

R. E. McCORMICK.
Cushion-Spring for Carriage-Tops.

No. 212,720.

Patented Feb. 25, 1879.

Fig: 1.

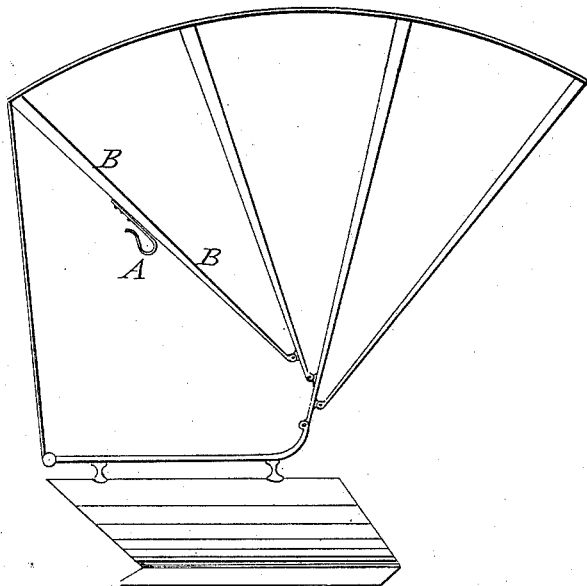
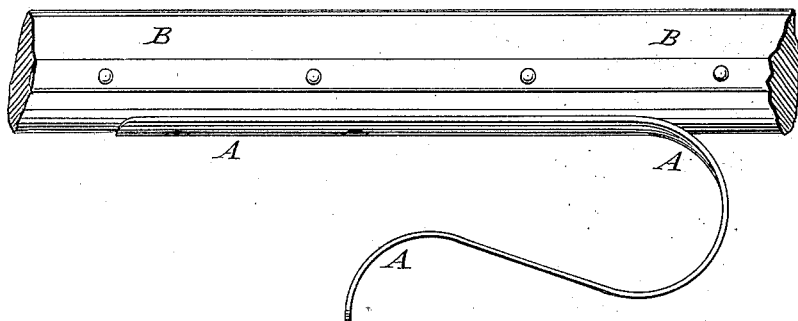


Fig: 2.



WITNESSES:

Chas. Nida
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INVENTOR:

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BY *Munnick*

ATTORNEYS.

UNITED STATES PATENT OFFICE.

ROBERT E. McCORMICK, OF DOYLESTOWN, OHIO.

IMPROVEMENT IN CUSHION-SPRINGS FOR CARRIAGE-TOPS.

Specification forming part of Letters Patent No. **212,720**, dated February 25, 1879; application filed September 19, 1878.

To all whom it may concern:

Be it known that I, ROBERT E. McCORMICK, of Doylestown, in the county of Wayne, State of Ohio, have invented a new and Improved Spring Attachment for Carriage-Tops, of which the following is a specification:

Figure 1 is a side view of my improved device, shown as applied to the rear bow of a carriage-top. Fig. 2 is a side view of the device enlarged.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an improved spring attachment for carriage-tops, the use of which will prevent the rear bow from being bent by the weight of the top when turned back, will prevent the covering of the bow from being worn, and the bow itself from being worn and broken by the block, which may be attached to any top, and which will serve as a rein-holder and as a fastening for the rubber apron.

The invention will first be described in connection with the drawings, and then pointed out in the claim.

A is a spring, one end of which is concaved longitudinally to fit upon the rear side of the rear bow, B, of a carriage-top, to which it is secured by screws, bolts, clamps, or other suit-

able means. The middle part of the spring A is bent into U or hook form, and its free end is curved inward and then outward, as shown in Figs. 1 and 2.

The spring A is secured to the bow B in such a position that when the carriage-top is turned back the bend in the free end of the said spring may rest upon the block or rest that supports the said top, and thus prevent the said top from bearing upon the said block or rest as a dead weight. The spring A thus prevents the bow B from being worn, bent, or broken, and at the same time serves as a convenient rein-holder and as a fastener for the rubber or leather apron.

I am aware that it is not broadly new to apply a cushioning-spring to the rear bow of a buggy or other vehicle; but

What I claim is—

The rear-bow spring, A, provided with a concaved shank, U-shaped middle, and an outwardly-turned free end, whereby it may be attached without clips or plates, as shown and described.

ROBERT EDSON McCORMICK.

Witnesses:

GEORGE W. EVERTS,
GEORGE JACKSON.