

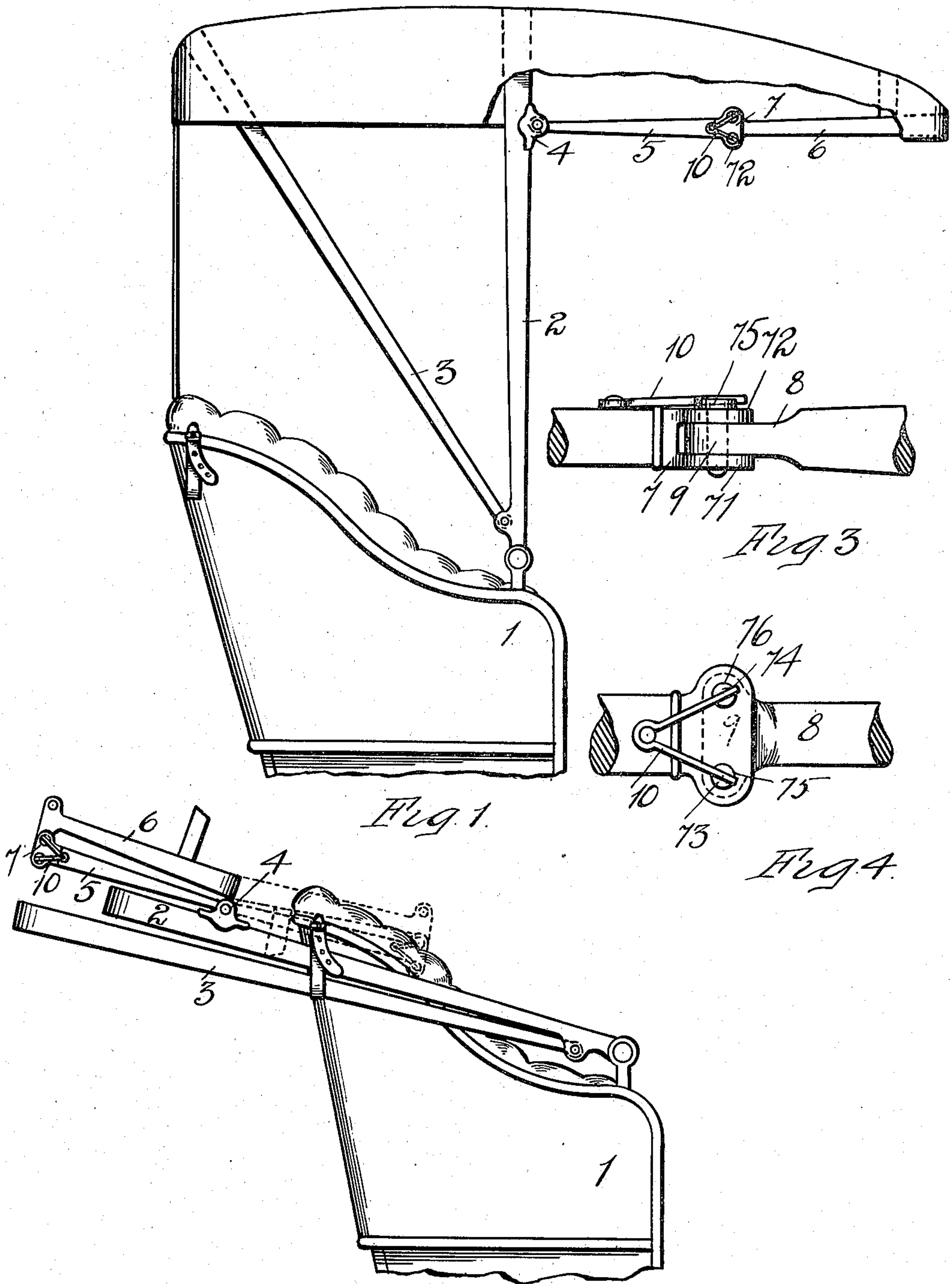
J. P. FILLINGHAM.

CARRIAGE TOP.

APPLICATION FILED MAR. 25, 1908.

900,063.

Patented Sept. 29, 1908.



Witnesses

Clarence E. Doy  
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Fig. 2

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# UNITED STATES PATENT OFFICE.

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## CARRIAGE-TOP.

No. 900,063.

Specification of Letters Patent.

Patented Sept. 29, 1908.

Application filed March 25, 1908. Serial No. 423,081.

*To all whom it may concern:*

Be it known that I, JOSEPH P. FILLINGHAM, a citizen of the United States, residing at Lansing, county of Ingham, State of Michigan, have invented a certain new and useful Improvement in Carriage-Tops, and declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to carriage tops.

It has for its object an improved folding bow adapted to be used with the front extension of the large carriage tops now in common use on automobile bodies.

In the drawings:—Figure 1, is a side elevation, showing the folding bow extended. Fig. 2, is a side elevation, showing the folding bow folded. It is shown folded in two positions. Fig. 3, is a plan view of the hinge. Fig. 4, is a side elevation of the hinge on a large scale.

In Fig. 2, the fabric covering is removed, leaving the bows as a skeleton.

1 indicates the seat of a carriage body to which is attached a bow 2 of ordinary or common construction, and an inclined bow 3 also of common or ordinary construction. The bow 2 is the vertical bow, and near the top of it, just below the point where the top cover engages over it, is made fast a bracket 4, to which is pivoted the bow 5, 6, that extends forward. The bow 5, 6, is made in several parts, a part 6 which bends around the front, and preferably two parts 5, which are pivotally connected to the parts 6 by hinges; in one arrangement each joint is rigid, but may be made to bend in either direction by removing one of the two pins. The joint is made of two coupling pieces 7 and 8, of which the part 7 is made with parallel perforated plates 71 and 72, and with two pin holes 73 and 74. The part 8 is made of a single plate 9 adapted

to engage between the two plates 71 and 72; this single plate 9 is provided with two pin holes which are adapted to register, and in the assembled condition do register, with the pin holes 73 and 74. Two pins 75 and 76 are inserted through the couplings, and hold the couplings together; when both are inserted and held in place, the two parts 5 and 6 are in rigid arrangement. If either of the pins 75 or 76 be removed, the two parts 5 and 6 can bend around the remaining pin, and the bow may be folded to either of the positions shown in Fig. 2, (one position is shown in full lines, one position in dotted lines). In the position shown in full lines in Fig. 2, the inner face of the covering material lies exposed, and in the position shown in dotted lines the inner face is covered in, and the outer face of the covering material is exposed. The ability to fold the bow in either of these positions is advantageous, because under some conditions it is desirable to so fold it. The pins are held from escaping from either pivotal location by a spring detainer 10 secured to the piece 7, and arranged to engage in notches in the heads of the pins.

What I claim is:—

In the horizontal bow of a carriage top, the combination of a bow member and a pair of base members, couplings uniting the said members provided with a pair of pins around either of which the two members may swing, the said pins being adapted to hold the members in rigid arrangement when both are inserted, but to permit the swinging of one member with respect to the other when either of said pins is removed, substantially as described.

In testimony whereof, I sign this specification in the presence of two witnesses.

JOSEPH P. FILLINGHAM.

Witnesses:

E. F. PEER,

DONALD E. BATES.