

(No Model.)

J. G. ABBOTT.
CARRIAGE COVER SUPPORT.

No. 345,821.

Patented July 20, 1886.

Fig. 1.

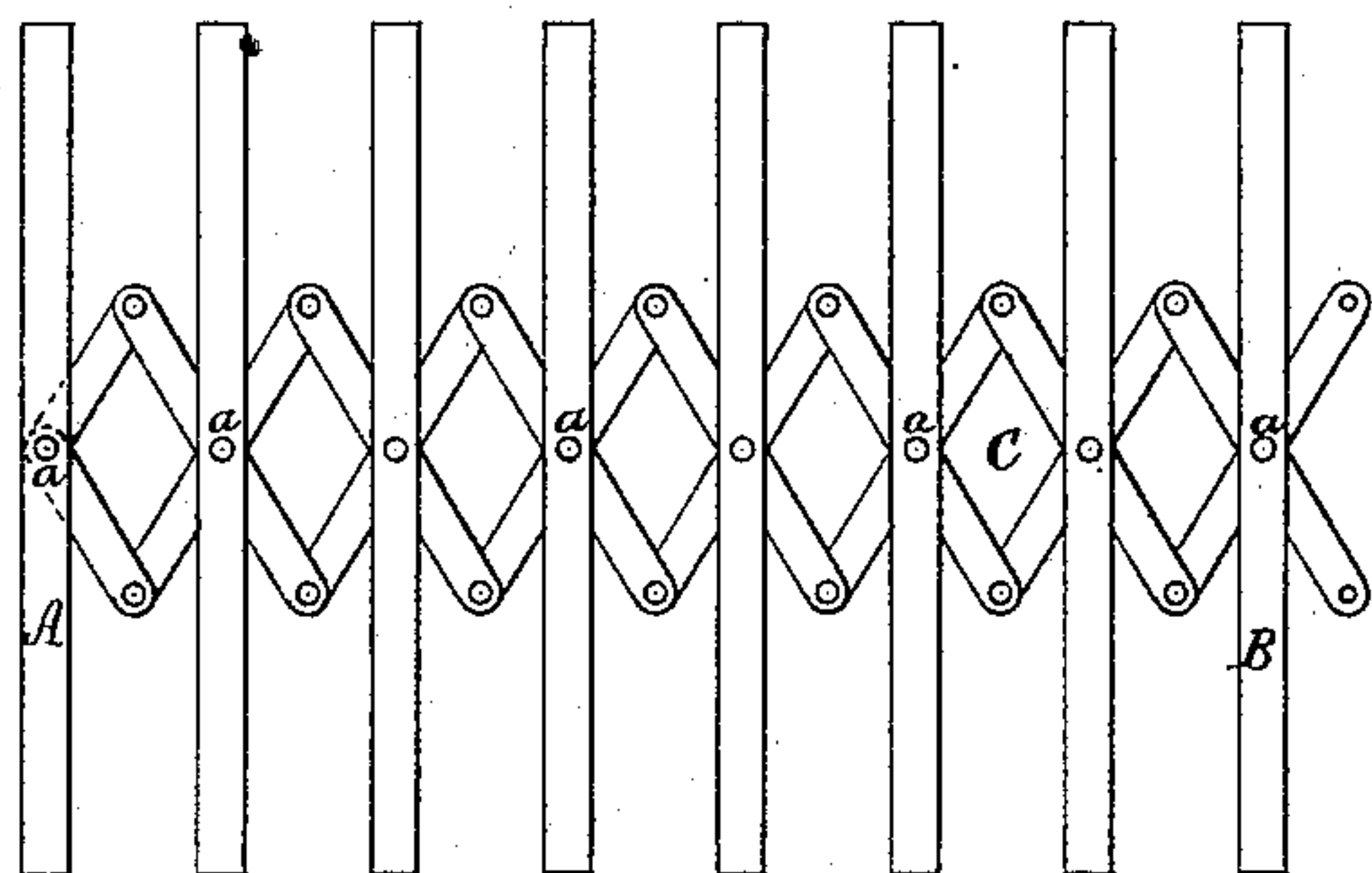


Fig. 2.

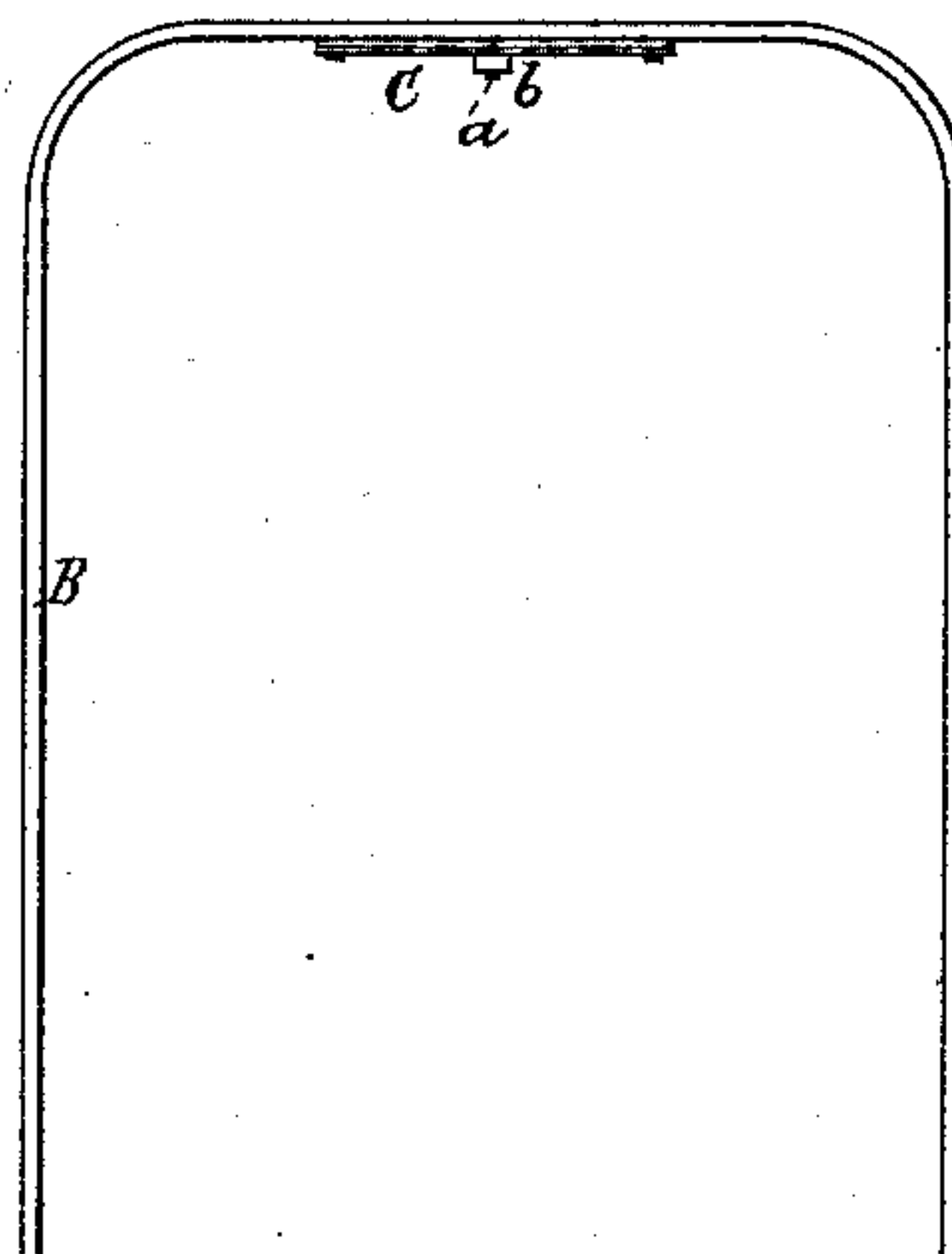


Fig. 4.

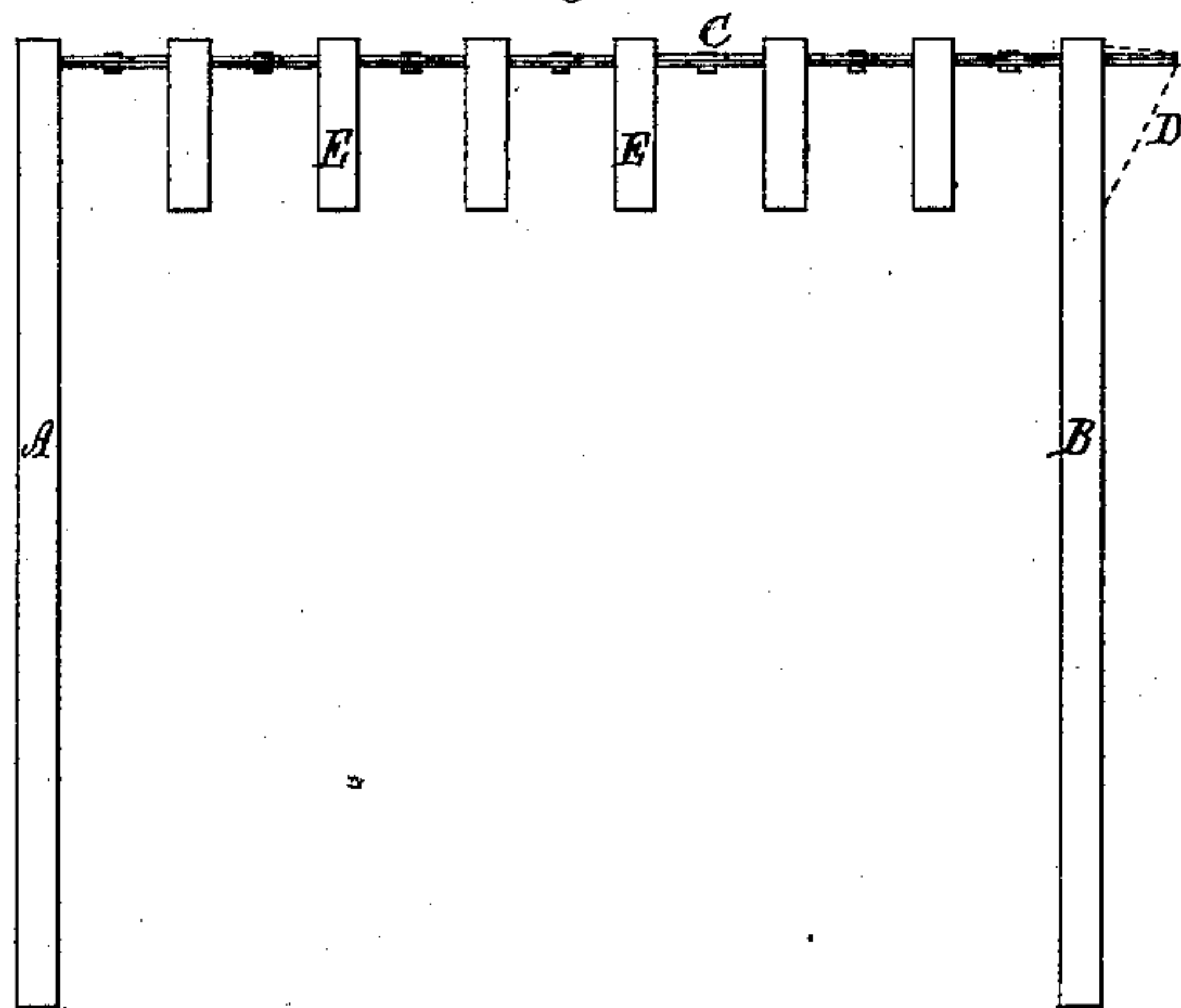


Fig. 3.

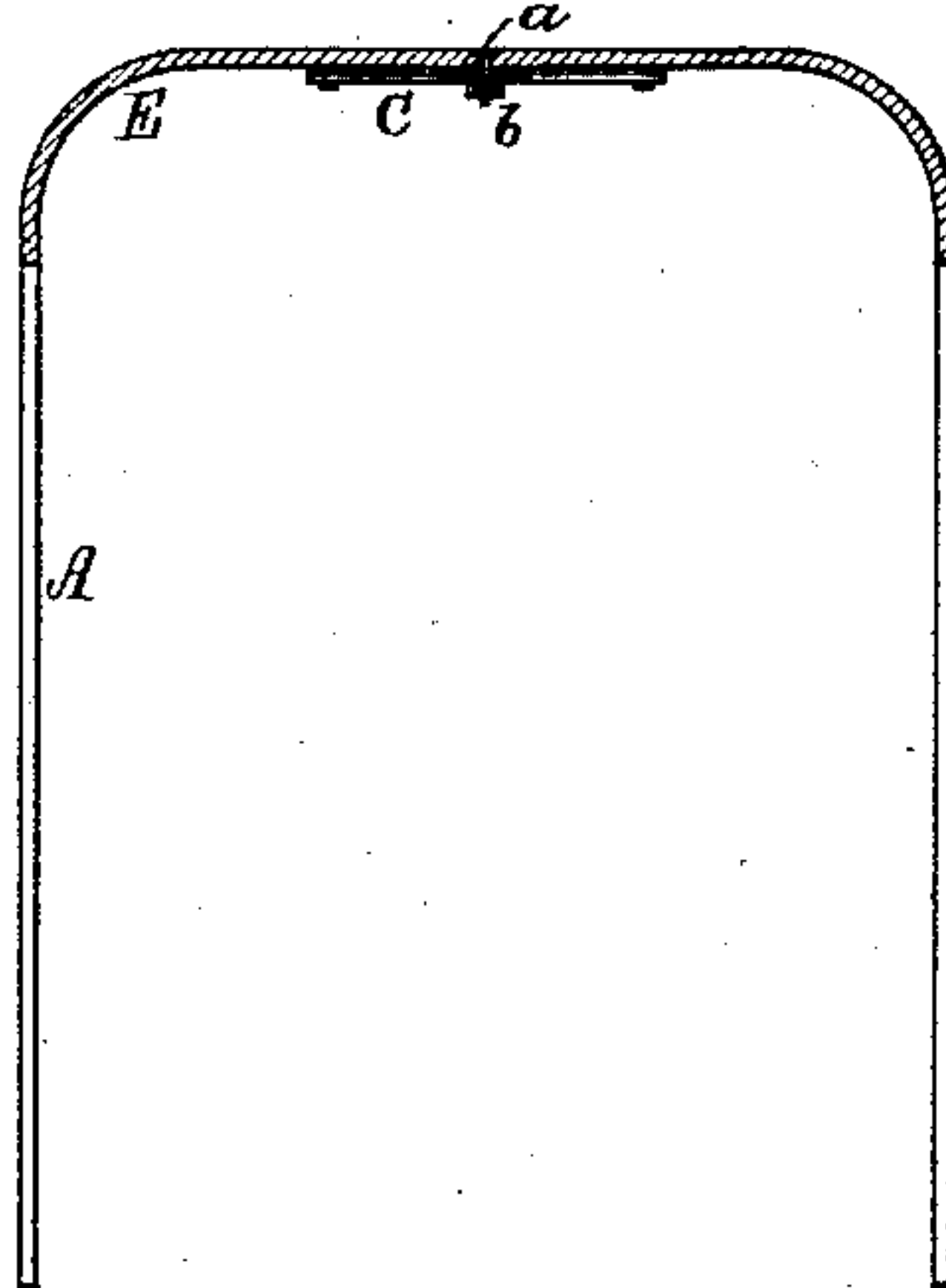


Fig. 5.

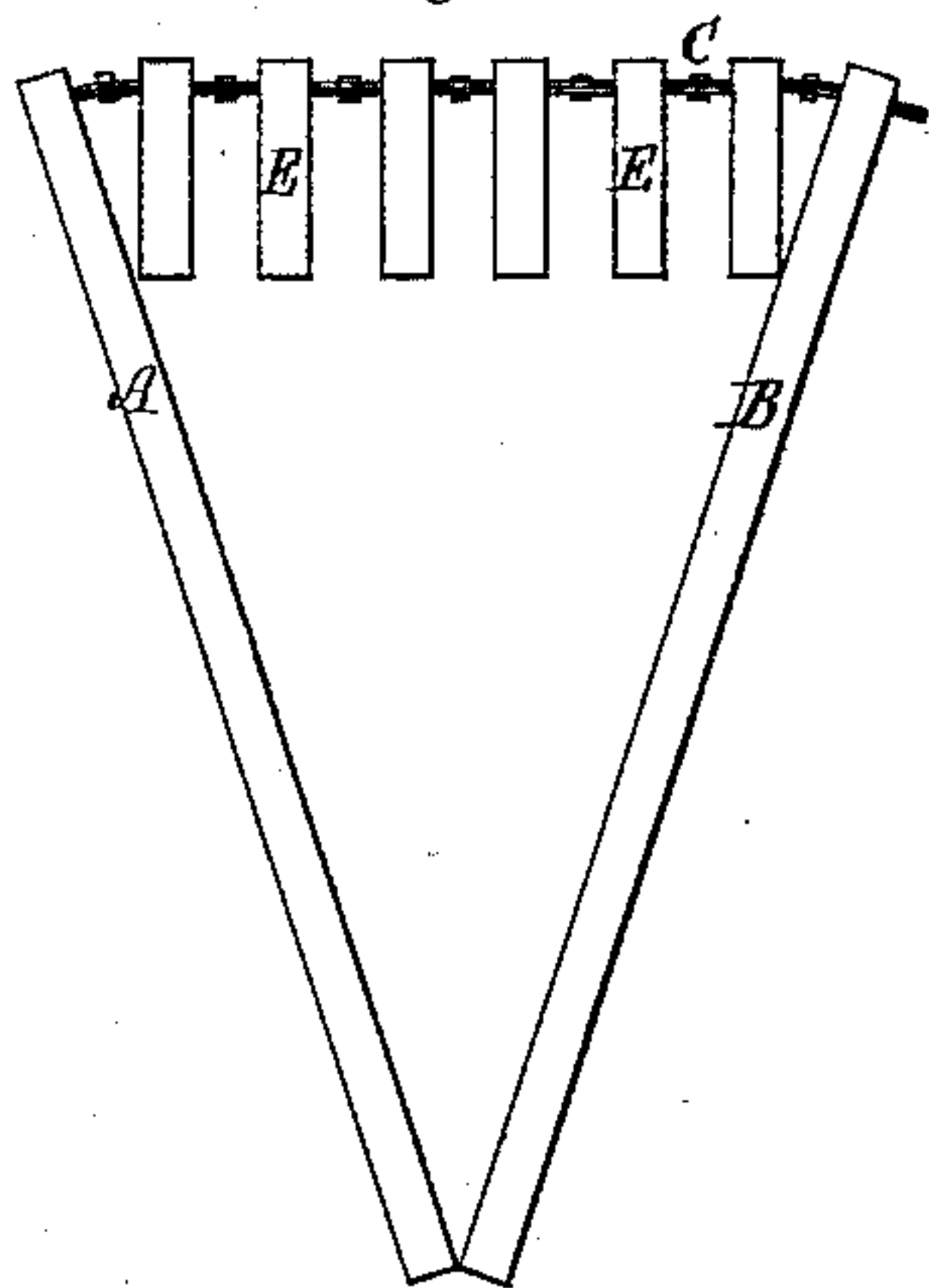
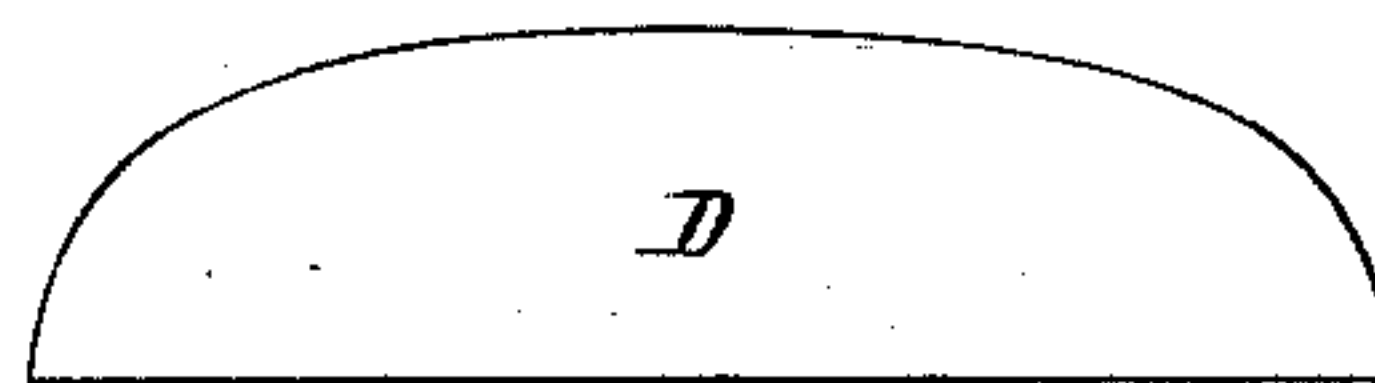


Fig. 6.



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UNITED STATES PATENT OFFICE.

JAMES GARDNER ABBOTT, OF LAWRENCE, MASSACHUSETTS.

CARRIAGE-COVER SUPPORT.

SPECIFICATION forming part of Letters Patent No. 345,821, dated July 20, 1886.

Application filed June 7, 1886. Serial No. 204,302. (No model.)

To all whom it may concern:

Be it known that I, JAMES GARDNER ABBOTT, of Lawrence, in the county of Essex, of the Commonwealth of Massachusetts, have invented a new and useful Improvement in Carriage Cover Supporters; and I do hereby declare the same to be described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a top view, Fig. 2 an end elevation, Fig. 3 a transverse section, and Fig. 4 a side view, of a carriage-cover supporter in an extended state containing my invention, the nature of which is defined in the claims hereinafter presented. Fig. 5 is a side view of the carriage-cover supporter, with its parts in position to enable it to be used to sustain the cover of a buggy or chaise. Fig. 6 is a view of the flexible hood.

This carriage-cover supporter is capable of being extended, so as to enable it to project partially or wholly over a wagon-body, as occasion may require, it being composed of two main bows, a "lazy-tongs" connecting them, and a series of lesser or intermediate bows or arched bars arranged between the said main bows, and, like them, connected to the lazy-tongs at its medium joints. The lazy-tongs I prefer to have flexile or elastic, so as to enable it to be arched or bent lengthwise of it, like a bow. To the front main bow and the outer ends of the two front bows of the lazy-tongs, a hood is or may be secured to project from the supporter when it is distended.

In the drawings, A and B are the main bows, and C the lazy-tongs, such bows being pivoted upon the medium joint-screw bolts *a* at the ends of the lazy-tongs. Between the two main bows is the series of intermediate or auxiliary bows, E, each of which at its middle is connected to one of the medium joint-screw bolts *a* of the lazy-tongs, the bolt going through the bow and two crossed bars of the lazy-tongs, and being screwed into a nut, *b*, under and against the said lazy-tongs.

The hood shown at D is a segmental-shaped piece of cloth or other suitable flexile material, fixed at its ends to the front bow B, and between such to the outer ends or parts of the next adjacent two crossed bars of the lazy-tongs.

As the lazy-tongs may be distended, the wagon-top or cover-supporter may be extended either to cover the entire wagon-body or only a part thereof.

When in use, the said supporter is to sustain the water-proof cover of a wagon-body when the main bows are arranged so as to extend across and above it. Said cover may be fastened to the supporters so as to fold and unfold with it, or may be separate therefrom so as to be cast over it. In either case the sides of the cover are to be buttoned or otherwise properly secured to those of the wagon-body.

A carriage-body cover supporter made, substantially as above described, may be used to advantage in constructing the turn-down hoods of buggies or various other light carriages.

A wagon-cover supporter as explained, when adapted to a wagon-body, can be folded during pleasant weather so as to leave the body mostly uncovered, to enable goods to be removed from or introduced into the body over either of its sides. In case of a shower suddenly arising the supporter can be quickly extended over the entire wagon-body. In some cases instead of applying the lazy-tongs to the tops of the bows, I use two of such tongs and apply them on opposite sides of the bows.

I claim—

1. The extensible carriage-cover supporter, substantially as described, composed of the two main bows, the series of intermediate auxiliary bows, and the lazy-tongs, arranged and connected essentially and for use as set forth.

2. The combination of the extensible carriage-cover supporter, substantially as described, composed of the two main bows, the series of intermediate auxiliary bows, and the lazy-tongs arranged and connected essentially as set forth, with the flexile hood applied to the front bar and the next adjacent end bars of such lazy-tongs, all being substantially and for use as represented.

JAMES GARDNER ABBOTT.

Witnesses:

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