

C. FOCKLER.
Brace for Carriage-Tops.

No. 223,900.

Patented Jan. 27, 1880.

Fig. 1.

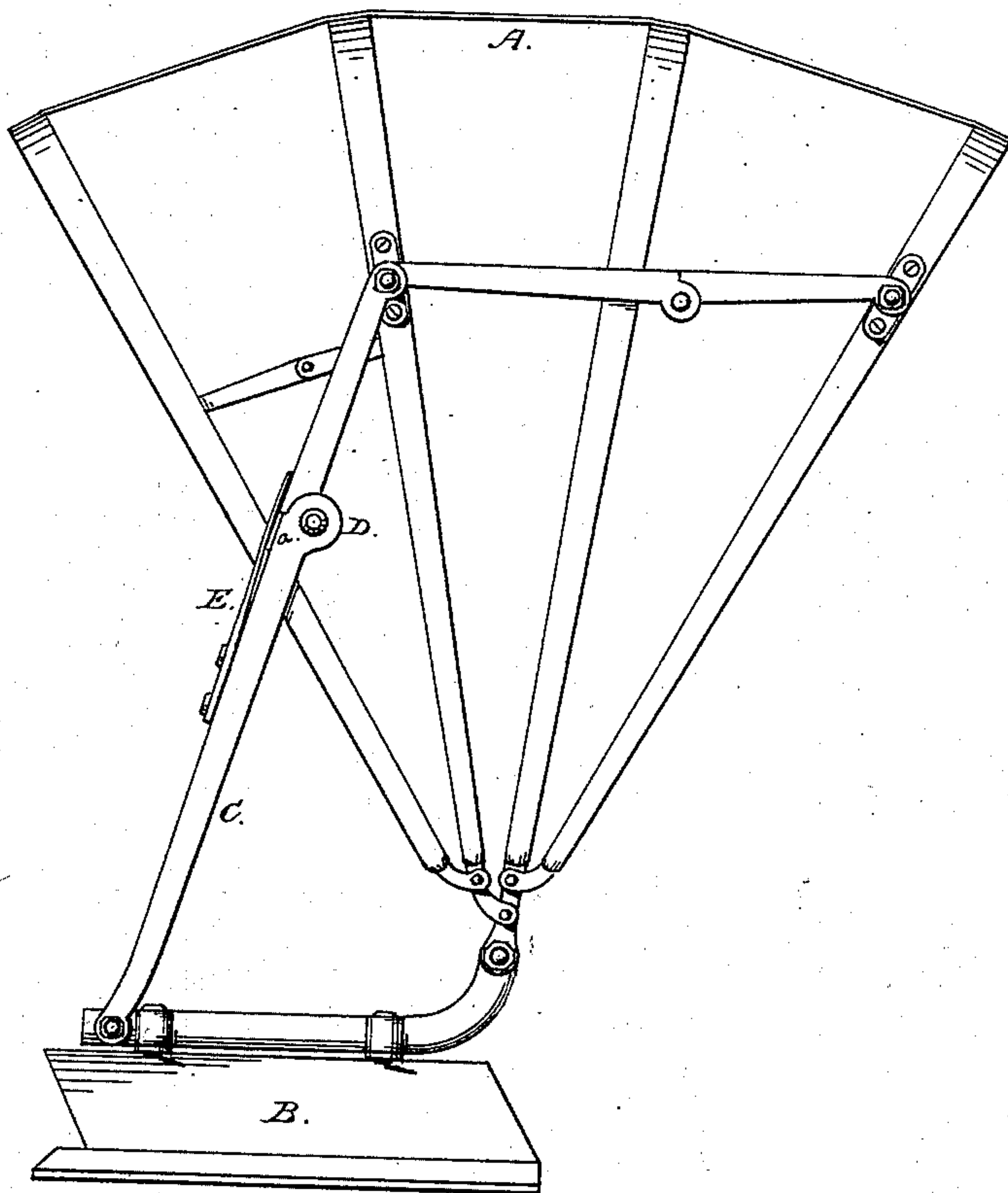
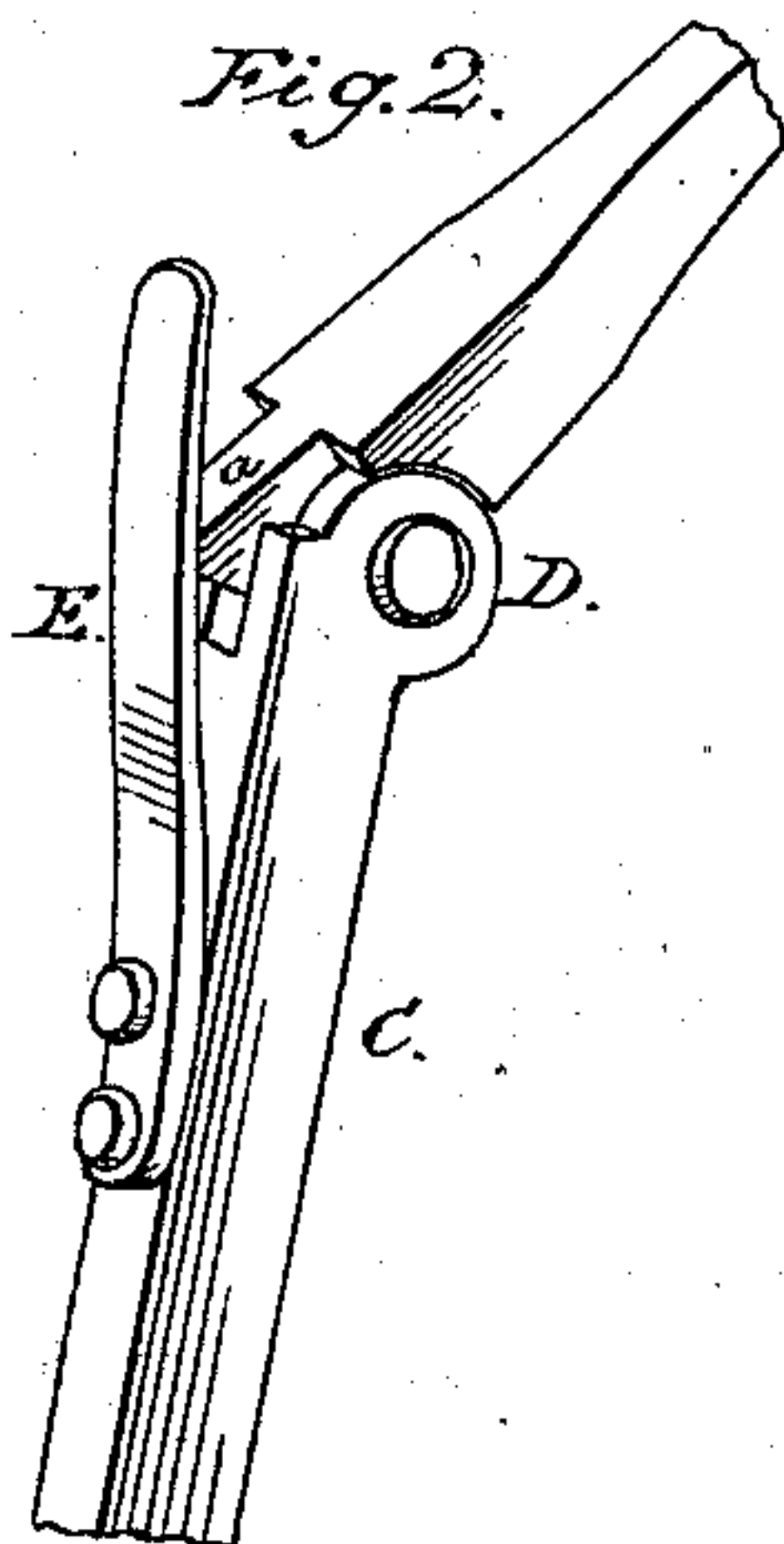


Fig. 2.



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UNITED STATES PATENT OFFICE.

CHARLES FOCKLER, OF DUBUQUE, IOWA.

BRACE FOR CARRIAGE-TOPS.

SPECIFICATION forming part of Letters Patent No. 223,900, dated January 27, 1880.

Application filed November 6, 1879.

To all whom it may concern :

Be it known that I, CHARLES FOCKLER, of Dubuque, in the county of Dubuque and State of Iowa, have invented a new and useful Improvement in Jointed Braces or Props for Carriage-Tops; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The object I have in view is to produce a jointed brace or prop for vehicle-tops, which will hold the top rigidly in an upright position, preventing its movement forward or back without the assistance of the rear quarter-curtains, which can be entirely dispensed with, this peculiar prop alone giving the necessary support.

My invention therein consists in combining with a jointed rear brace or prop at its joint a spring which acts upon the joint to keep the prop straight, the prop being broken against the resistance of such spring and straightened with its assistance, the top being thereby held rigidly when up, and prevented from rattling, as fully hereinafter explained.

In the drawings, Figure 1 is a side elevation of a carriage-top with my improved brace or prop attached; and Fig. 2 is a perspective view, on a larger scale, of the joint of the brace or prop broken.

A represents an ordinary carriage or buggy top, and B the seat upon which it is secured. C is one of the rear jointed braces or props. To one part of the brace, at its joint D, is secured a leaf-spring, E, situated on the outer side of the joint, and extending across the

joint and bearing at its free end upon the other part of the brace, which preferably has an angular extension, *a*, beyond the pivot of the joint to engage with such spring.

It will be seen that the spring assists in closing the joint or straightening the brace, and by its pressure upon the parts of the joint keeps the brace stiff and prevents the top from moving forward or rattling. This enables the rear quarter-curtains to be dispensed with.

The leaf-spring, instead of being secured to the outside of the brace, may be sunk into the brace flush with the surface of the same, or it may be put entirely within the brace, as in the joint of a jack-knife. The brace may be constructed to break either forward or backward.

If desired, the brace can break toward the front at a point somewhat below the usual joint, so as to be more convenient in operating the top.

What I claim as my invention is—

In combination with a carriage jointed top brace or prop having an extension overlapping the joint, a leaf-spring secured to said top-brace and overlapping both the extension and the joint, whereby the spring assists in closing the joint, as well as to hold the brace stiffly in position when the joint is closed, substantially as described.

This specification signed and witnessed this 23d day of September, 1879.

CHARLES FOCKLER.

Witnesses:

MONROE M. CADY,
WILLIAM GRAHAM.