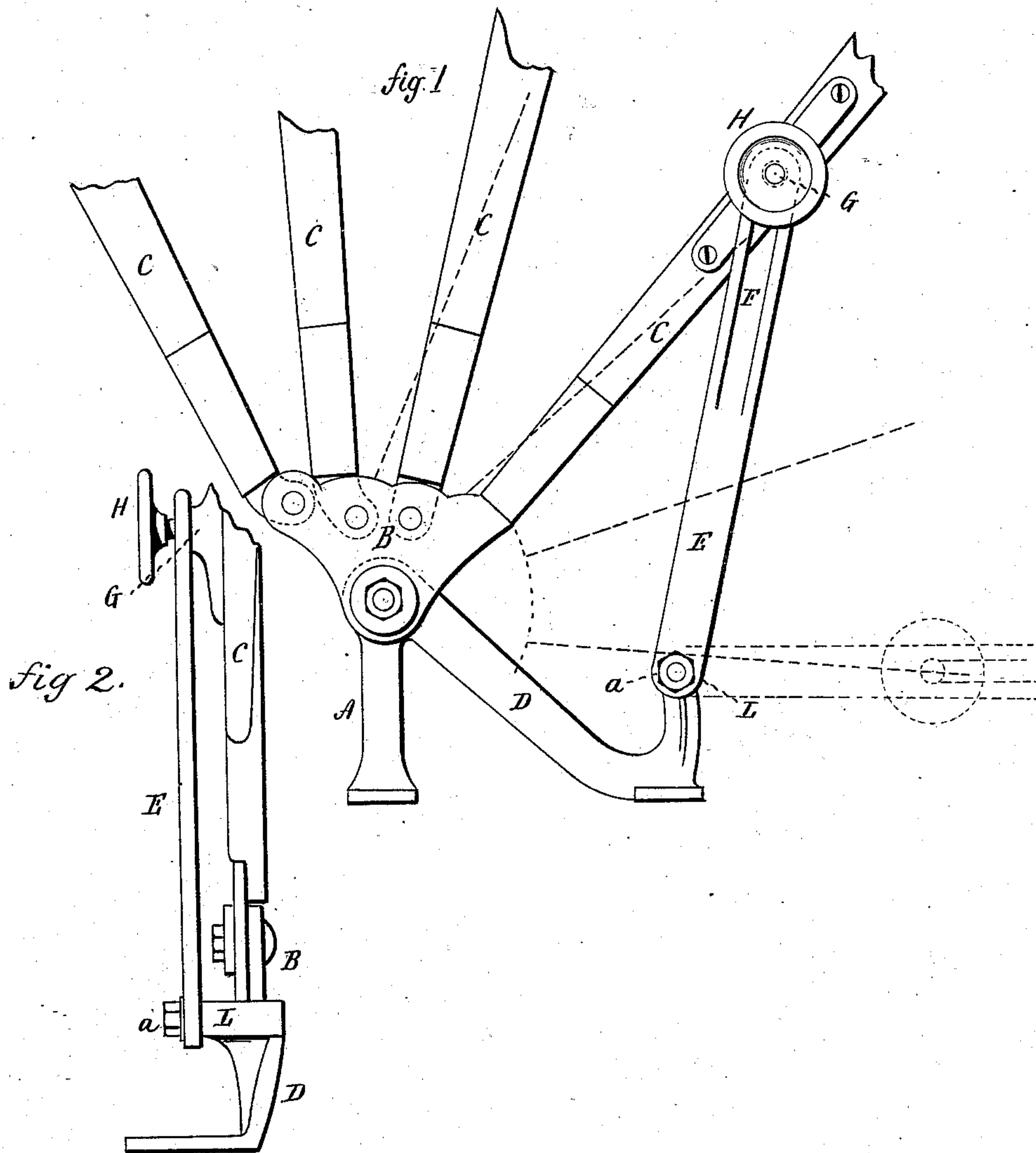


O. C. COGGINS.  
Carriage-Top.

No. 224,879.

Patented Feb. 24, 1880.



Witnesses:  
J. H. Shumway.  
Jas. C. Earl

O. Chester Coggins  
By atty. Inventor.  
Jas. C. Earl



# UNITED STATES PATENT OFFICE.

O. CHESTER COGGINS, OF NEW HAVEN, CONNECTICUT, ASSIGNOR TO  
O. B. NORTH & CO., OF SAME PLACE.

## CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 224,879, dated February 24, 1880.

Application filed January 7, 1880.

*To all whom it may concern:*

Be it known that I, O. CHESTER COGGINS, of New Haven, in the county of New Haven and State of Connecticut, have invented a new  
5 Improvement in Folding Carriage-Tops; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description  
10 of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, side view; Fig. 2, rear view.

This invention relates to an improvement in  
15 that class of carriage-tops which are arranged to be turned back and folded or collapsed, the object being, principally, to dispense with the usual seat or rear brace and permit the top to be set at any desired point between its up-  
20 right and extreme turned-back positions; and the invention consists in the construction as hereinafter described, and particularly recited in the claim.

A is the seat iron or support attached to  
25 the seat, and to which the slat-iron B is pivoted in the usual manner; C C, the bows, hinged to the slat-iron in the usual manner. From the seat-iron A a brace, D, extends to the rear, and to it is hinged the brace E, as  
30 at *a*. This brace extends upward, and is provided with a slot, F, at its upper end, into which sets a stud, G, attached to the rear bow. On this stud is a set screw or nut, H, which will bind the brace and bow firmly to-  
35 gether, and so as to support the said bow rigidly in the position where the brace may be so secured to it. The slot in the brace permits the top to be turned back to its extreme position, as indicated in broken lines, Fig. 1.  
40 At any intermediate point the top may be set by simply setting the screw or nut H firmly down upon the brace.

The position of the brace so far to the rear and taking hold of the bow so far up from its joint in the slat-iron make the support very  
45 strong and firm and dispense with the brace which usually runs from the seat up to the prop-joint on the rear bow. The usual jointed brace between the rear and forward bows is retained.

The brace D is provided with an arm, L, on  
50 which the rear bow will rest when thrown back, as seen in broken lines, Fig. 1. This arrangement of the brace E, which is within the carriage, enables the occupant to adjust  
55 the top and rigidly secure it in any desirable position. Its connection with the seat-iron serves to brace and strengthen the joint at the slat-iron, and the rest L supports the bows upon the inside and prevents the wear of the  
60 top, which is unavoidable in the use of the common outside rear brace.

I do not broadly claim a device to hold a carriage-top at different positions or a rest for the support of the top when thrown back,  
65 as such, I am aware, is not new; but

What I do claim is—

1. The combination of the support A for the slat-iron and brace D therefrom with hinged  
70 slotted brace E and connection through the slot in the brace with the bow of the top, substantially as and for the purpose specified.

2. The combination of the support A for the slat-iron and brace D therefrom with hinged  
75 slotted brace E and connection through the slot in the brace with the bow of the top and rest L for the top, substantially as described.

O. CHESTER COGGINS.

Witnesses:

L. H. PRINDLE,  
CHAS. HERSEY.