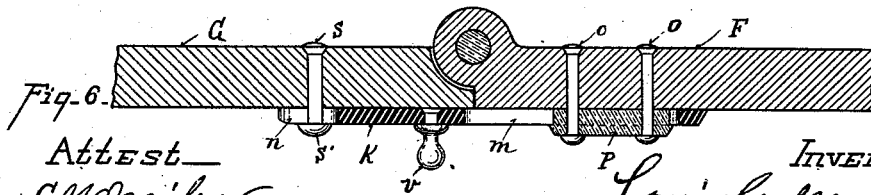
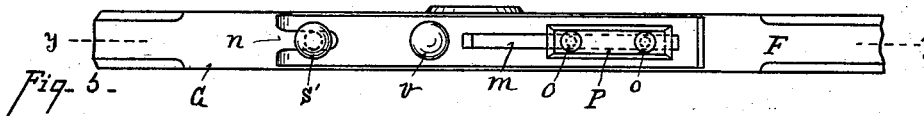
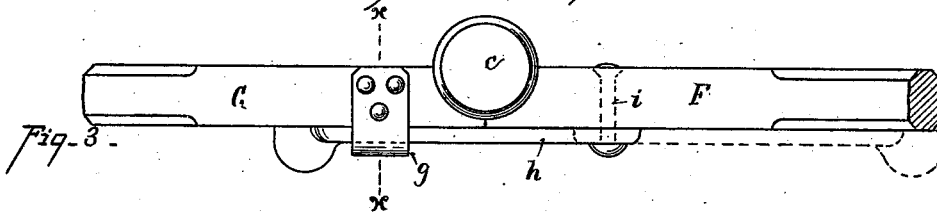
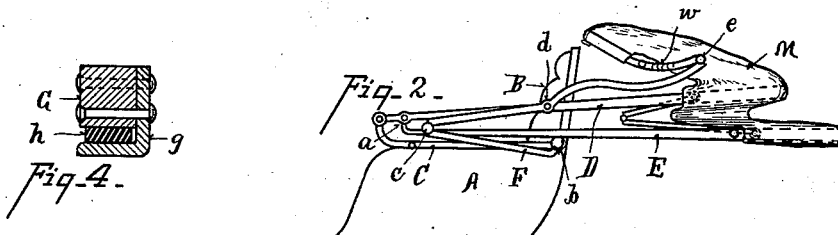
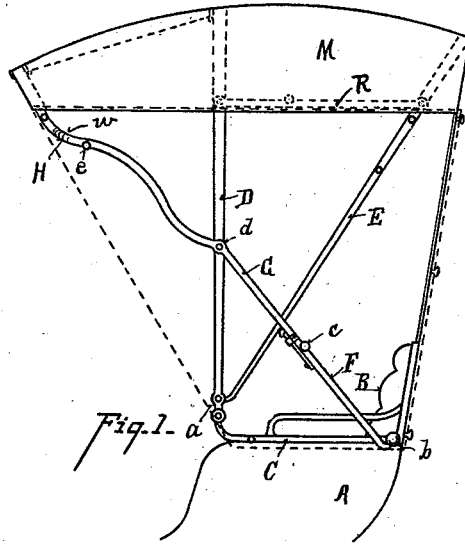


(No Model.)

L. G. MAYER.
LOCK PROP JOINT FOR CARRIAGE TOPS.

No. 522,476.

Patented July 3, 1894.



Attest—

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UNITED STATES PATENT OFFICE.

LOUIS G. MAYER, OF CINCINNATI, OHIO, ASSIGNOR OF ONE-HALF TO
HOWARD K. JAMES, OF COVINGTON, KENTUCKY.

LOCK PROP-JOINT FOR CARRIAGE-TOPS.

SPECIFICATION forming part of Letters Patent No. 522,476, dated July 3, 1894.

Application filed February 9, 1894. Serial No. 499,674. (No model.)

To all whom it may concern:

Be it known that I, LOUIS G. MAYER, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Lock Prop-Joints for Carriage-Tops, of which the following is a specification.

My invention relates to a lock prop joint for buggy tops.

One of the objects of the invention is to so construct the prop joints of the buggy top that they may be arranged on the inside of the curtains so as to be raised and lowered readily.

Another object of the invention is to lock the prop joints in position when raised so that they cannot be thrown back accidentally.

Another object of the invention is to provide means for having the projecting joint near the top pass outside of the top and between it and the curtain, avoiding all danger of the joint wearing the top.

It is impossible to arrange the ordinary prop joints of carriage tops so that they may be placed inside of the curtains because when the top is folded back the joints come in contact with the top and either punch a hole or soon wear the lining out. My invention obviates this difficulty besides making a superior prop joint, the various features of which are fully set forth in the description of the accompanying drawings making a part of this specification, in which—

Figure 1 is a side elevation of my improvement applied to a buggy top with the curtains removed. Fig. 2 is a side elevation showing the same folded. Fig. 3 is a top plan view of one form of lock for the lower joint. Fig. 4 is a section on line *x, x*, Fig. 3. Fig. 5 is a modification of Fig. 3. Fig. 6 is a section on line *y, y*, Fig. 5.

A represents the body of the buggy; B, the seat; C, the seat rail; D, the central and main bow; E, an inclined bow. The two are hinged to the rail C by the usual form of joints *a*.

My prop joint consists of three sections, F, G, H, which are arranged as follows: Section F is connected to the seat rail C by the joint *b*. *c* represents a knuckle joint hinging section F to section G. *d* represents an ordinary

pivot on which section G swivels. *e* represents a knuckle joint hinging section G to section H; section H is secured to the valance bow.

As shown in Figs. 3 and 4 the lock for the joint consists of the catch *g* and the latch lever *h*, which is secured to section F by pivot *i*. When the latch lever *h* is engaged in the catch as shown in full lines Fig. 3, and in section Fig. 4, the joint is effectually locked so that it cannot be broken or turned.

When it is desired to let the carriage top down the latch lever *h* is thrown round into the position shown in dotted lines, Fig. 3. And then the prop joints can be readily folded back in the position shown in Fig. 2.

Any form of lock applied to the joint may be employed. I have shown one other form as a modification which consists in the slide K shown in Figs. 4 and 5; said slide is provided with the slot *m*, and the slot *n* at the end of said slide.

o, o, represent rivets passing through the section F and held in position by the washer plate P which rests on the top of the slide and allows it to slip freely. In order to guide the slide I insert a block *r* in the slot *m*, removing the sides of the slot from contact with the rivets *o, o*.

s represents a rivet with an enlarged head *s'* riveted so as to engage over the adjacent sides of slot *n*, thereby holding or locking the slide in the forward position.

v represents a knob on slide K to allow it be readily moved back and forth, the friction of the engaging parts will hold it in position. It is shown in the locked position in Figs. 5 and 6, in which position it bears firmly against the pivot ends of sections F and G, and holds the joint locked. It can be readily slid back free of the section G and the parts will then fold into the position shown in Fig. 2.

I do not wish to limit myself to any particular form of lock joint except where the same is made a feature of the clauses of the claims herein.

In order to allow the upper joint *e* to pass outside of the top M, I prefer to make the studs *b, d*, which form the bearing of the joints longer, and bend the section H out, as indicated by the shaded lines *w*. The upper joint

e will then pass outside of the hood or carriage top M, thereby avoiding all danger of injury to the same when folded down.

Several advantages are obtained by the features of my invention; first, the top can be readily raised and lowered from the inside; second, it can be locked firmly in the raised position; third, the top folds in a better shape and is less liable to injury than by the usual form of folding carriage tops. The ordinary concealed prop joint between the bows D, E, is indicated by dotted lines R.

Having described my invention, what I claim is—

15 1. A prop-joint consisting of the sections F and G lying inside of the curtains and connected by the hinged joint c, the outwardly bent section H hinged to the front valance bow and to the section G, and a locking device over the joint c between the sections F and G, whereby the top may be raised and lowered from the inside, substantially as described.

2. A prop-joint consisting of the section G swiveled to the central bow D, the upper outwardly bent section H jointed at one end to the front valance bow and at its other end to the section G, the lower section F hinged to the seat rail and jointed to the swivel section G inside the curtains, and a device for locking the joint c of said sections F and G, substantially as described.

3. In combination with a central vertical

bow D and the prop-joint section G swiveled to said bow, the lower section F hinged to the seat rail and jointed to said swivel section, and the upper section H hinged to the swivel section G and front valance bow and bent outward to throw the upper joint c outside the top while the lower sections of the prop-joint are inside of the curtains and adapted to be operated from the inside of the carriage, substantially as described.

4. In combination with the carriage top bows, the prop-joint consisting of the section G swiveled to the vertical bow D, the lower section F hinged to the seat rail and arranged inside the curtains, the joint c between the sections F and G, a locking device adapted to be engaged with the lower faces of sections F and G and to be disengaged from one of said sections to enable the top to be folded, and the upper section H hinged at c to the swivel section G and connected at its other end with the valance bow, the said section H being bent outward in such manner as to throw the upper joint c outside the top and avoid injury to the top or its lining when the top is folded back, substantially as described.

In testimony whereof I have hereunto set my hand.

LOUIS G. MAYER.

Witnesses:

T. SIMMONS,

WILL R. WOOD.