

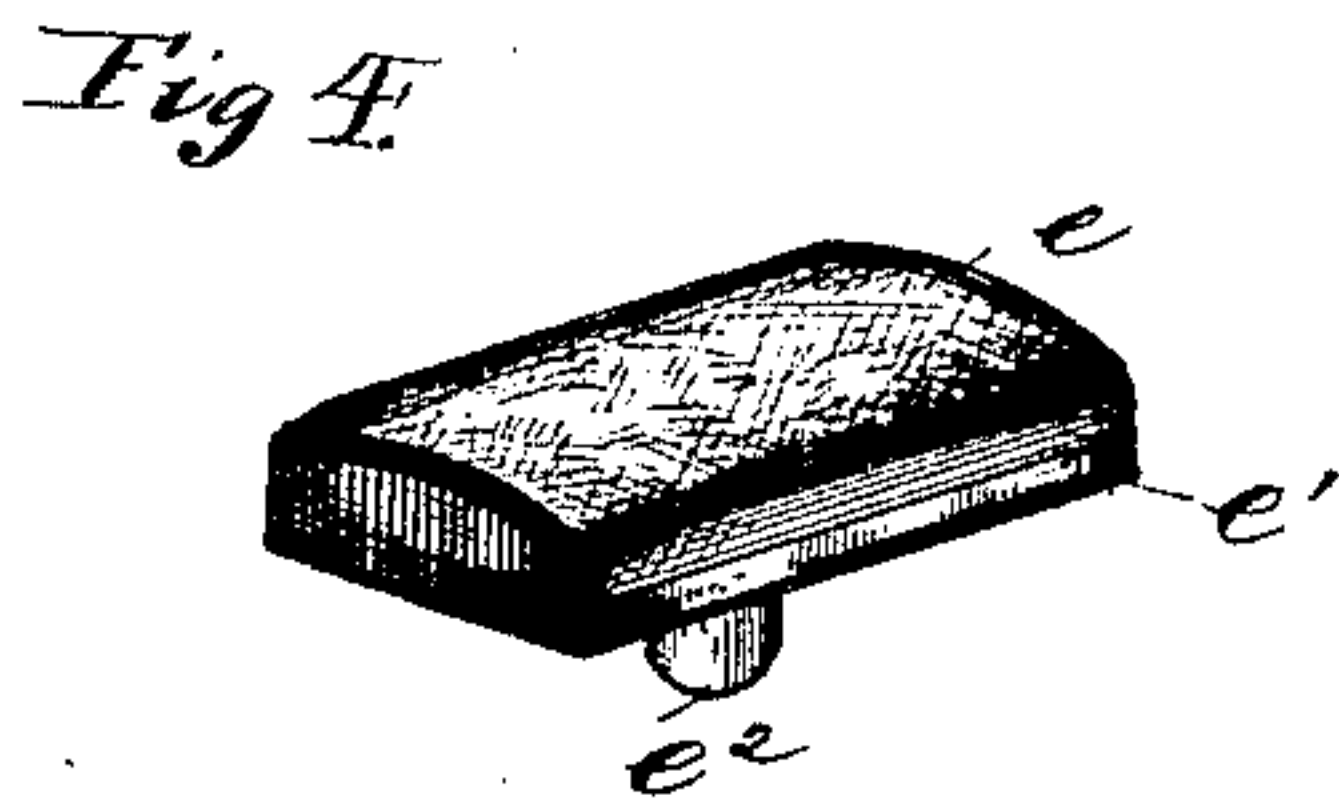
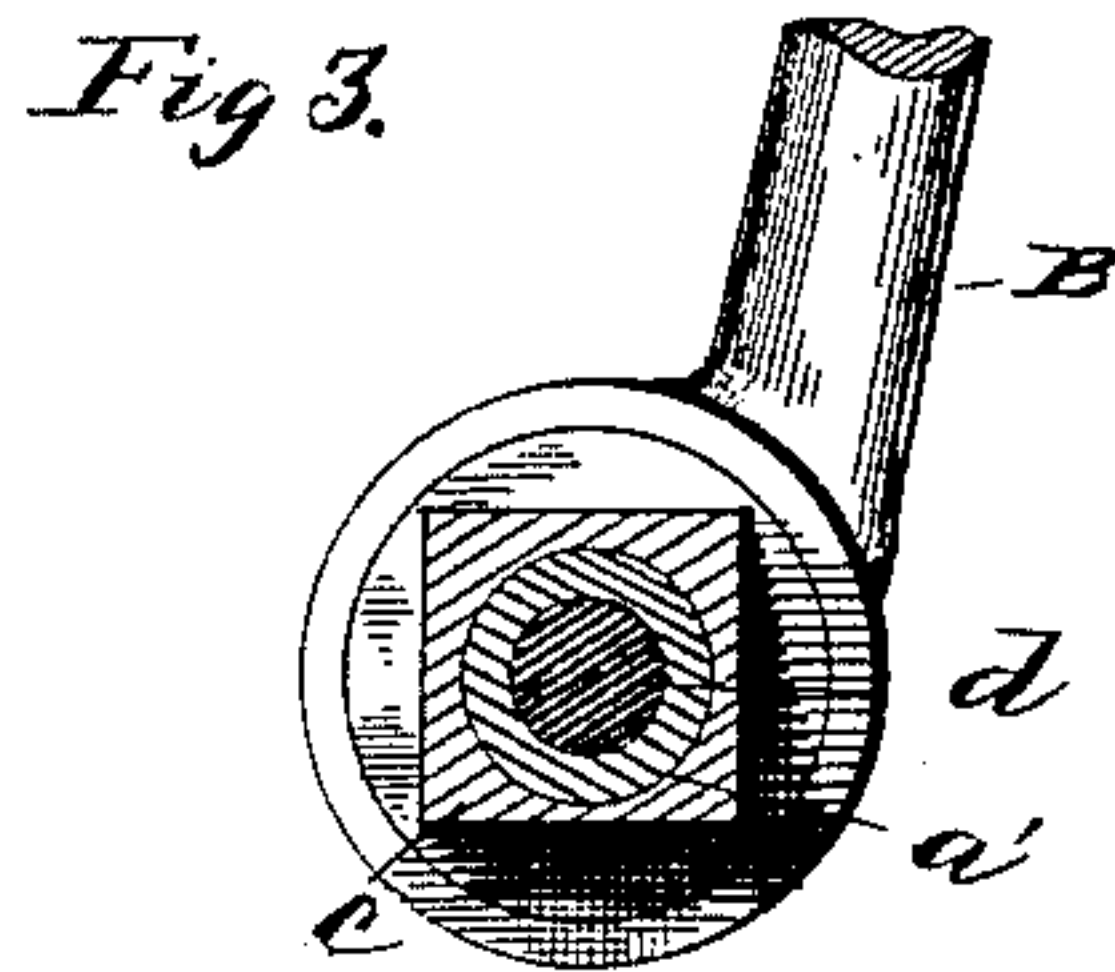
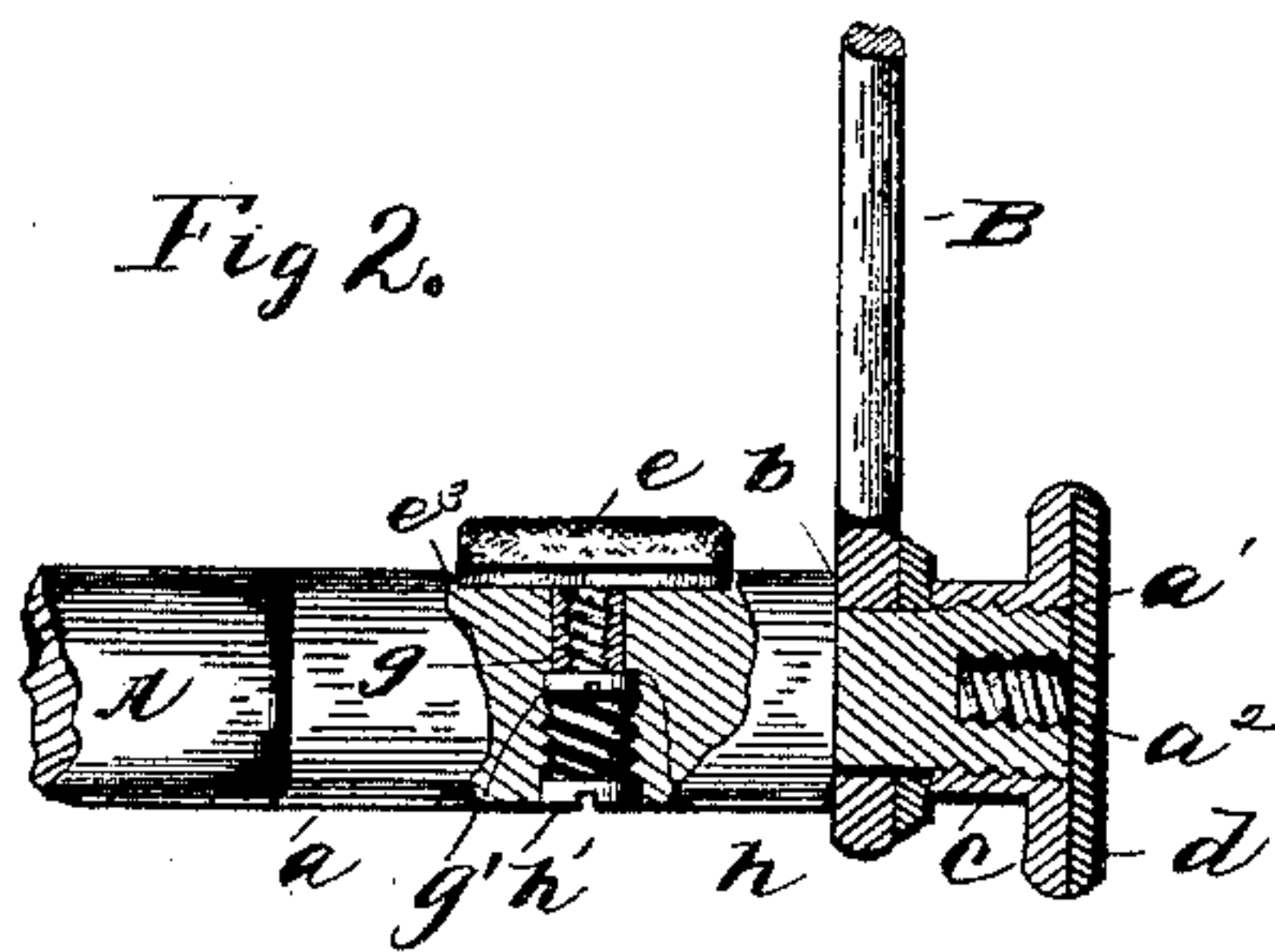
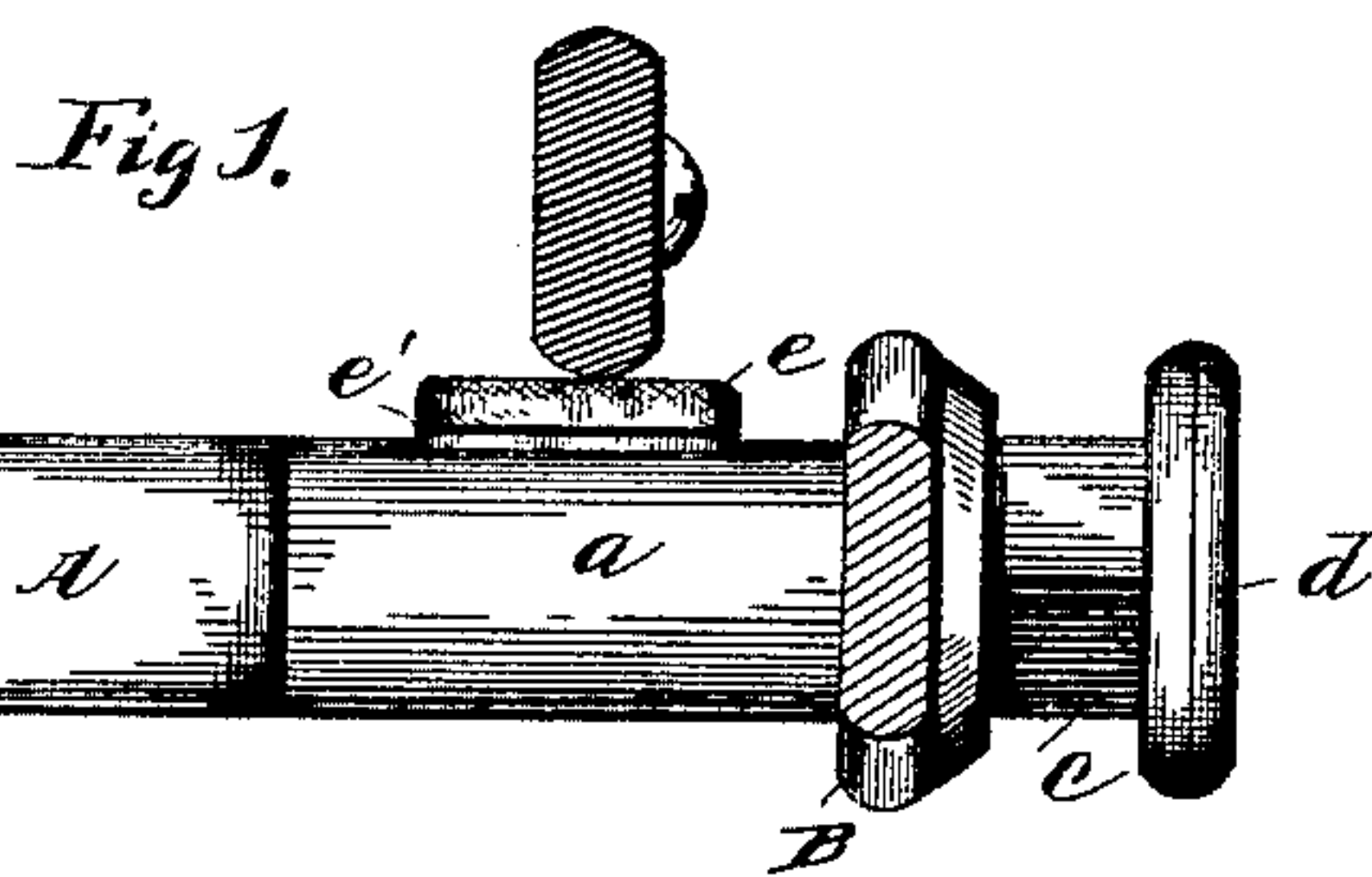
(No Model.)

M. C. FLANDERS.

CARRIAGE TOP PROP.

No. 435,818.

Patented Sept. 2, 1890.



Witnesses
Paul W. Stevens,
Herbert Myers

Inventor
Moses C. Flanders
By Myers & Co. Attorneys,

UNITED STATES PATENT OFFICE.

MOSES C. FLANDERS, OF MERRIMAC, MASSACHUSETTS.

CARRIAGE-TOP PROP.

SPECIFICATION forming part of Letters Patent No. 435,818, dated September 2, 1890.

Application filed April 9, 1890. Serial No. 347,186. (No model.)

To all whom it may concern:

Be it known that I, MOSES C. FLANDERS, a citizen of the United States of America, residing at Merrimac, in the county of Essex and State of Massachusetts, have invented certain new and useful Improvements in Carriage-Top Props, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention pertains to an improvement in top-props and rests for vehicles, and has for its object the novel construction and combination of the parts to facilitate the lowering of the top without stopping the vehicle and alighting therefrom, as will more fully appear from the following description and accompanying illustration, in which—

Figure 1 is a detail view of my carriage prop and rest. Fig. 2 is a part sectional and part side elevation of the same. Fig. 3 is a cross-section thereof taken through the lines *x x*. Fig. 4 is a perspective view of the cushion or rest detached from the frame.

In the embodiment of my invention I employ arm *a*, preferably projected horizontally from the carriage-seat frame *A* and screw-threaded on its outer end *a'*, said end *a'* also having a screw-threaded recess *a²*. Hinged carriage-top brace or prop *B* is recessed at its lower end and is journaled on arm *a*, abutting against shoulder *b*. Bearing against the outer side of brace or prop *B* is nut *c*, screw-threaded on its inner periphery and designed to fit on end *a'* of arm *a*. Nut *c* is regulated in its outward movement by headed screw *d*, having its screw-threaded end projected in recess *a²*, the thread on screw *d* being spiraled in opposite direction to that in the end *a'* of arm *a*. Thus it will be seen that when the top is in an upright position, and it is designed to be lowered, it is simply accomplished by turning nut *c* less than a quarter of a revolution, which, releasing the pressure from prop or brace *B*, it may be readily lowered.

In the construction of my carriage-top rest I employ cushion *e*, having projected vertically from the center of the under side of the plate to which it is secured internally screw-threaded projection *e²*, plate *e'* being countersunk in a recess *e³* about the center of arm *a*, the projection *e²* projecting through an opening *g* in said arm *a*, where its screw-threaded recess is engaged by countersunk

screw *g'*, having its head fitting flush with shoulder *h*, and held secure against displacement by screw *h'*, projected from the under side of arm *a*.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a combined top-prop and rest, the horizontal arm screw-threaded on its end and having a reverse screw-threaded recess therein, in combination with the top-prop brace, the nuts, and the cushion serving as a rest for said prop and seated in the horizontal arm, substantially as shown and described.

2. In a combined carriage-top prop and rest, the horizontally-projected arm integral with the seat-frame screw-threaded on its outer end and having a shoulder thereon, in combination with the carriage prop or brace, the nut, and the cushion seated in the horizontal arm, substantially as shown and described.

3. In a combined carriage-top prop and rest, the rest composed of the cushion supported upon a plate having a hollow screw-threaded projection from its under side for reception of a screw in a recess in the horizontal arm, substantially as shown and described.

4. A combined carriage-top prop and rest composed of the cushion supported upon a plate designed to be seated in a recess, said plate having a screw-threaded recessed projection on its under side engaged by a screw having its head fitting flush with a shoulder in a recess in the arm and having a screw bearing against said head, substantially as shown and described.

5. In a combined carriage-top prop and rest, the horizontal arm projected from the seat-frame, having a screw-threaded end and a shoulder thereon, in combination with the recessed carriage prop or brace, the nut bearing against said prop, the headed screw fitting in a screw-threaded recess in the end of the arm, and the prop rest or cushion seated in the horizontal arm, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

MOSES C. FLANDERS.

Witnesses:

FRANK C. WILLIAMS,
M. PERRY SARGENT.