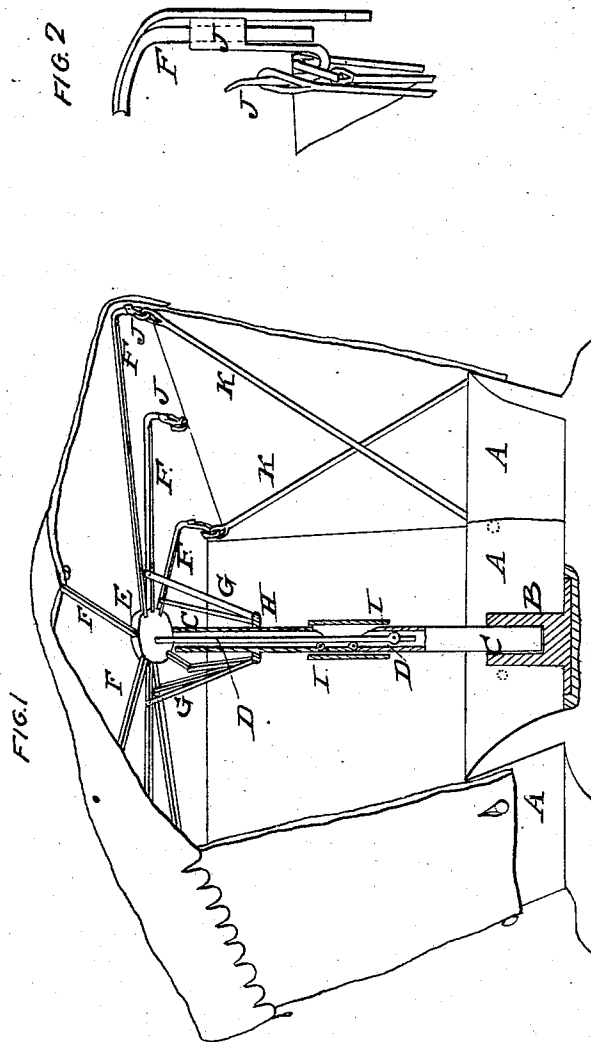


J. F. SARGENT.

Carriage Top.

No. 80,670.

Patented Aug. 4, 1868.



WITNESSES

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J. F. SARGENT, OF NORTH TUNBRIDGE, VERMONT.

Letters Patent No. 80,670, dated August 4, 1868.

IMPROVED CARRIAGE-TOP.

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, J. F. SARGENT, of North Tunbridge, in the county of Orange, and State of Vermont, have invented a new and improved Carriage-Top; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying plate of drawings, and to the letters of reference marked thereon, forming part of this specification.

Figure 1 is a perspective view of my improved carriage-top, parts being broken away to show the construction.

Figure 2 is a detail sectional view of the same, taken through the line *x x*, fig. 1.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved carriage-top, which shall be so constructed and arranged that it may be easily and quickly attached to and detached from the seat, and which, when detached, may be so closed as to occupy a very small space; and it consists in the construction and combination of the various parts, as hereinafter more fully described.

A represents a carriage-seat, about the construction of which there is nothing new. To the central part of the bottom of the seat A, near its rear edge, is securely attached a standard, B, having a deep hole or socket formed in its upper end, as shown in fig. 1.

C is the staff, the upper part of which should be hollow, and the lower part of which should be hollow or solid, as may be desired or convenient.

The staff C is cut away for a short distance along its middle part, the cut-away portion being about half the staff. From this cut a slot extends upward and downward for a short distance along the staff. The staff C is jointed at or about the middle of the said cut, as shown in fig. 1.

D is a rod, the lower end of which is pivoted in the cavity of the staff C at or about the lower end of the said cut.

The rod D extends up through the hollow upper part of the staff C, and to its upper end is attached a grooved disk, E, having eight, more or less, notches formed in its edge, in which the ends of the ribs F are secured and pivoted by a wire in the same manner as the ends of the ribs of an umbrella are connected and pivoted to the handle.

For an ordinary-sized carriage-top, eight ribs will be sufficient, one extending to each of the four corners and one to the middle of the edge of each of the four sides, as shown in fig. 1.

G are braces, the upper ends of which are pivoted to the ribs F in the same manner that the braces of an umbrella are pivoted to its ribs. The lower or inner ends of the braces G are pivoted to the notched and grooved ring-flange H formed upon or attached to the upper part of the staff C.

I is a ferrule sliding upon the staff C, so that it may slide down to cover the jointed part of the staff C to support the staff when the top is extended, and which may be slid up, uncovering the said joint, when it is desired to fold or close the cover.

To the ends of the ribs F are attached hooks or knobs, J, upon which are hooked the upper edges of the end and side curtains, the lower edges of which are hooked upon knobs attached to the rear side and ends of the seat A in the ordinary manner.

K are straps or cords extending diagonally from the corner hooks, J, to the corner knobs at the ends of the seat, so as to brace and hold the top securely, whether the back and side curtains are attached or detached.

By this construction, the carriage-top, when not required for use, may be easily detached and folded or closed so as to occupy a very small space, and which, when again required, may be easily and quickly extended and attached to the seat.

Having thus described my invention, I claim as new, and desire to secure by Letters Patent—

The pivoted interior rod D, in combination with the double-jointed tubular shaft C; slotted near its centre, sliding ferrule I, grooved and notched ring-flange H, disk E, braces G, and curved radial ribs F, all constructed and operating as described for the purpose specified.

J. F. SARGENT.

Witnesses:

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