

(No Model.)

C. F. & J. R. LYDON & J. B. PERKINS.  
CARRIAGE BOW SUPPORT.

No. 584,884.

Patented June 22, 1897.

Fig. 1.

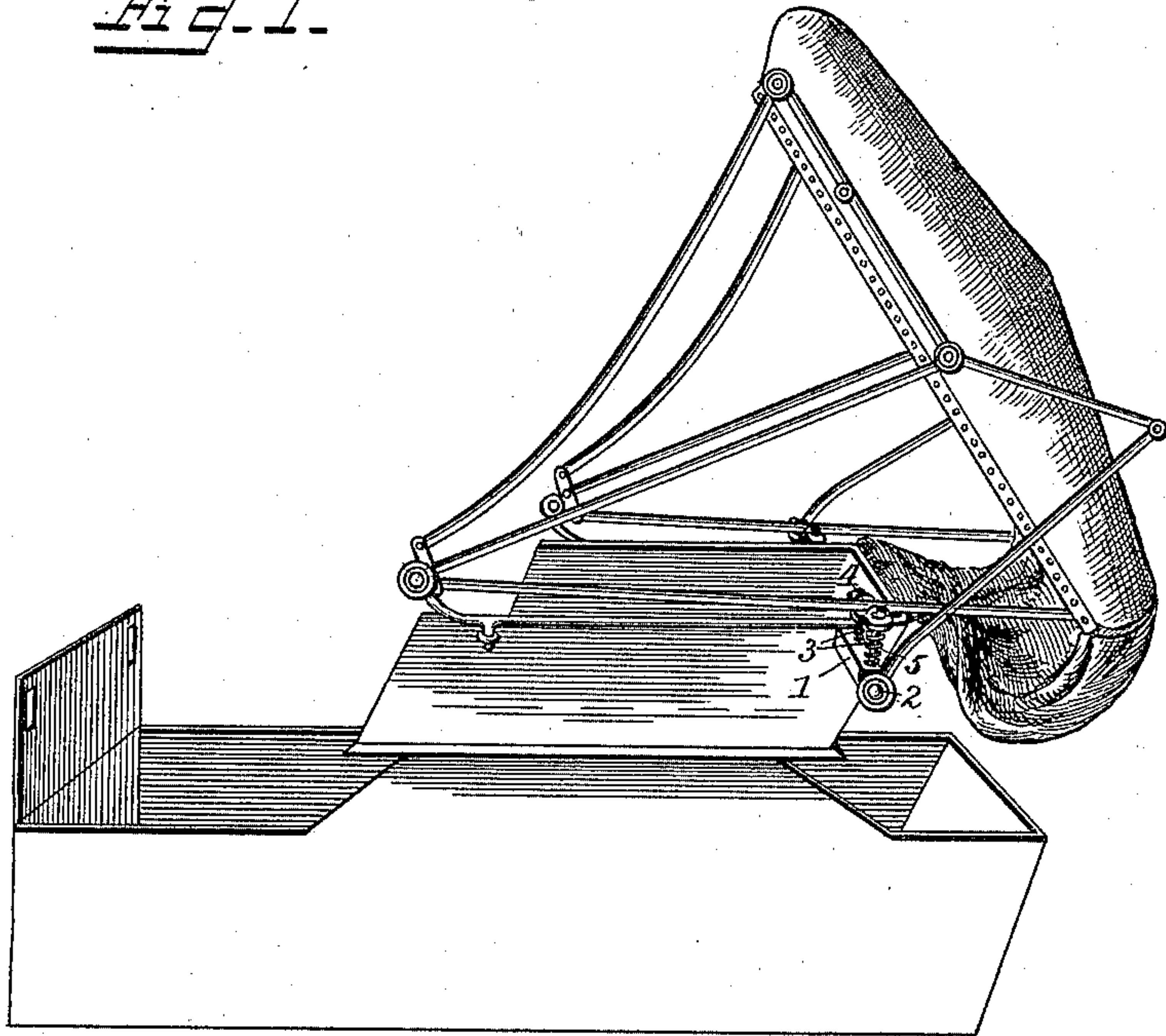


Fig. 2.

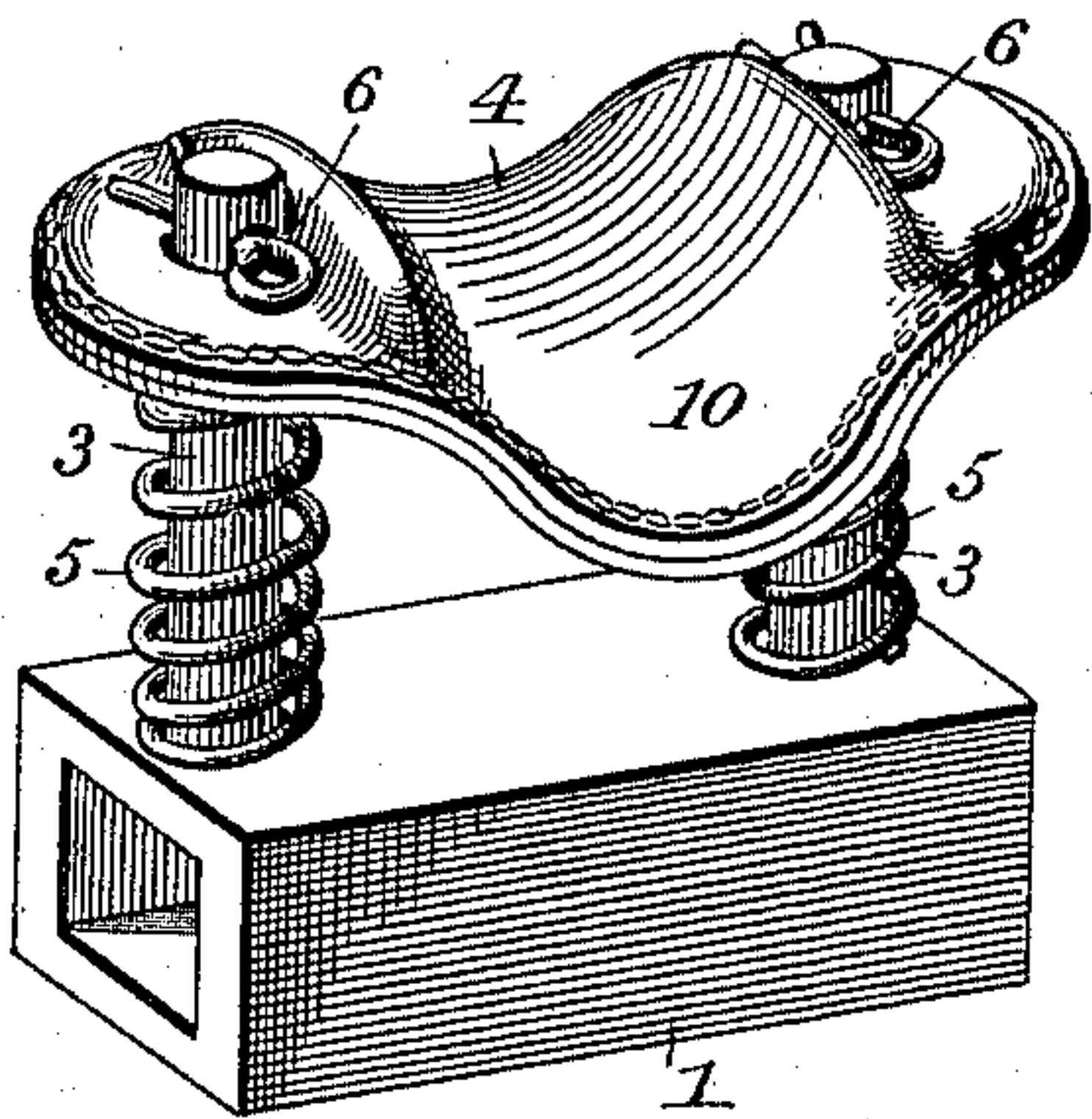


Fig. 3.

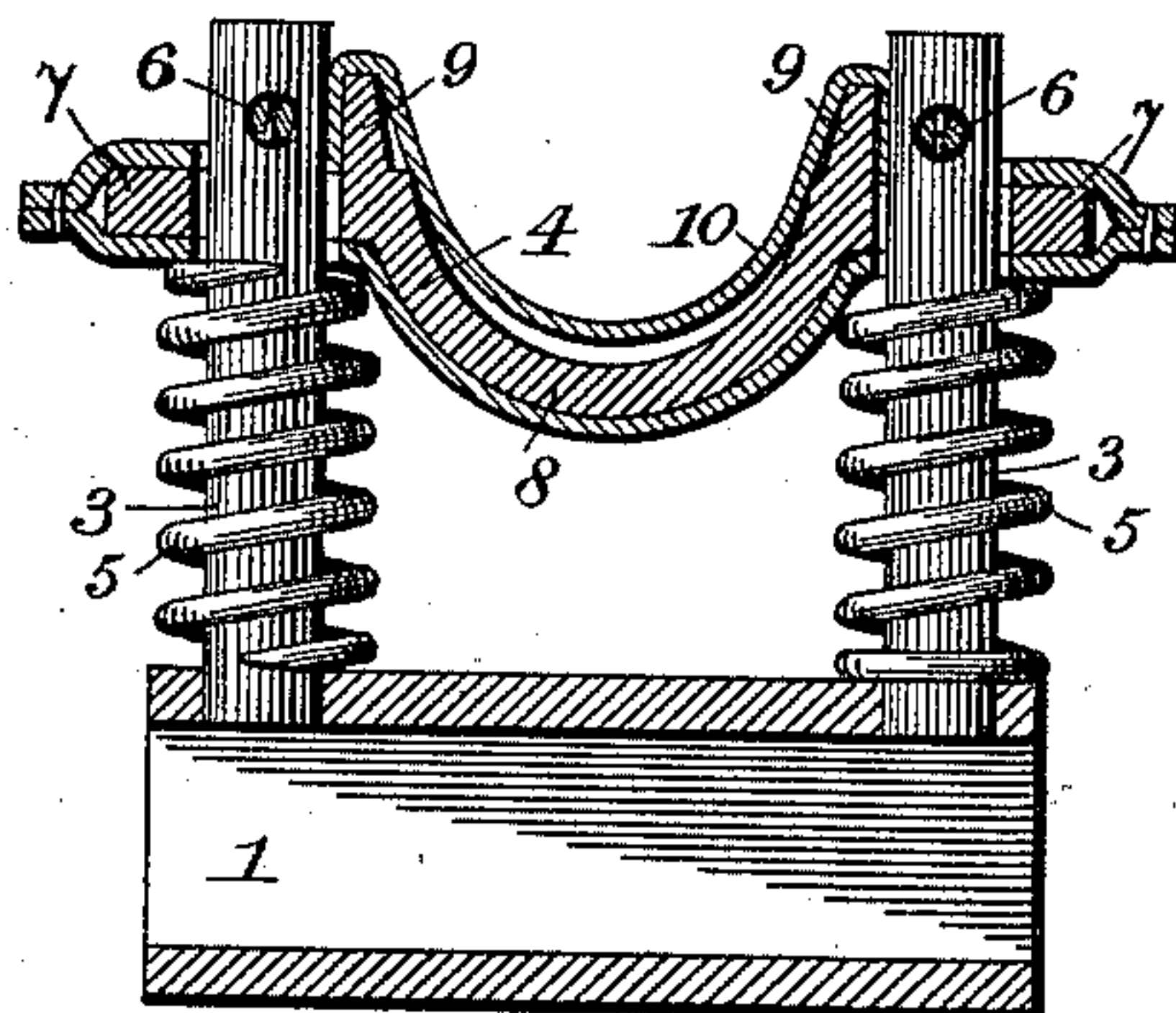
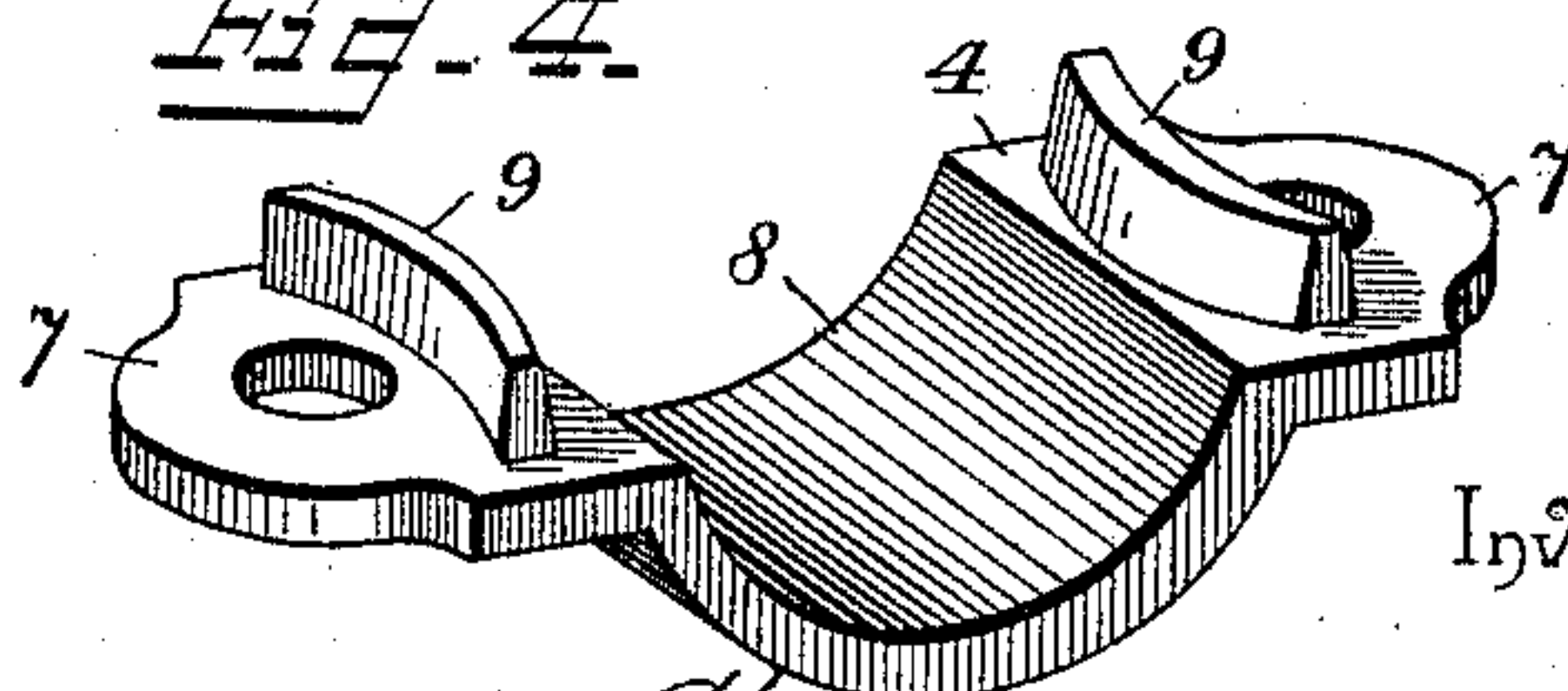


Fig. 4.



Inventors

Charles F. Lydon  
James R. Lydon  
James B. Perkins

*Ca Snow & Co.*

Witnesses

*Charles Curand*

By their Attorneys,

*J. F. Riley*



# UNITED STATES PATENT OFFICE.

CHARLES F. LYDON, JAMES R. LYDON, AND JAMES B. PERKINS, OF  
LEWISTON, IDAHO.

## CARRIAGE-BOW SUPPORT.

SPECIFICATION forming part of Letters Patent No. 584,884, dated June 22, 1897.

Application filed April 9, 1897. Serial No. 631,431. (No model.)

*To all whom it may concern:*

Be it known that we, CHARLES F. LYDON, JAMES R. LYDON, and JAMES B. PERKINS, citizens of the United States, residing at Lewiston, in the county of Nez Perces and State of Idaho, have invented a new and useful Carriage-Bow Support, of which the following is a specification.

The invention relates to improvements in carriage-bow supports.

The object of the present invention is to improve the construction of carriage-bow supports and to provide a simple and inexpensive device which will be strong and durable and adapted to cushion a carriage-top and prevent the bows from bending, breaking, or being otherwise injured in lowering a carriage-top or when a vehicle is passing over a rough roadway.

The invention consists in the construction and novel combination and arrangement of parts, as hereinafter fully described, illustrated in the drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a carriage-bow support constructed in accordance with this invention and shown applied to a buggy. Fig. 2 is a perspective view of the device detached. Fig. 3 is a vertical sectional view taken longitudinally of the sleeve. Fig. 4 is a detail perspective view of the supporting-plate.

Like numerals of reference designate corresponding parts in the several figures of the drawings.

1 designates a rectangular sleeve adapted to be arranged horizontally on a rail-bolt 2 of a buggy or similar vehicle, and it is rectangular in cross-section to conform to the configuration of the rail-bolt and to prevent it from turning on the same. It is provided with a pair of upwardly-extending arms 3, preferably rounded and forming guides for a vertically-movable supporting-plate 4, which extends from one arm to the other. The arms, which are located near the ends of the sleeve, have spiral springs 5 disposed on them for supporting the plate 4. The spiral springs are interposed between the sleeve and the end of the plate and hold the latter normally ele-

vated, the upper terminals of the arms 3 being perforated and receiving split keys 6.

The supporting-plate, which is provided with horizontal end portions 7, has its central portion 8 depressed and curved to present a concave upper face to receive a carriage-bow. The horizontal end portions, which are perforated for the reception of the arms 3, are provided at the inner sides of the perforations with vertical flanges 9, which are curved, presenting inner convex faces and serving to support a covering 10, of leather or other suitable material. The covering 10, which consists of upper and lower pieces, is stitched at the edges of the supporting-plate and prevents the bows of a carriage from being marred or scratched through contact with the support.

It will be apparent that the device is exceedingly simple and inexpensive in construction, that it is adapted to be readily applied to carriage-tops, and that it forms an effective cushion to prevent the bows of a carriage-top from being bent, broken, or otherwise injured in lowering them. It will also be apparent that the supports will permit the bows of a carriage-top to have a gentle, easy motion to cushion the carriage-top while the vehicle is passing over a rough roadway and thereby prevent any of the parts from being strained or otherwise injured by reason of the carriage-top striking against its support. Furthermore, it will be clear that as the flanges 9 support the upper portion of the covering above the concave face of the plate 4 the carriage-top is prevented from striking the device a hard blow, and the covering also assists in cushioning the same and effectually prevents the carriage-top bows from being marred or otherwise injured.

What we claim is—

1. A carriage-top support comprising a sleeve provided with a pair of upwardly-extending arms, a supporting-plate extending across the space between the arms and provided with perforations receiving them, said plate having its central portion curved and presenting a concave upper face, and springs disposed on the arms and cushioning the supporting-plate, substantially as described.

2. A carriage-top support comprising a

sleeve provided with arms, a supporting-plate having perforations receiving the arms and provided at its central portion with a concave upper face, springs supporting the plate, a  
5 covering extending over the supporting-plate, and the upwardly-extending flanges rising from the supporting-plate at the ends of the concave face and holding the covering up from the face of the plate to assist in cushion-  
10 ing the carriage-top, substantially as described.

3. A device of the class described comprising a sleeve provided with upwardly-extending arms, a supporting-plate slidably mounted on the arm and having horizontal end portions and a concave intermediate portion, a  
15 covering conforming to the configuration of

the supporting-plate and extending over the same, the curved flanges extending upward from the horizontal portions of the support- 20 ing-plate and holding the covering above and out of contact with the concave face of the plate, and means for cushioning the latter, substantially as described.

In testimony that we claim the foregoing as 25 our own we have hereto affixed our signatures in the presence of two witnesses.

CHARLES F. LYDON.  
JAMES R. LYDON.  
JAMES B. PERKINS.

Witnesses:

S. O. TANNOHILL,  
R. R. STEEN.