

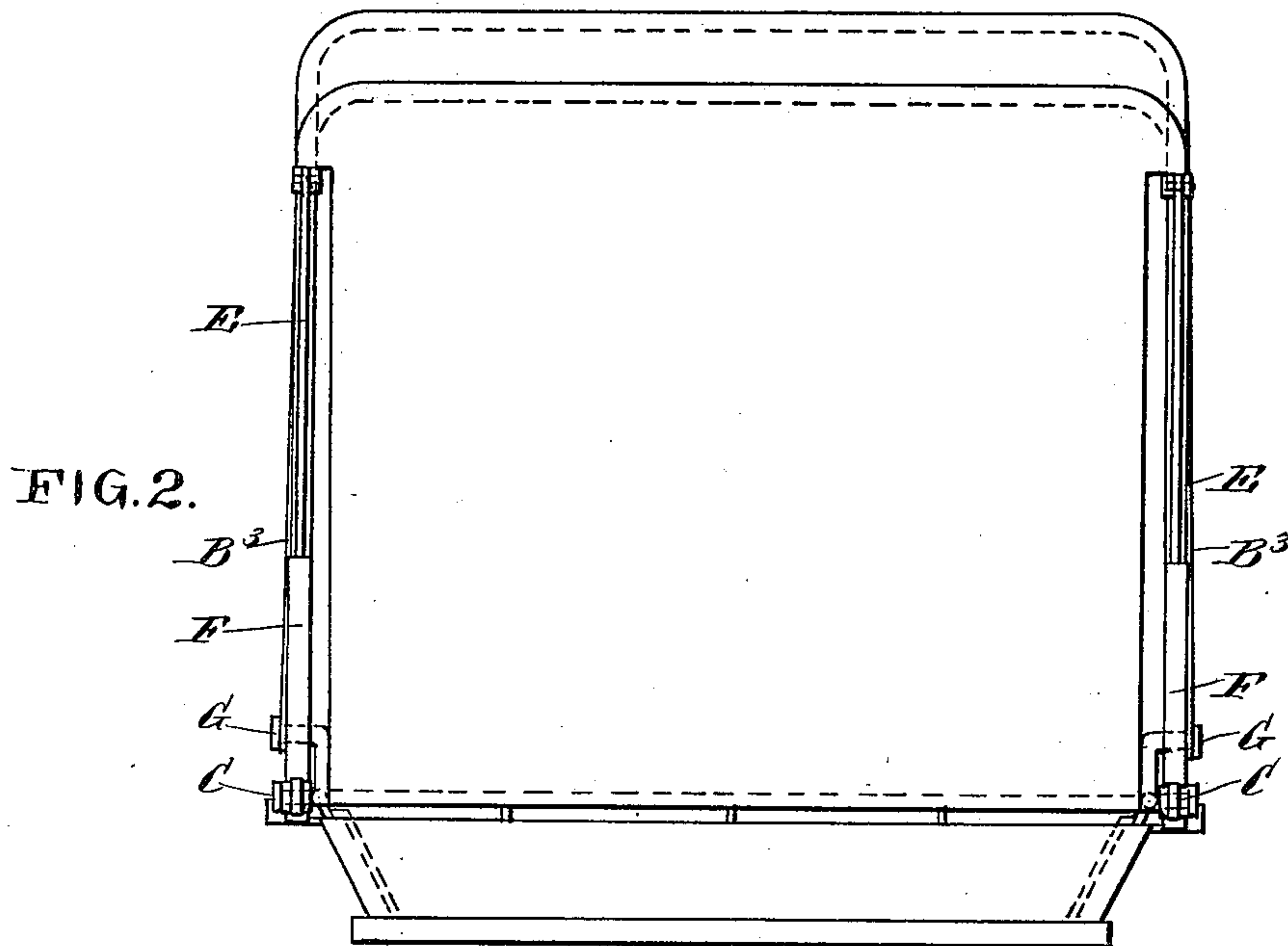
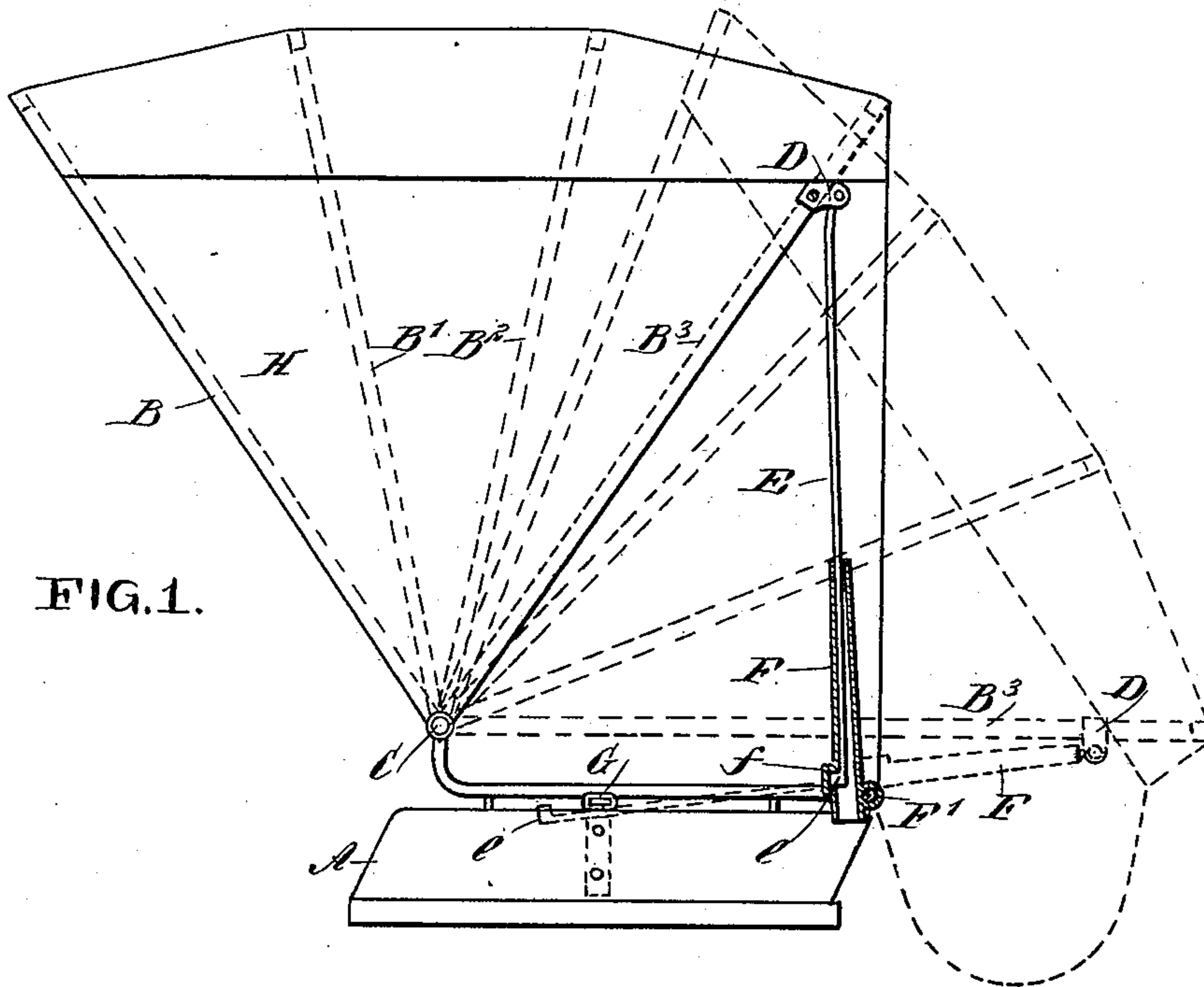
No. 621,615.

Patented Mar. 21, 1899.

J. S. McCONNELL.  
SUPPORT FOR FOLDING CARRIAGE TOPS.

(Application filed Aug. 9, 1898.)

(No Model.)



WITNESSES.

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# UNITED STATES PATENT OFFICE.

JOHN STARK McCONNELL, OF ARGO, IOWA.

## SUPPORT FOR FOLDING CARRIAGE-TOPS.

SPECIFICATION forming part of Letters Patent No. 621,615, dated March 21, 1899.

Application filed August 9, 1898. Serial No. 688,192. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN STARK McCONNELL, of Argo, in the county of Scott and State of Iowa, have invented a new and Improved  
5 Support for Folding Carriage-Tops, of which the following is a full, clear, and exact description.

My invention relates to improvements in devices for supporting folding carriage-tops, and intended especially for use when the top is partially or wholly folded.

My invention comprises the novel features hereinafter described and claimed.

Reference is to be had to the accompanying  
15 drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in both figures.

Figure 1 is a side elevation of a carriage seat and top, showing my device attached thereto, the latter being in section; and Fig.  
20 2 is a rear elevation of a carriage-top with my device attached.

In using carriages with the ordinary folding top it has been found that the side curtains rest against the support when the top is folded back in such manner as to quickly wear holes therein. This support is usually located upon the end of the seat, where it engages the bows near the middle of their length,  
30 and consequently bows are often broken by driving over rough or stony roads or by the wheels dropping into chuck-holes.

The object of my device is to furnish a support for carriage-tops which may be operated while the top is raised, but which is designed particularly for supporting the top when folded back and to carry it in such a manner as to strengthen the bows and at the same time prevent wearing of the side curtains.  
40 This is accomplished in the manner shown in the drawings.

At a point C located near the forward edge of the carriage-seat is pivotally mounted the folding top. The ribs B, B', B<sup>2</sup>, and B<sup>3</sup> are  
45 constructed and supported in any ordinary or desired manner. Upon these ribs are stretched the curtains. To the upper portion of the rear rib B<sup>3</sup> is secured a clip D. To this clip is pivoted a rod E, the lower end of  
50 which extends within a socket or tube F.

This socket is pivoted at F' to the rear portion of the seat. This socket and rod E form a telescopic supporting-rod, which may be lengthened or shortened, as desired. The lower end of the rod E has a side extension  
55 e. The lower portion of the tube F is made somewhat larger than the upper portion, so that the upper portion fits snugly about the body of the rod, while the enlarged lower end is free to enter the lower end of the socket. 60 In the lower end of the socket is also formed a recess f, adapted to receive the side extension e upon the rod E. In lieu of this recess a hole may be formed in the side of the socket and answer the purpose as well. 65

In the position shown by full lines in Fig. 1 the telescopic rod serves to give an additional support to the carriage-top. When it is desired to lower the carriage-top, the rod is pushed to the rear. This forces the side  
70 extension e at the lower end of the rod out of the recess f. It is then free to slide out of the end of the socket.

Located upon the end of the seat A and forward of the pivot F' is an outwardly-projecting pin G. This pin is so located as to be engaged by the lower portion of the rod E when the carriage-top is lowered. This position is shown by dotted lines in Fig. 1. This supports a carriage-top by engagement  
80 with the outer end of one of the bows. In consequence of this the bow is not liable to be broken when driving over rough grounds. At the same time the carriage-top is supported at a slight distance above the rest, so that  
85 the side curtains H will not lie between the bows and the rest. By reason of this the holes which would otherwise be worn in the curtains are avoided.

The rod E should preferably be constructed  
90 of spring material, so that it may give without breaking when driving over rough ground. In raising the carriage-top the rod E is drawn upward into its locked position automatically. A spring may be attached to hold the  
95 socket and rod in locked position, if desired. This, however, is not necessary, as the weight of the socket when pivoted at one side, as shown in the drawings, will tend to throw  
100 and hold the parts in locked position. Down-



ward pressure of the rod E upon the socket F will also tend to hold them in locked position.

This device may be readily attached to carriages and will not be unsightly. Its use will result in saving of the side curtains and also in the reduction of the liability to breakages of the bows. By reason of the liability to injury the side curtains are usually removed from carriages. When they are desired, it is a difficult and inconvenient job to attach them. By using my device these curtains may be left upon the carriage without injury. They will therefore be in place when wanted.

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

1. A support for carriage-tops, comprising a telescopic rod, one member being pivoted to the seat and the other to the upper end of a bow, and a fixed rest adapted to engage said rod when the top is down and to thus support the top, substantially as described.

2. A support for buggy-tops, comprising a socket pivoted to the rear of the buggy-seat, a rod sliding therein and pivoted to the upper end of the rear bow, and a rest fixed forward of the socket-pivot, and adapted to engage the supporting-rod when the top is down, substantially as described.

ward of the socket-pivot, and adapted to engage the supporting-rod when the top is down, substantially as described.

3. A support for buggy-tops, comprising a socket pivoted to the rear of the buggy-seat, a rod sliding therein and pivoted to the upper end of the rear bow, means for locking the rod in the socket, and a rest fixed forward of the socket-pivot and adapted to engage the supporting-rod when the top is down, substantially as described.

4. A support for buggy-tops, comprising a socket pivoted to the rear of the buggy-seat, and consisting of a short tube larger at its lower end and having a recess near its lower end, a rod sliding in said socket and pivoted to the upper end of the rear bow, the lower end having a side projection adapted to enter the recess in the socket, and a rest fixed forward of the socket-pivot and adapted to engage the supporting-rod when the top is down, substantially as described.

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