap which has heretofore been employed for holding the bows together. By simply pressing this spring-catch back, as shown by dotted lines in Fig. 3, the joint G′ can be disengaged from the catch in an instant and the top raised, thereby saving the time and annoyance of unbuckling a strap. When it is desired to apply my rest to joints now in use, I furnish it with two jaws, N N′, which are adjusted to embrace the lower member G, and to be securely clamped thereto by screws *n n′*. These screws pass through the jaws N N′ directly under the member G, as seen in Fig. 4. When the rest I and straps J J′ are employed together, the entire carriage-top, when folded, is elevated above the prop F, which act not only prevents the covering be-

ing injured, but also preserves the rear bow, with its leather covering, from being worn out by continually rubbing against said prop. The weight of the top being supported by the rest I, and not directly by the prop, there is not so much leverage upon the bow-irons, and they will consequently last much longer and not work loose from the bows as quickly as they generally do.

All these improvements of mine are capable of being applied to any form of falling tops. In some cases it may be advisable to secure the rest to the upper member G′ of the lower joint, and allow the notch *i* to rest upon the rod G. The straps J J′ may also serve to support the back curtain when it is rolled up. These straps must be disengaged from the knobs K K′ before the carriage-top can be completely opened.

Claims.

I claim as my invention—

1. The provision, upon a carriage-"joint," of the rest I *i*, as and for the purpose specified.

2. In combination with the bows B C D E, prop F, "joints" G G′ H H′, and "rest" I, I also claim the supporting devices J J′ and K K′, or their equivalents, for the object designated.

3. I claim the provision of the spring L to the rest I *i*, for the purpose stated.

4. The detachable rest I *i* N N′ *n n′*, as and for the purpose herein explained.

In testimony of which invention I hereunto set my hand.

JACOB BAUER.

Witnesses:

GEO. H. KNIGHT,

JAMES H. LAYMAN.