

No. 625,613.

Patented May 23, 1899.

M. C. & L. S. THOMAS.
TOP REST HOLDER FOR BUGGIES.

(Application filed Sept. 19, 1898.)

(No Model.)

Fig. 1.

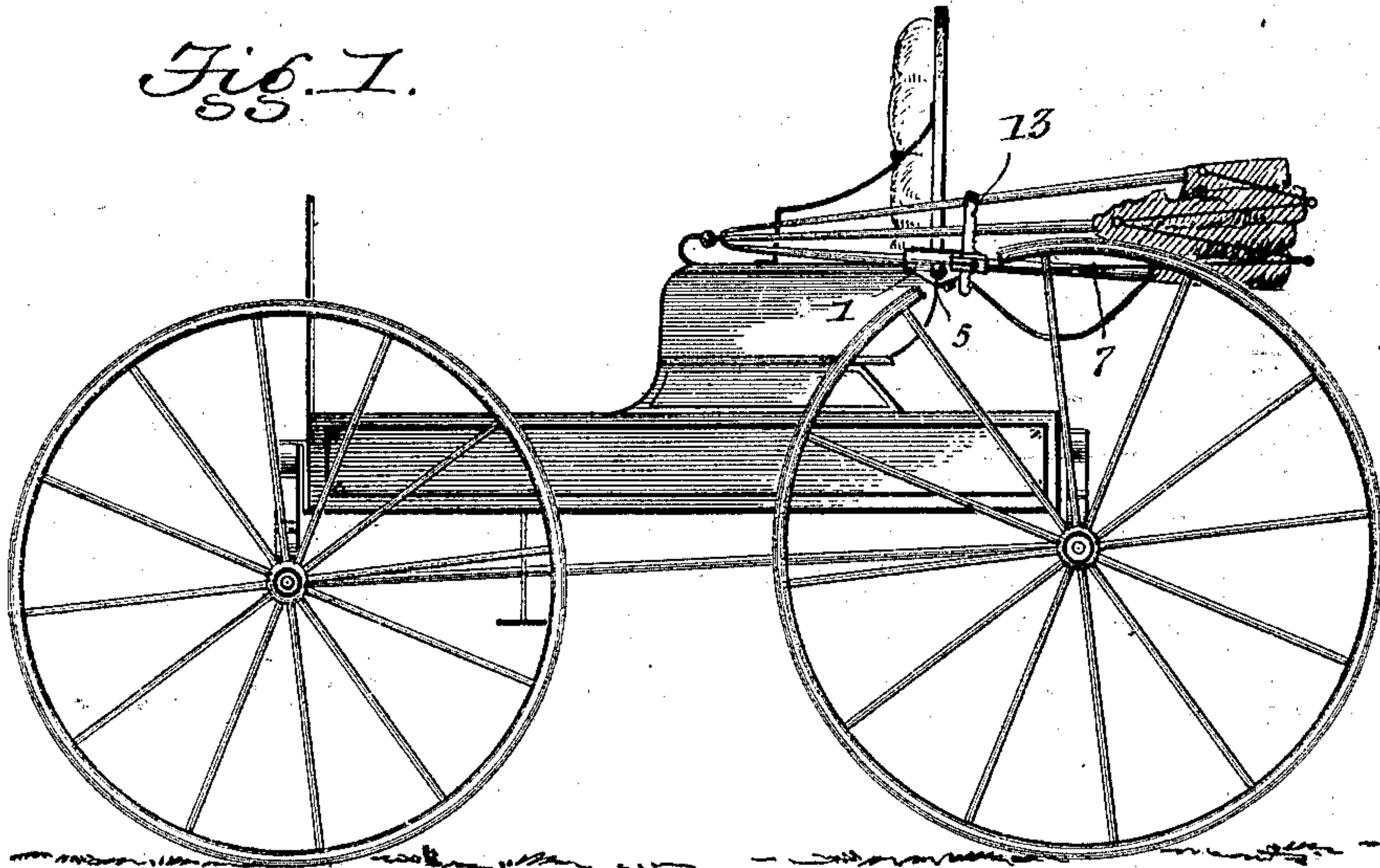


Fig. 4.

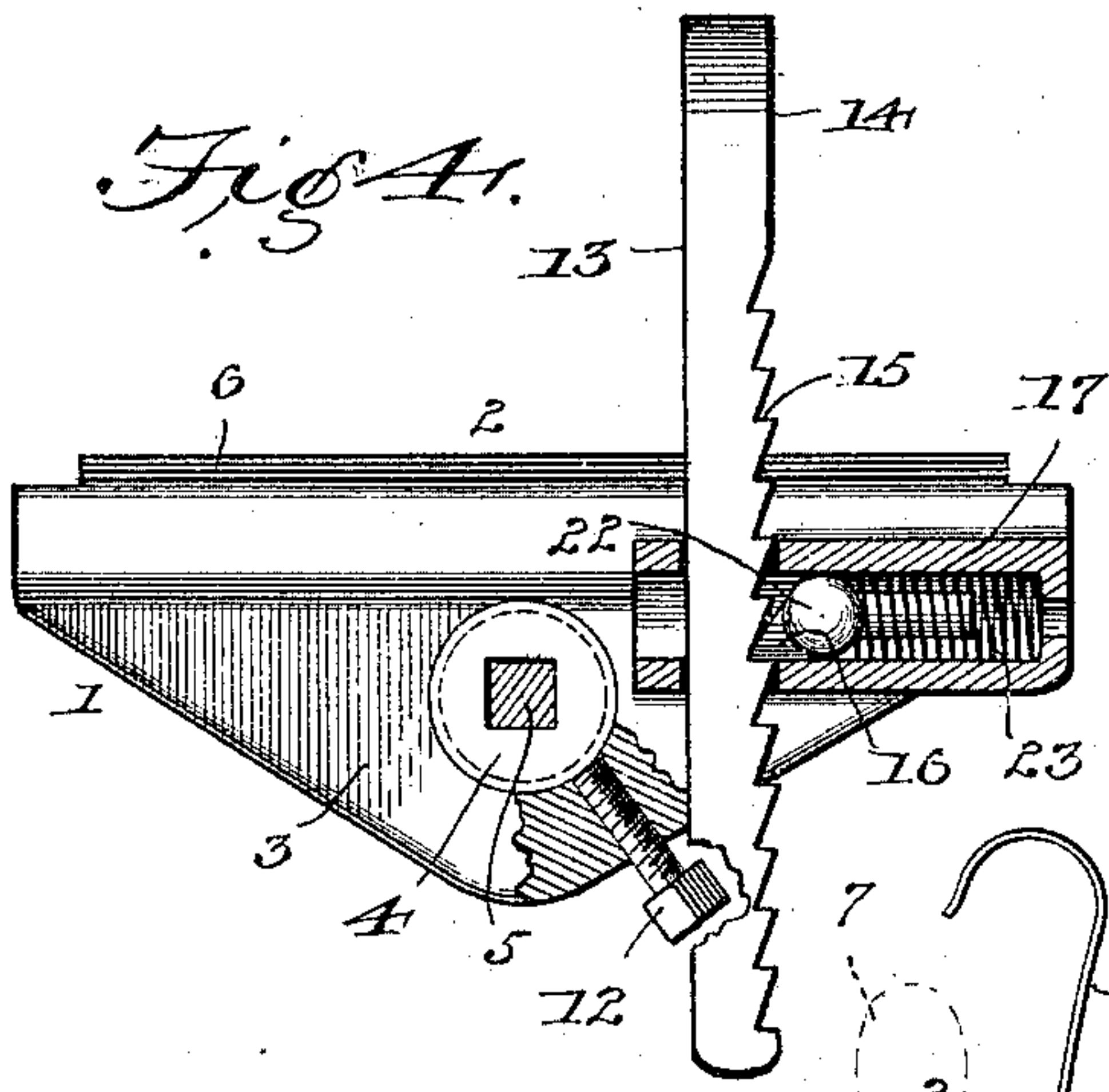


Fig. 3.

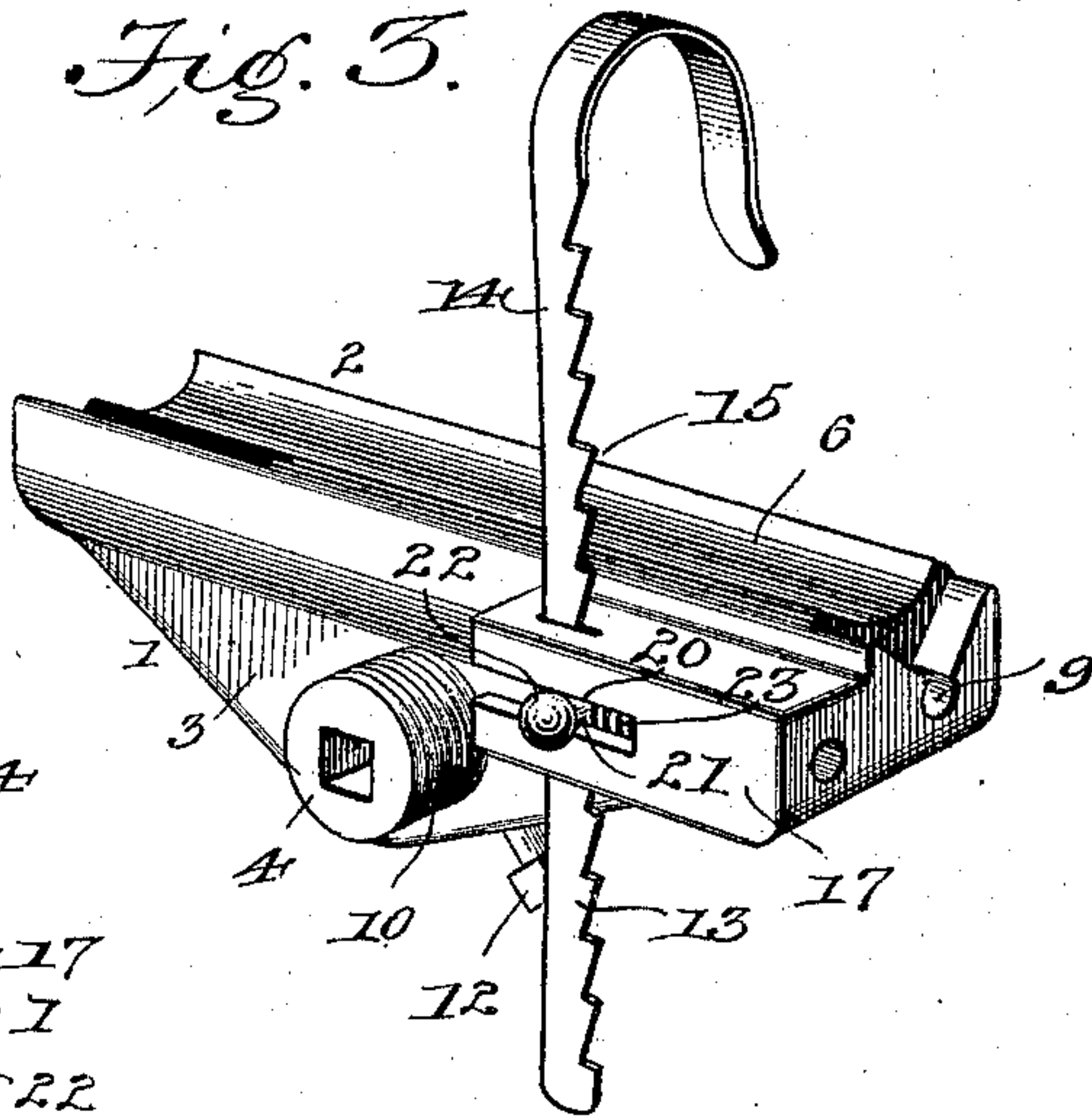
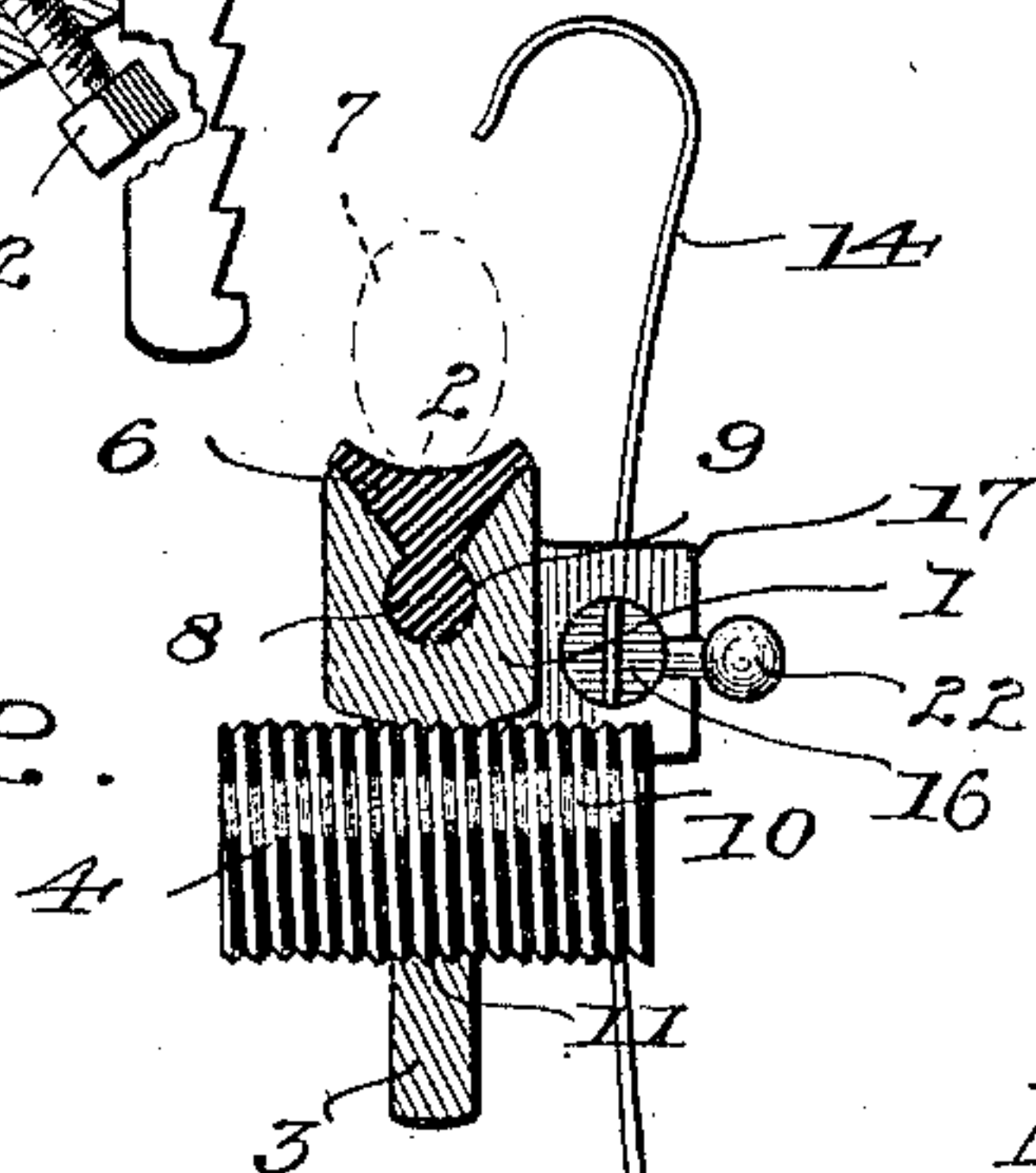


Fig. 2.



Witnesses

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UNITED STATES PATENT OFFICE.

MORTEN C. THOMAS AND LORENZO S. THOMAS, OF WILLARD, MISSOURI.

TOP-REST HOLDER FOR BUGGIES.

SPECIFICATION forming part of Letters Patent No. 625,613, dated May 23, 1899.

Application filed September 19, 1898. Serial No. 691,351. (No model.)

To all whom it may concern:

Be it known that we, MORTEN C. THOMAS and LORENZO S. THOMAS, citizens of the United States, residing at Willard, in the county of Greene and State of Missouri, have invented a new and useful Top Rest and Holder for Buggies, Carriages, &c., of which the following is a specification.

The invention relates to improvements in top rests and holders for buggies, carriages, &c.

The object of the present invention is to improve the construction of top rests and holders for buggies, carriages, and the like and to provide a simple, inexpensive, and efficient device adapted to be readily applied to a vehicle and capable of cushioning the top and of holding the bows firmly on it to prevent them from being wrenched out of shape, broken, or otherwise injured when driving over rough ground or stones.

The further object of the invention is to provide a combined rest and holder which may be readily adjusted to suit the position of the bows and accommodate itself to them.

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

In the drawings, Figure 1 is a side elevation of a combined top rest and holder constructed in accordance with this invention and shown applied to a vehicle. Fig. 2 is a transverse sectional view. Fig. 3 is an enlarged detail perspective view of the device. Fig. 4 is a side elevation of the same, partly in section.

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

1 designates a body portion provided with a grooved or concave face 2 at its top and forming a rest adapted to receive the rear bow of the top of a buggy, carriage, or similar vehicle. The body portion, which may be of any desired length, is constructed of suitable metal or other material, and it is provided with a depending tapering web or flange 3 and has a transverse socket 4, which is adapted to be arranged on one of the bolts 5 of a vehicle, as illustrated in Figs. 1 and 2 of the accompanying drawings.

In order to prevent the finish of the back bow from being injured by the rest, the latter is provided with a cushion 6, constructed of rubber, felt, or other suitable elastic material and provided with a concave upper face to fit the bow 7. The cushion is provided with a longitudinal rib 8, depending from its lower face and tapered to form a lower enlarged portion, which interlocks with a corresponding groove 9, and the latter, which is formed in the concave seat of the body portion 1, has its side walls converging upwardly to conform to the configuration of the rib. By this construction the cushion may be readily removed when worn, and a new cushion can be quickly supplied at a small cost without discarding the rest of the device.

The socket 4, which may be formed integral with the body portion of the rest, is preferably provided with exterior screw-threads 10, which engage corresponding threads 11 of an opening of the body portion, such opening being preferably formed in the depending web or flange 3. The opening of the socket is rectangular to fit the bolt, and the screw-threads permit the socket to be adjusted longitudinally for positioning the rest properly with relation to the rear bow of a carriage or similar vehicle, and the socket is secured at any desired adjustment by a set-screw 12, engaging a threaded perforation of the web or flange and extending into the same from the lower edge thereof.

In order to hold the bows firmly on the rest and prevent them from jolting when driving over a rough road, the device is provided with an adjustable hook 13, adapted to engage the front or intermediate bow, as clearly illustrated in Fig. 2 of the accompanying drawings. The shank 14 of the hook is slightly curved, as shown, and it is provided at its rear edge with a series of teeth 15, adapted to be engaged by a spring-actuated bolt or catch 16, whereby the hook is securely locked at any desired adjustment. The body portion of the rest is provided at its rear end with a horizontal enlargement 17, which is hollow to form a casing for the bolt or catch and which is provided with a vertical slot or opening intersecting the bolt-opening and receiving the shank of the hook. The inner or front portion of the enlargement or casing is provided

with a longitudinal slot extending inward from the front end and receiving the neck 21, which connects the head or finger-piece 22 with the body of the bolt. The shank of the hook is
 5 interposed between the entrance of the slot 20 and the bolt and retains the same in the casing, and when the hook is removed the bolt may be readily taken out. The spring 23, which actuates the bolt, is disposed thereon
 10 and bears against an interior shoulder of the casing.

The invention has the following advantages: The device, which is simple and comparatively inexpensive in construction, is
 15 adapted to be readily applied to a buggy, carriage, or analogous vehicle, and it is capable of adjustment through the threaded socket to bring the cushion in proper position for supporting the rear bow. It is adapted to hold
 20 the bows of a buggy or carriage firmly on the cushion, and it effectually prevents them from being broken or otherwise injured when driving over rough ground. The hook is adjustable and is adapted to engage the front
 25 bow or an intermediate bow, and when it is removed from the casing the spring-actuated bolt may be readily detached.

Changes in the form, proportion, and minor details of construction may be resorted to
 30 without departing from the spirit or sacrificing any of the advantages of this invention.

What we claim is—

1. A device of the class described, comprising a body portion having a seat and provided
 35 below the same with a threaded opening, a threaded socket passing through and adjustably mounted in the threaded opening of the body portion, and a clamping-screw mounted on the body portion and engaging the socket to
 40 secure the same at the desired adjustment, substantially as described.

2. A device of the class described comprising a body portion having a seat to receive the rear bow of a vehicle, and a vertically-ad-
 45 justable hook mounted on the body portion and adapted to engage any one of the bows,

whereby the same are held firmly on the body portion, substantially as described.

3. A device of the class described comprising a body portion adapted to receive the rear
 50 bow of a vehicle, an adjustable hook provided with a shank adjustably connected with the body portion and having a series of notches or teeth, and a locking device mounted on the body portion and engaging the notches
 55 or teeth to secure the hook at the desired adjustment, substantially as described.

4. A device of the class described comprising a body portion, a casing arranged at the outer side of the body portion and having a
 60 longitudinal opening and provided with a slot intersecting the same, a hook having its shank arranged in the slot, and a spring-actuated bolt mounted in the opening of the casing and engaging the shank of the hook, substan-
 65 tially as described.

5. A device of the class described comprising a body portion, a casing mounted on the body portion, provided with a longitudinal opening and having a longitudinal slot ex-
 70 tending inward from one end of the casing, a spring-actuated bolt mounted in the casing and having a finger-piece operating in the slot, and a hook passing transversely through the casing, engaged by the bolt and inter-
 75 posed between the same and the outer end of the slot, substantially as described.

6. In a device of the class described, the combination of a rest-body arranged to receive one of the bows of the carriage-top, and
 80 a hook adjustably mounted on the body and adapted to engage any one of the other bows, substantially as described.

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

MORTEN C. THOMAS.
 LORENZO S. THOMAS.

Witnesses:

J. R. VESTAL,
 C. M. MCCLURE.