

(Model.)

2 Sheets—Sheet 1.

W. S. COLEMAN, A. C. ARMENTROUT & G. P. SWEITZER.  
BOW SPRING REST FOR CARRIAGES.

No. 362,818.

Patented May 10, 1887.

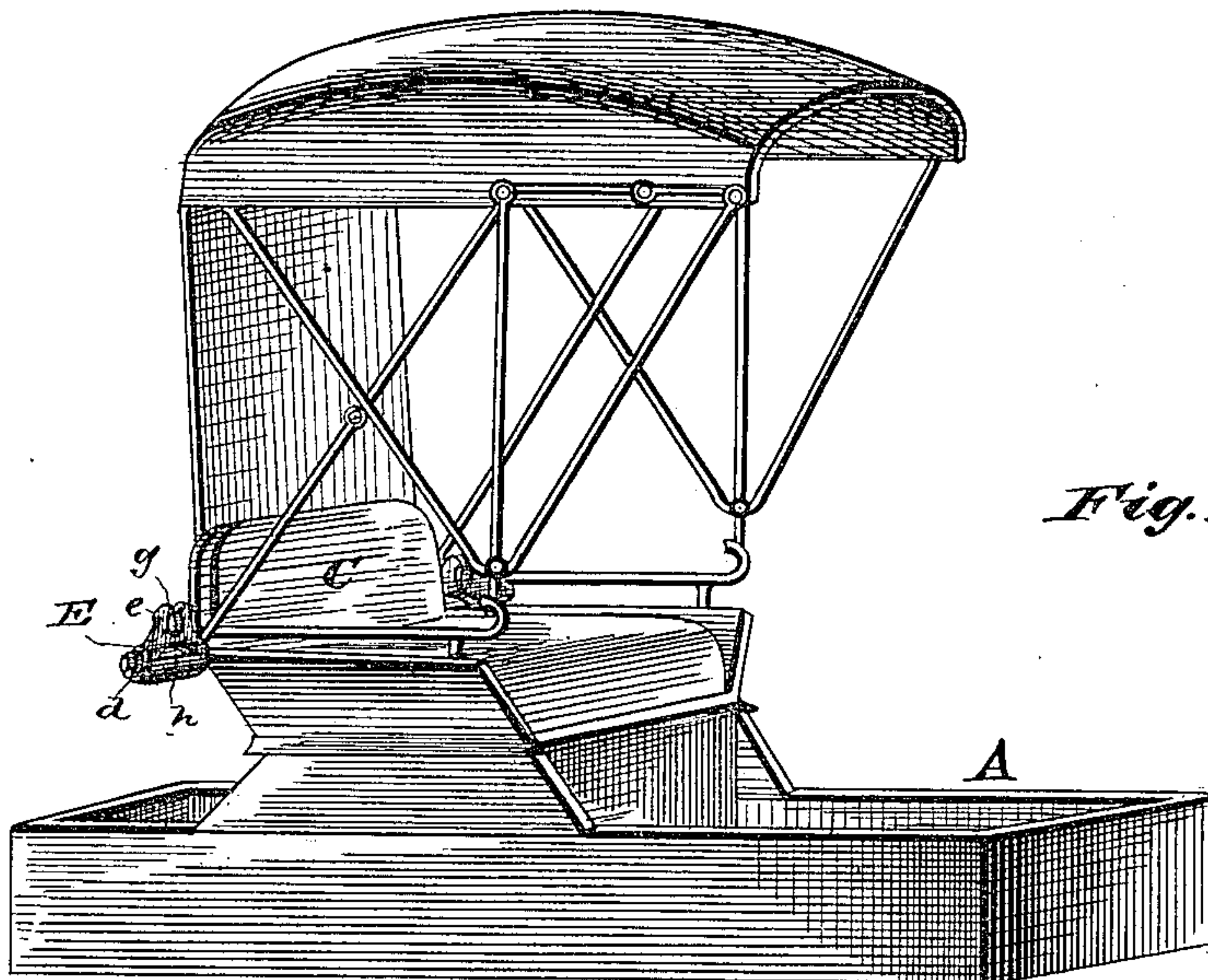


Fig. 1.

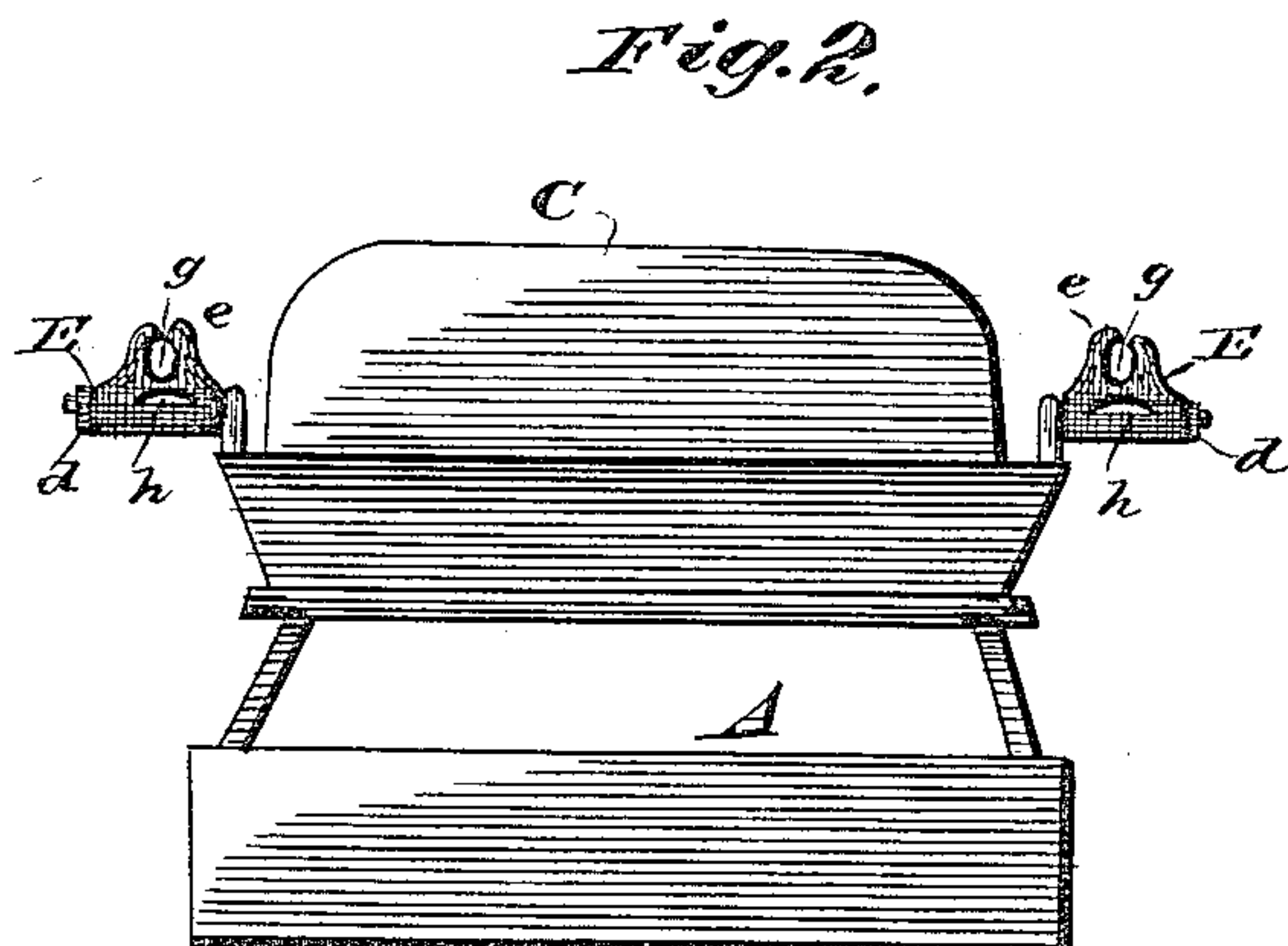


Fig. 2.

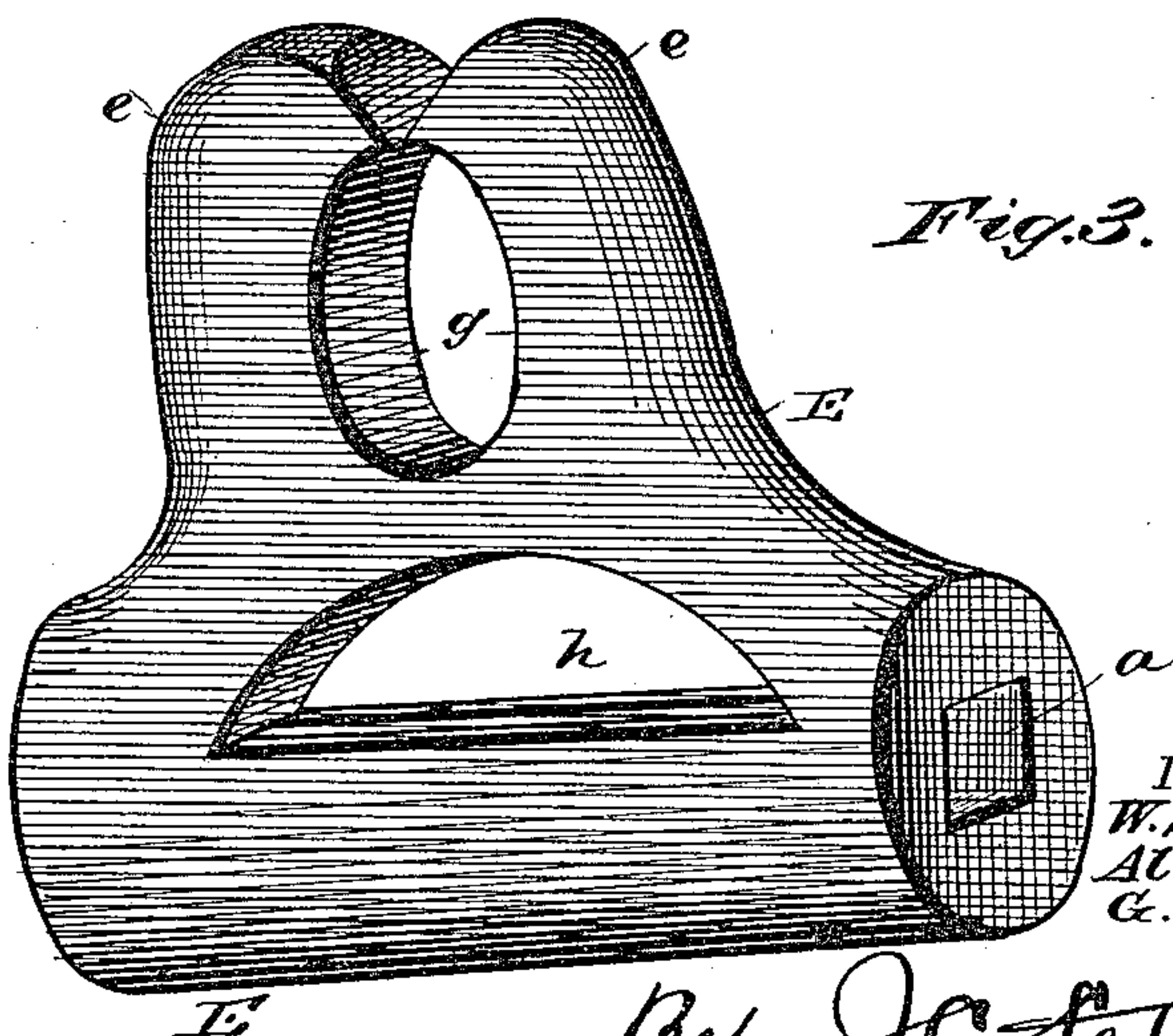


Fig. 3.

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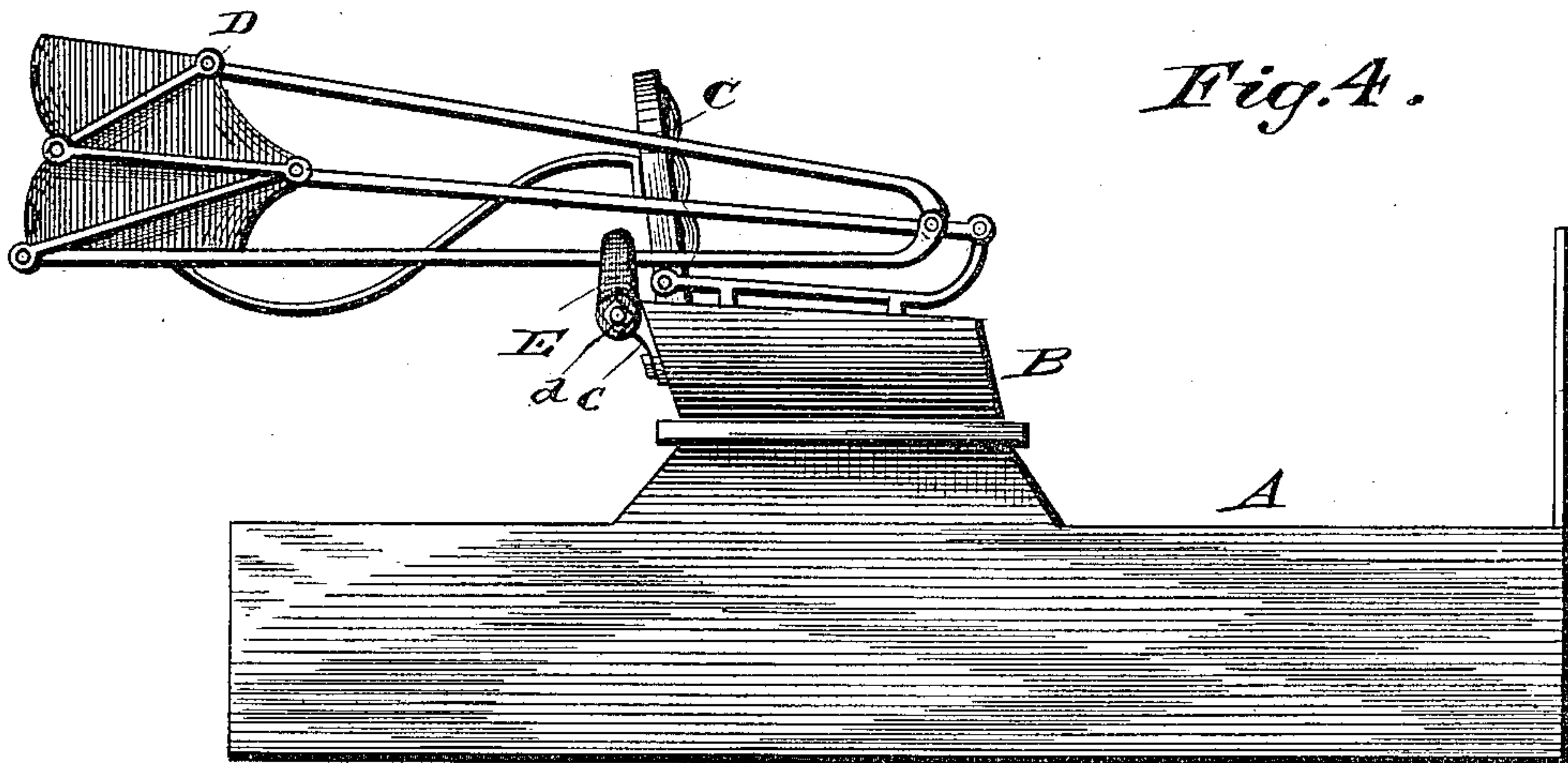
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2 Sheets—Sheet 2.

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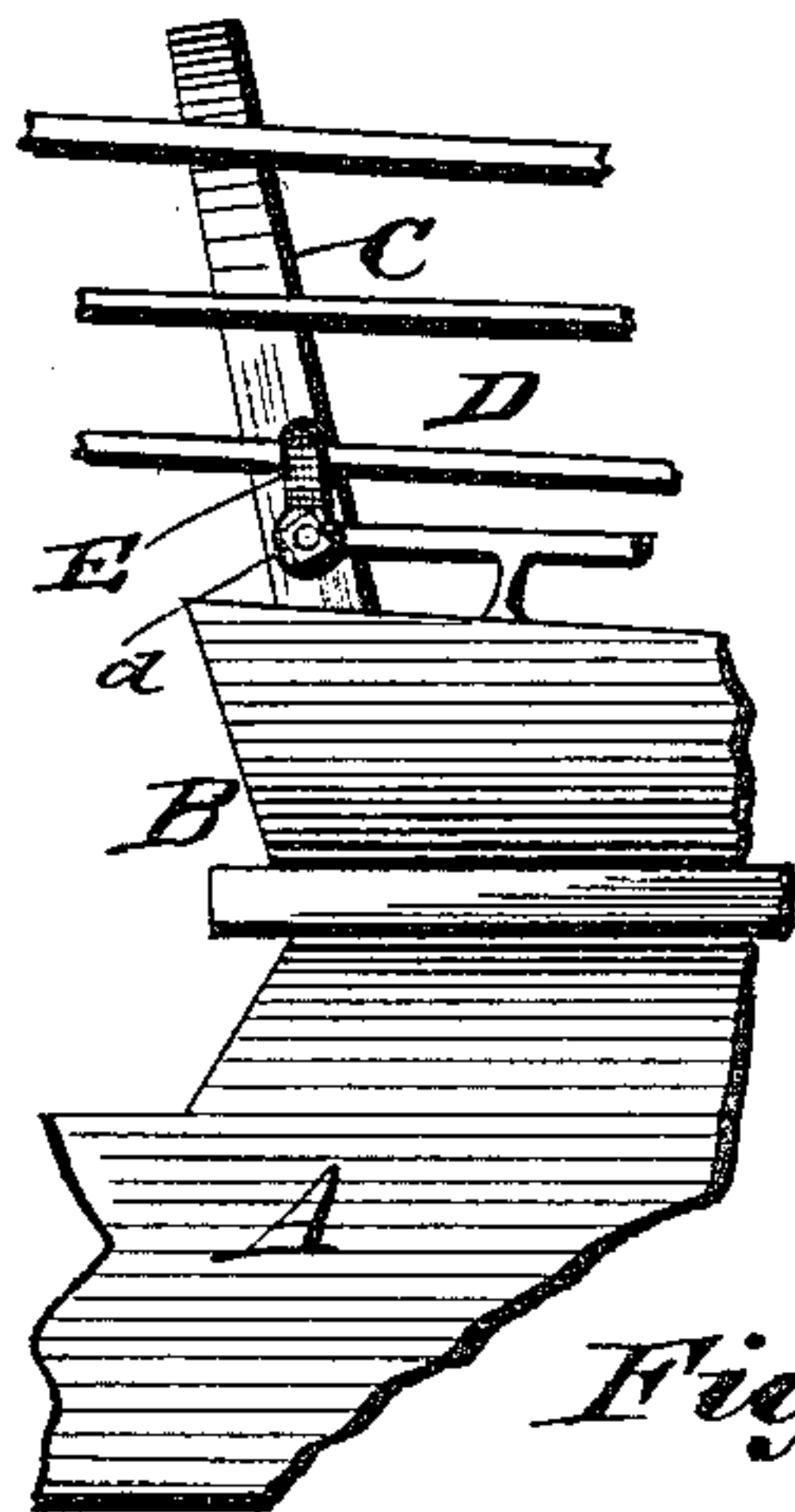
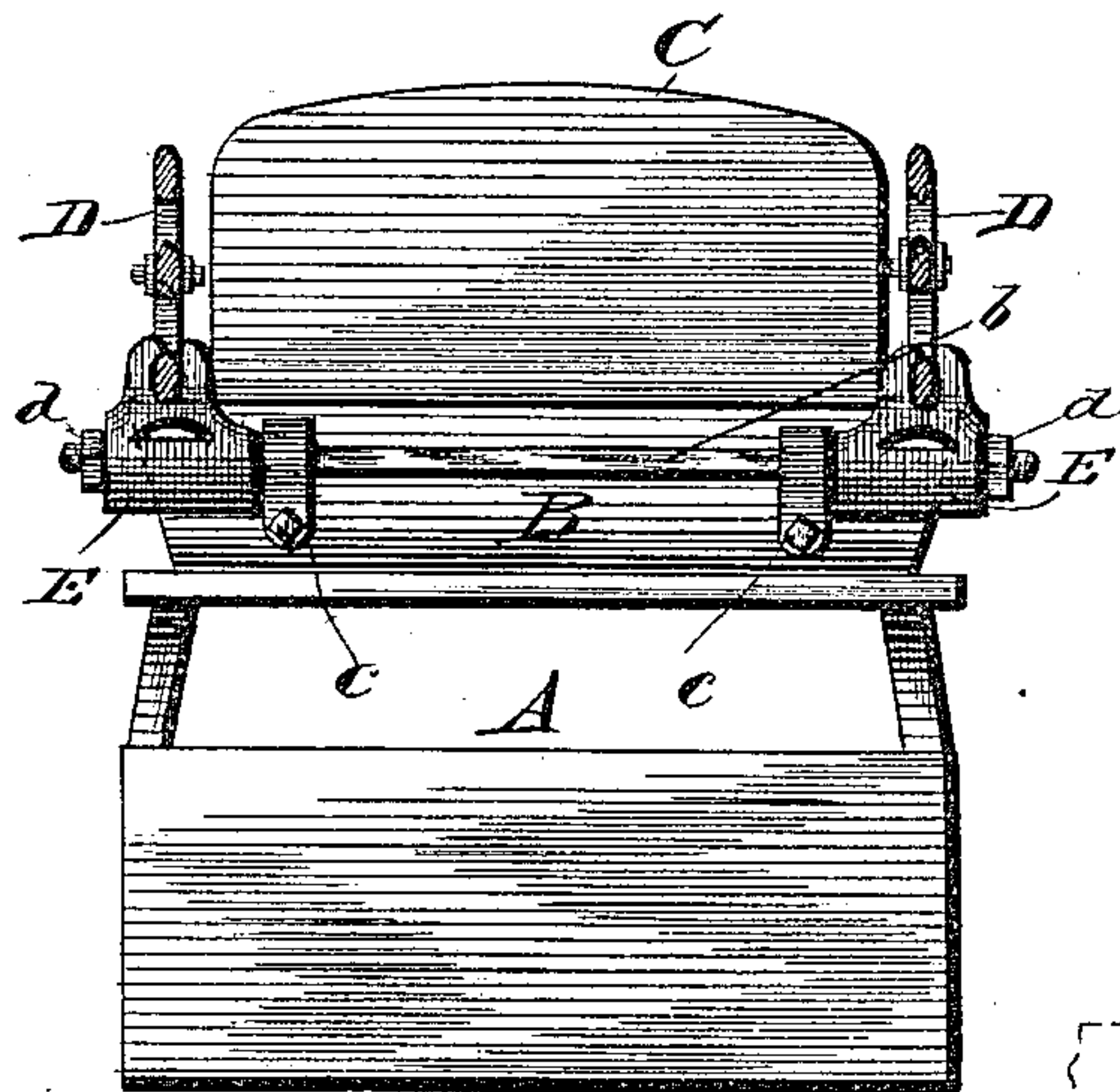
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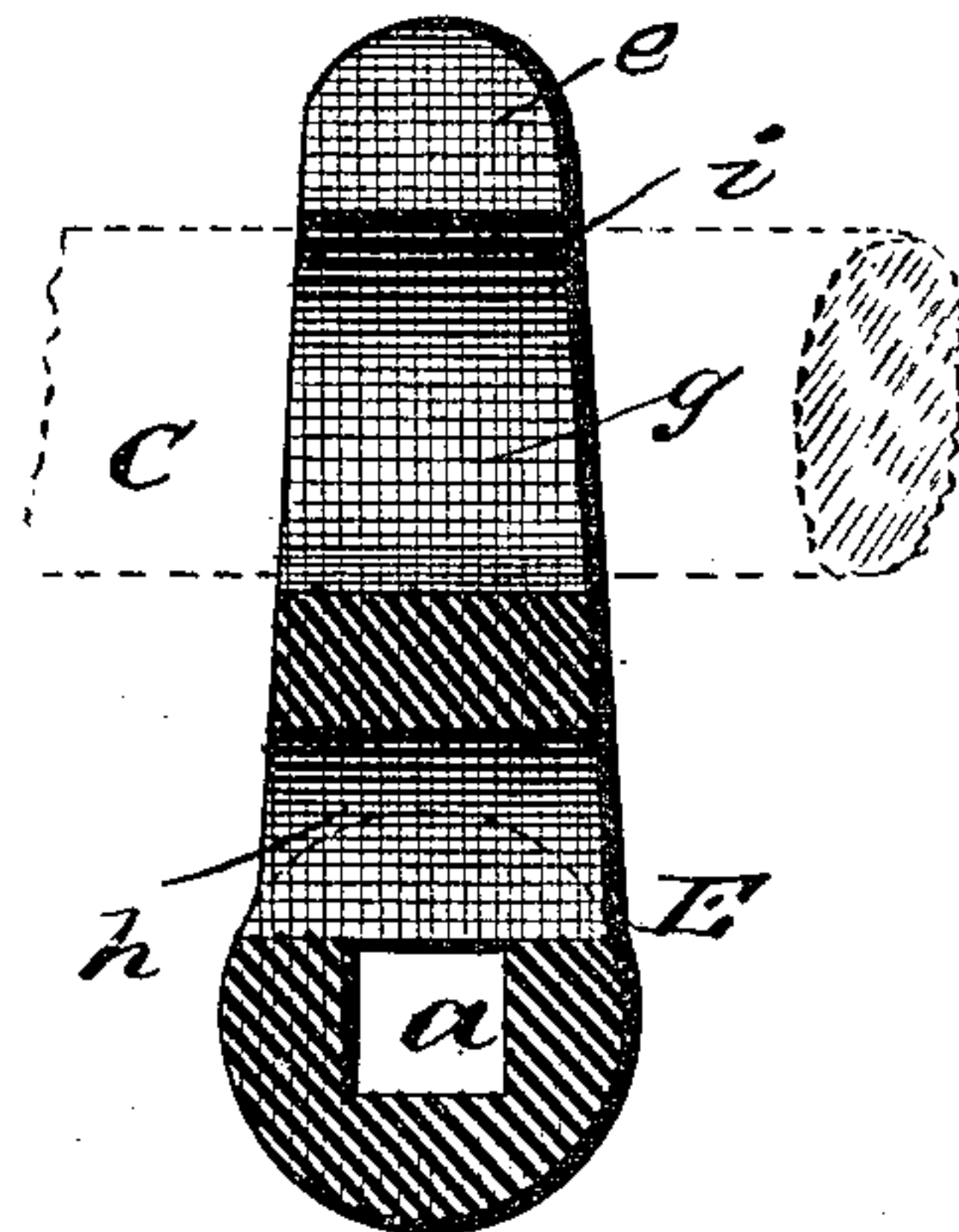
*Fig. 4.*

*Fig. 5.*

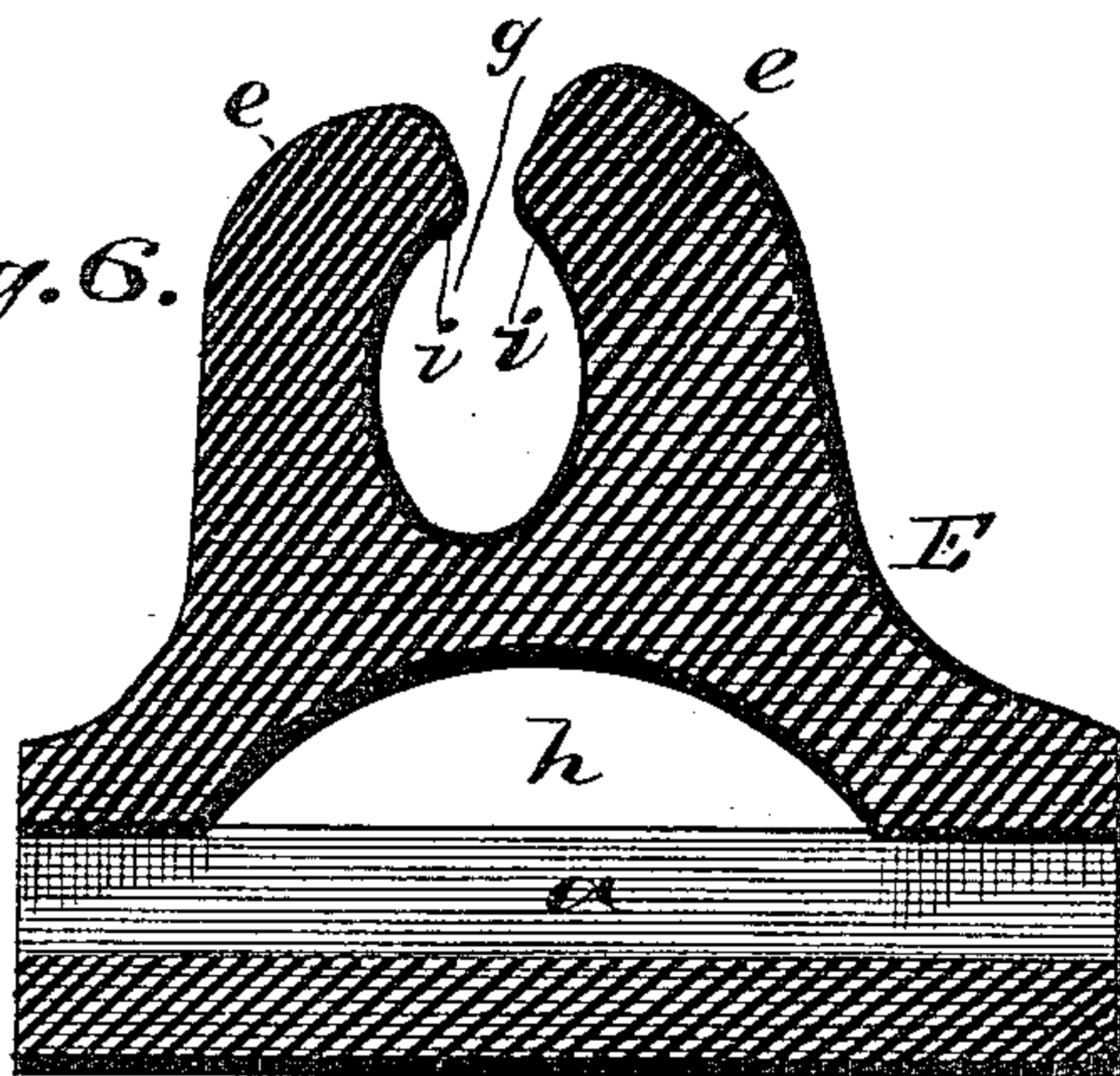


*Fig. 8.*

*Fig. 7.*



*Fig. 6.*



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# UNITED STATES PATENT OFFICE.

WILLIAM S. COLEMAN, ALBERT C. ARMENTROUT, AND GERHART P. SWEITZER, OF SALISBURY, MISSOURI; SAID ARMENTROUT ASSIGNOR, BY MESNE ASSIGNMENTS, TO EDWARD C. HAYSLER, OF SAME PLACE.

## BOW-SPRING REST FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 362,818, dated May 10, 1887.

Application filed February 2, 1887. Serial No. 226,306. (Model.)

*To all whom it may concern:*

Be it known that we, WILLIAM S. COLEMAN, ALBERT C. ARMENTROUT, and GERHART P. SWEITZER, citizens of the United States, residing at Salisbury, in the county of Chariton and State of Missouri, have invented certain new and useful Improvements in Bow-Spring Rests or Cushions for Vehicles; and we do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to improvements in that class of devices commonly called "top-props," designed to support the carriage-top when the same is lowered and prevent the jarring and rattling and side movement thereof; and the invention consists in peculiar combinations and the novel construction, arrangement, and adaptation of parts, all as will be hereinafter more fully described, and particularly pointed out in the claims.

Various means have been devised for this purpose, most of which, owing to their complication, have been found objectionable, as they soon get out of order. In our improvement we aim at simplicity, efficiency in operation, and durability. This we accomplish in the manner illustrated in the accompanying drawings, in which—

Figure 1 represents a perspective view of a carriage body and top with our improvement attached thereto, showing the top up. Fig. 2 is a rear view of the same with the top removed. Fig. 3 represents in perspective our top-rest detached. Fig. 4 represents a side view of a body and top, showing our rest in different position with the top down. Fig. 5 is a rear view of Fig. 4, with the top down and shown in section. Fig. 6 is a longitudinal section of the top prop or rest detached. Fig. 7 is a transverse section of the same with one of the bows represented in place by dotted lines. Fig. 8 is a detail in side elevation.

Referring by letter to the drawings, A designates a buggy or carriage body, B the seat,

C the seat-back, and D the folding top, all of any approved or well-known construction.

E designates our improved top prop or rest. It is formed, preferably, of a single piece of rubber, although other material may be used, and we do not wish to confine ourselves to rubber.

This rest or cushion is provided longitudinally with a square or polygonal aperture, *a*, to engage a correspondingly-shaped shaft, upon which it is secured. This cushion may be secured to the side arms of the vehicle, as shown in Figs. 1, 2, and 8, or otherwise, in any suitable position to receive the bow of the top when the same is lowered. We sometimes prefer to attach it as shown in Figs. 4 and 5 of the drawings, one at each end of a rod, *b*, suitably supported in brackets or lugs *c*, secured to the rear of the seat, these brackets preventing end-wise movement of the cushions in one direction, and nuts *d* upon the outer ends of the rod serving to prevent movement in the other direction, and also providing for their ready removal when desired. This arrangement throws the support farther back, so as to relieve the strain on the bow occasioned by the weight of the top when lowered.

The upper extremity of this cushion is formed with spring-arms *ee*, the adjacent faces of which incline toward each other, as clearly shown in the drawings, and beneath these inclined portions the material is hollowed out, as shown, to form an opening, *g*, to receive the lower bow of the top, as shown in Figs. 3, 5, 6, and 7.

To add to the elasticity of the device we cut away the portion of the material forming the same at *h*, to give a downward spring and prevent the bow from bending or breaking at the points where it rests, as it does in vehicles as now used.

The operation is apparent. When the top is lowered, the bottom bows fall upon the cushion, the inclined faces of which center the bows thereon, when they are pressed into the opening *g*, and there retained against vertical or sidewise movement.

To facilitate the removal of the bows from



the cushion, when desired, we sometimes bevel or cut away the under faces of the arms *e e*, as at *i*, Fig. 6.

Modifications may be made in various forms  
5 without departing from our invention.

Having thus described our invention and set forth its merits, what we claim as new is—

1. A rubber top rest or cushion comprising in a single element a socket to receive its supporting-rod and spring-arms to embrace the  
10 bow, all formed integral, as set forth.

2. A rubber top rest or cushion comprising in a single element a socket to receive its supporting-arm and spring-arms to embrace the  
15 bow, the adjacent faces of said arms being inclined, substantially as and for the purposes specified.

3. A rubber cushion or rest formed with longitudinal aperture *a*, arms *e e*, having inclined  
20 faces and hollowed out beneath said inclined faces, and provided with a cut-away portion, *h*, as shown, and to form a spring between the bottom bows and the support of the cushion described, as and for the purposes specified.

4. The combination, with the seat-extension, 25 side arms, and folding top, of a rod, *b*, secured to the back of said seat and the rubber cushion on said side arm and formed with spring-arms to embrace and hold against vertical and end-wise movement of the lower bow of said top, as  
30 set forth.

5. The combination, with the seat and folding top, of the brackets *c c*, secured to the back of said seat, the rod *b*, supported by said brackets, nuts *d d* on the end of said rod, and the cushion 35 *E* on said rod between said brackets and nuts, substantially as described.

In testimony whereof we affix our signatures in presence of two witnesses.

WILLIAM S. COLEMAN.  
ALBERT C. ARMENTROUT.  
GERHART P. SWEITZER.

Witnesses:

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