

(No Model.)

L. ANDERSON.
TOP PROP.

No. 428,060.

Patented May 20, 1890.

Fig. 1.

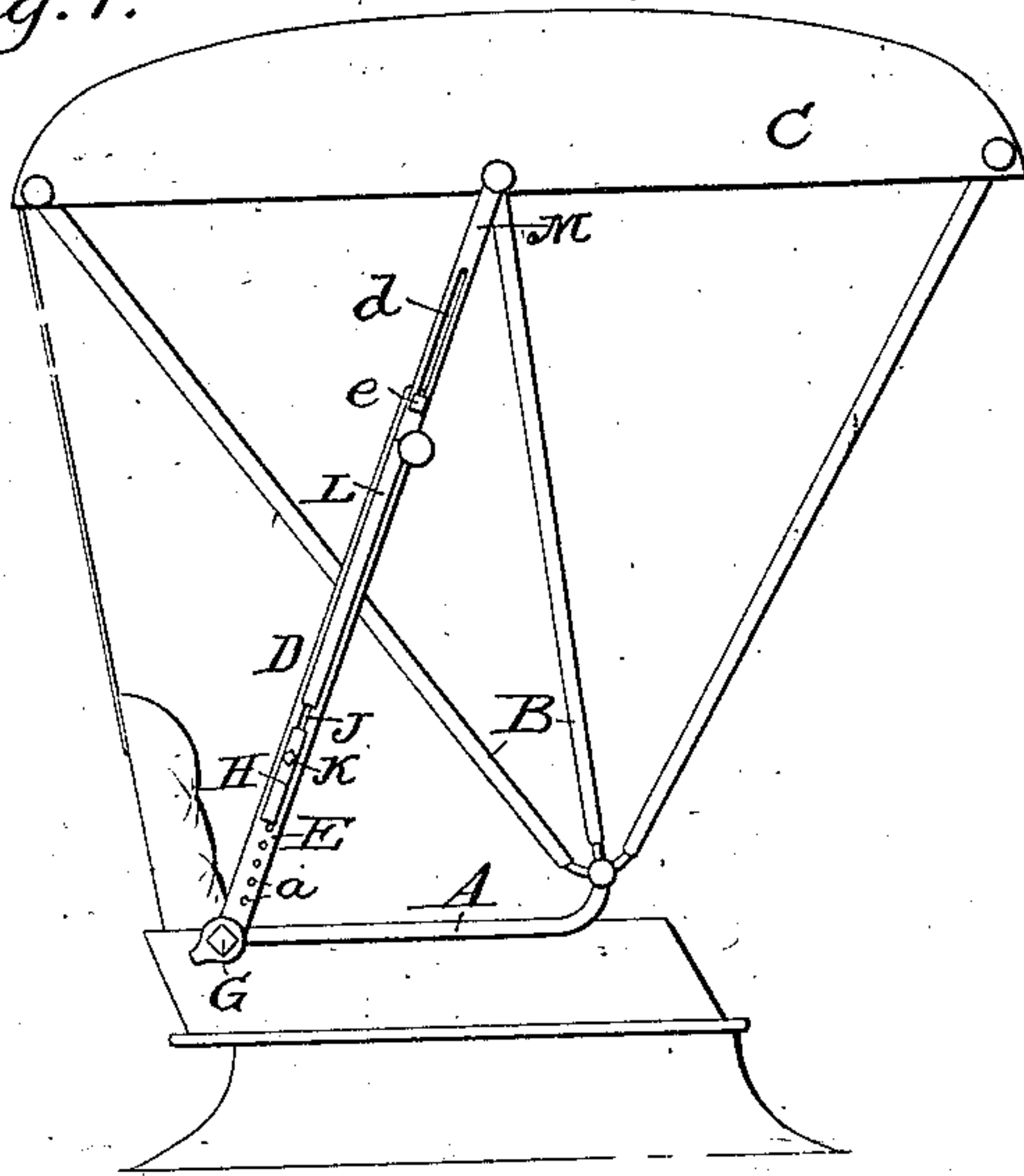


Fig. 2.

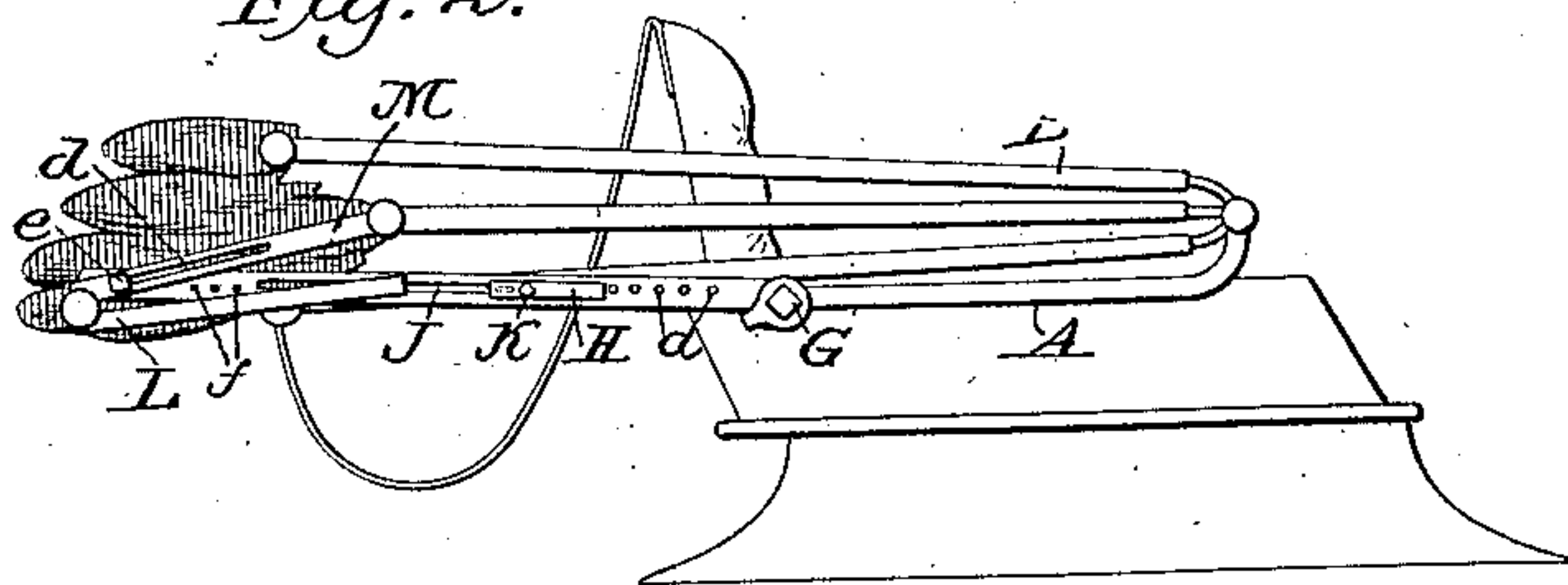


Fig. 3.

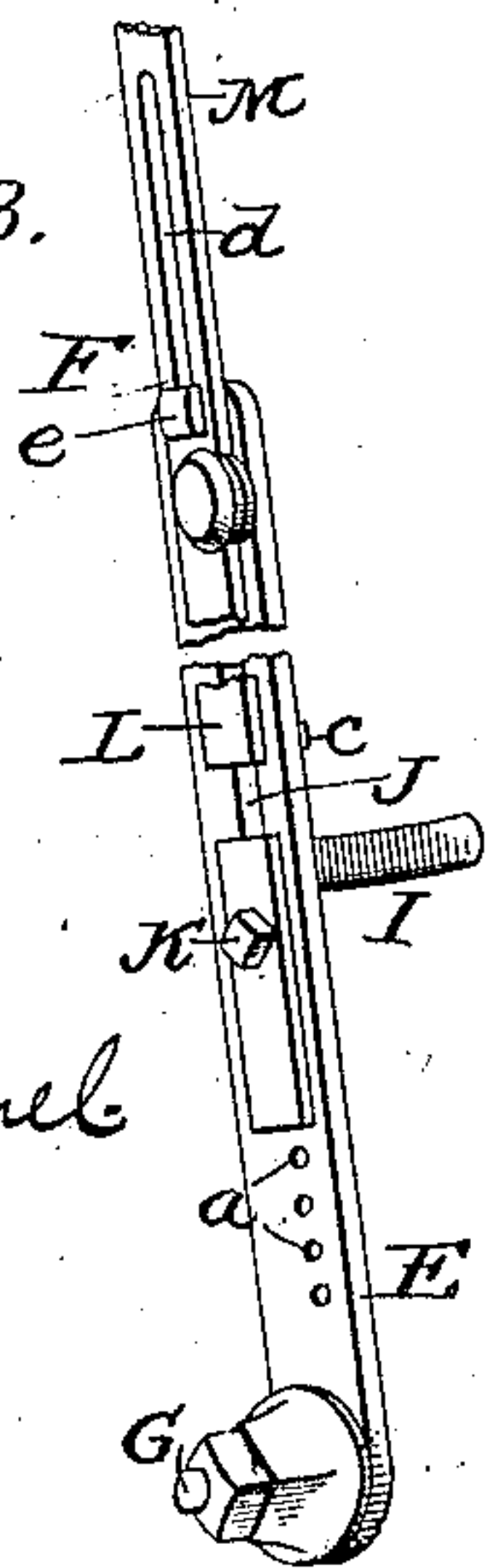
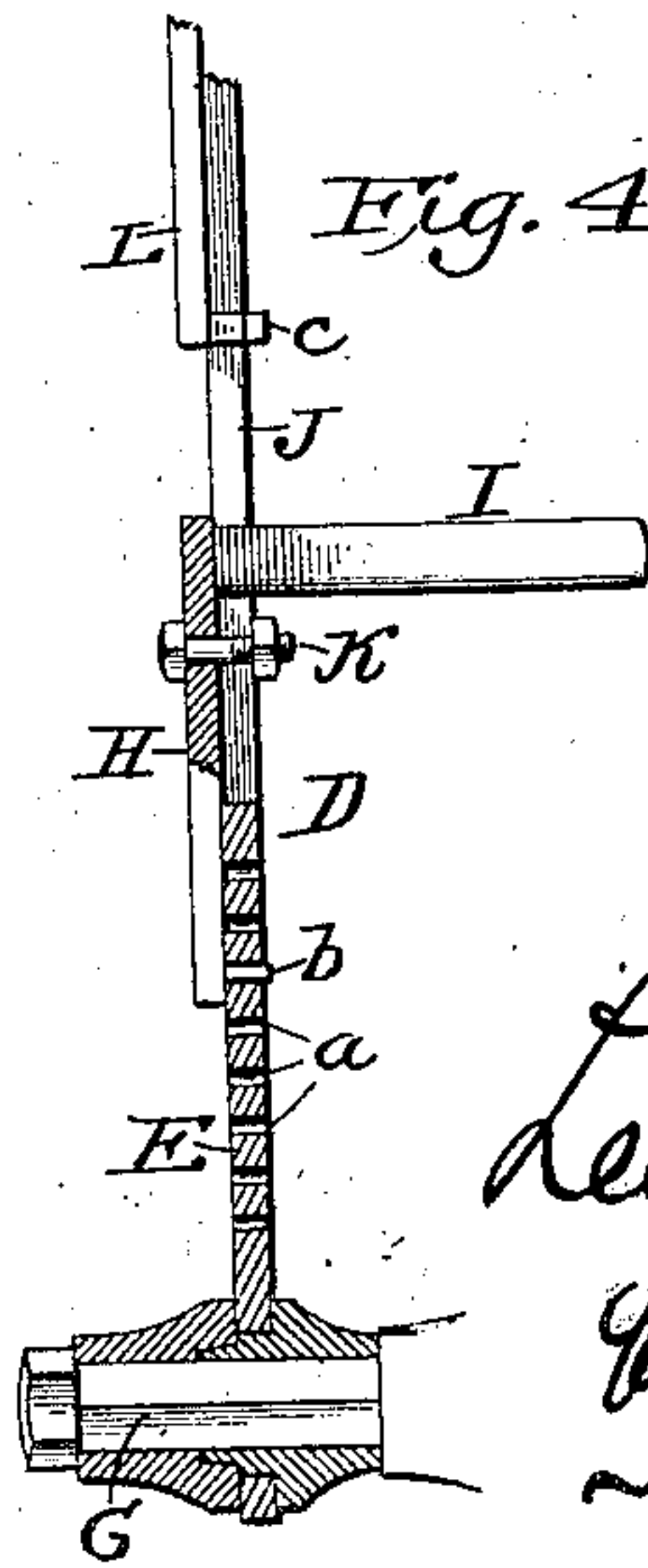


Fig. 4.



Witnesses:

James F. Duhamel
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UNITED STATES PATENT OFFICE.

LEE ANDERSON, OF PARIS, TEXAS, ASSIGNOR OF TWO-THIRDS TO THOMAS BROAD, JOHN MARTIN, AND LEMUEL P. HARRISON, OF SAME PLACE.

TOP-PROP.

SPECIFICATION forming part of Letters Patent No. 428,060, dated May 20, 1890.

Application filed March 3, 1890. Serial No. 342,411. (No model.)

To all whom it may concern:

Be it known that I, LEE ANDERSON, a citizen of the United States, residing at Paris, in the county of Lamar and State of Texas, have invented certain new and useful Improvements in Top-Props, of which the following is a specification.

My invention relates to top-props for carriages; and it consists in various features and details hereinafter set forth and claimed.

In the drawings, Figure 1 is a side elevation of a buggy-top provided with my improved top and support; Fig. 2, a side view showing the top folded down or closed, and Figs. 3 and 4 detailed views of the top prop and support.

A indicates the shifting-rail of the carriage, to which are pivoted the bows B B of the cover C.

D indicates my improved support and prop as a whole, the said support comprising a main arm E and a jointed supplemental arm F, the former being designed to be applied to a stud G projecting from the shifting-rail, while the latter is adapted to be connected at its outer end with one of the bows of the carriage-top.

Applied to the outer face of the arm E is a plate H, having a laterally-projecting arm I, which is designed to project through a slot J in the arm E, as clearly shown in Figs. 3 and 4. This plate is clamped to the arm E by means of a bolt and nut or equivalent fastening device K, which passes through the slot J, as shown in Fig. 4, and to guard against the slipping of the plate upon or with reference to the arm E the latter is provided with a series of holes or perforations a to receive a pin or stud b, projecting from the inner face of the plate H, as shown in Fig. 4. From this construction it will be seen that the plate H and the arm I carried thereby may be moved nearer to or farther from the inner end of the arm E, so that the arm I may support the carriage-bows at a point nearer to or farther from their pivot, and while capable of this adjustment it is also so constructed as to be rigidly fixed in any of its adjusted positions.

The jointed arm F comprises two sections L and M of about the same length. Section L is provided at its inner end with a stud or

T-head c, which, as shown in Fig. 4, is designed to work back and forth in the slot J of arm E as the top is raised and lowered, and the arm or section M is provided with a longitudinal slot d to receive a bolt or stud e, projecting from the upper or outer end of the arm E, so that when the top is lowered or closed, as shown in Fig. 2, the two parts L and M of the arm F will fold upon each other into compact form.

The arm E will be provided at its upper end with a series of holes or perforations f, Fig. 2, in order that the position of the bolt or stud e may be changed. The manner of pivoting or securing the arm E upon the stem G of the shifting-rail may be varied considerably without in any manner departing from the spirit of my invention.

Having thus described my invention, what I claim is—

1. In combination with the arm E, plate H, provided with an inwardly-extending rigid arm I, substantially as and for the purpose set forth.

2. In combination with arm E, having perforations a and slot J, plate H, provided with arm I, pin b, and bolt K, and arms L and M, secured, respectively, to the arm E and the carriage-top, and connected to each other.

3. In combination with an arm E, pivoted to a fixed part of the carriage, an arm F, secured to the carriage-top and adapted to move or slide upon the arm E, substantially as shown and described.

4. In combination with an arm E, pivoted to a fixed part of the carriage, an arm F, secured to the carriage-top and adapted to slide or move upon the arm E, and comprising two hinged or pivoted sections L and M, all substantially as shown.

5. In combination with the arm E, provided with a slot J and a bolt or stud e, the hinged or pivoted sections L and M, provided, respectively, with bolt c and slot d.

In witness whereof I hereunto set my hand in the presence of two witnesses.

LEE ANDERSON.

Witnesses:

CLARENCE HANCOCK,
R. J. PATTON.