(No Model.)

H. H. ALLEN.

REST FOR BUGGY TOPS.

No. 407,049. Patented July 16, 1889.

Fig. 1.

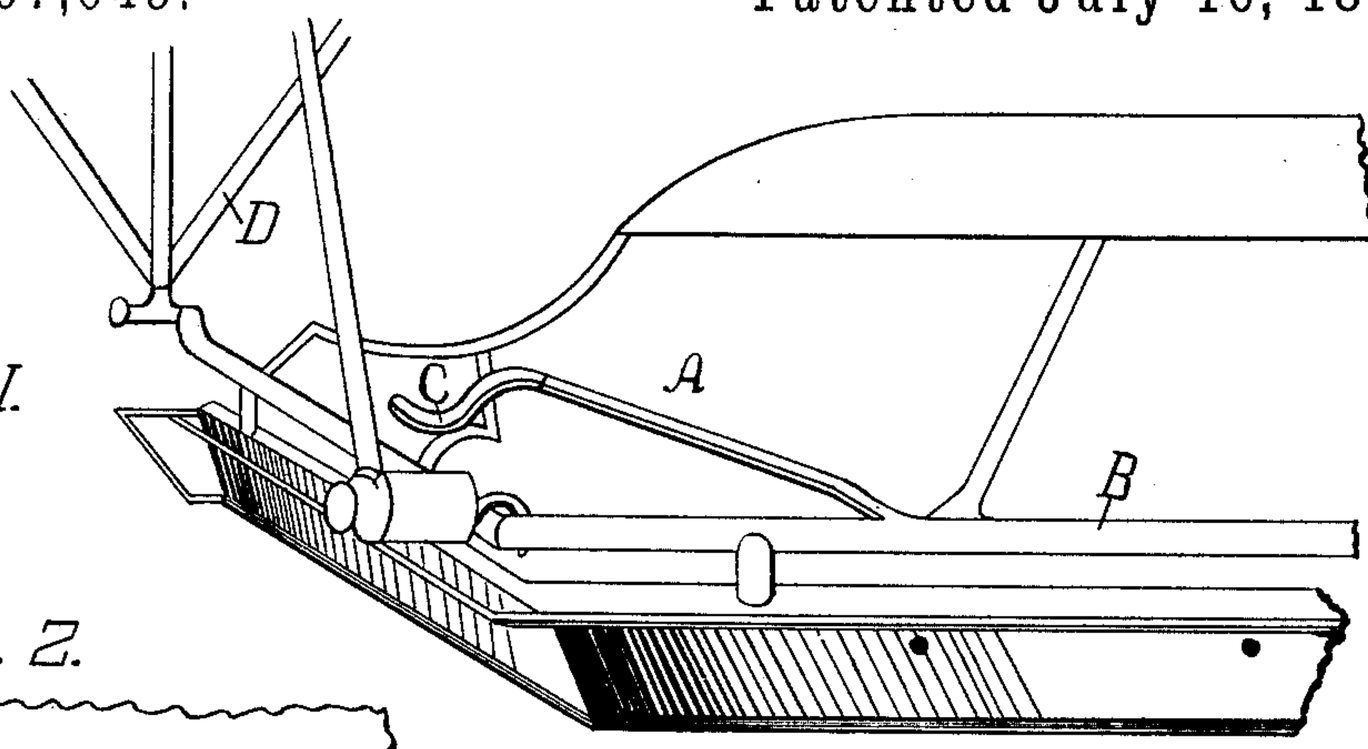


Fig. 2.

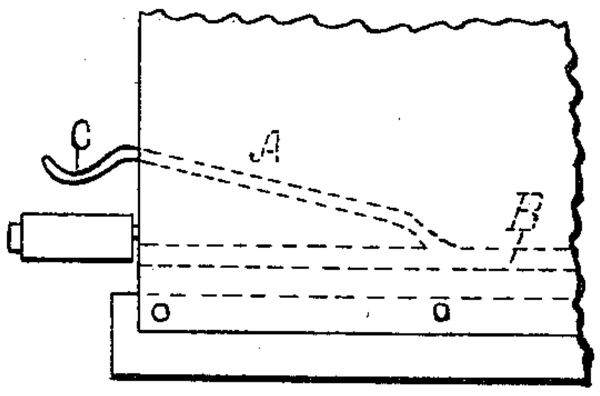


Fig. 9

Fig. 3.

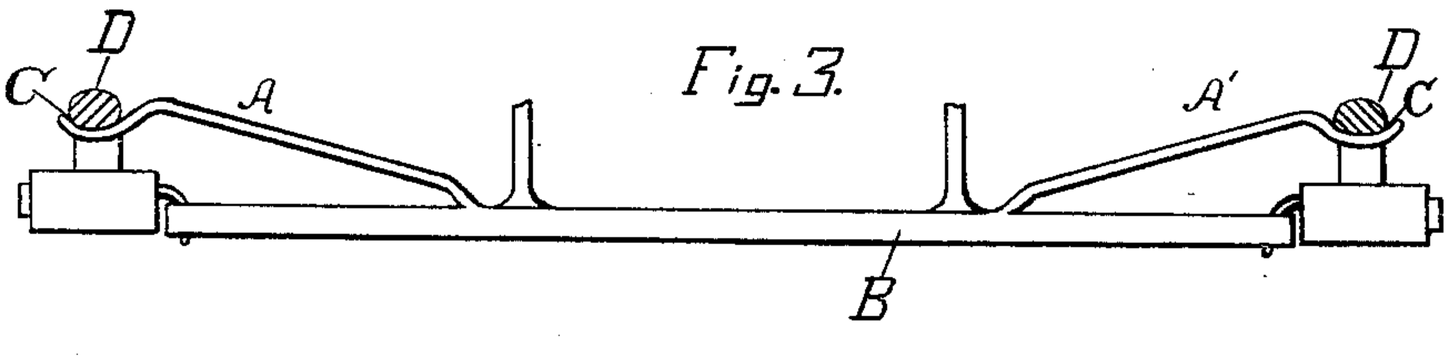


Fig. 4.

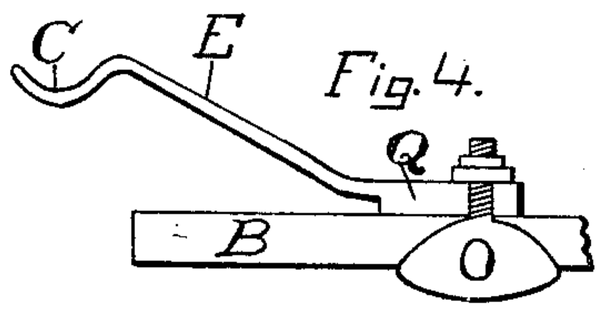


Fig. 5.

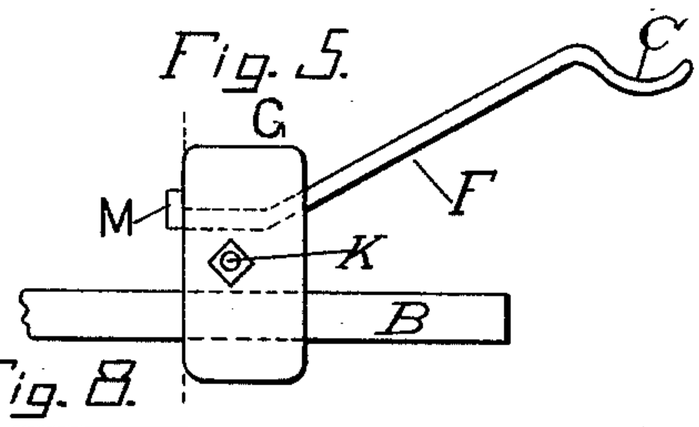


Fig. 6.

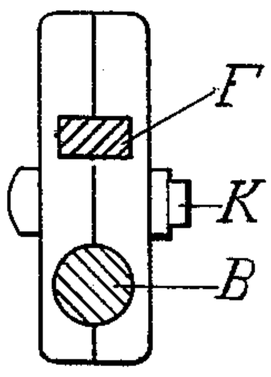


Fig. 7.

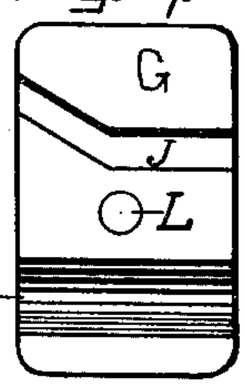
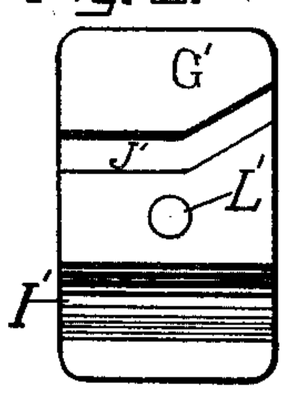


Fig. 8.



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UNITED STATES PATENT OFFICE.

HOMER H. ALLEN, OF OCEANSIDE, CALIFORNIA.

REST FOR BUGGY-TOPS.

SPECIFICATION forming part of Letters Patent No. 407,049, dated July 16, 1889.

Application filed September 7, 1888. Serial No. 284,815. (No model.)

To all whom it may concern:

Be it known that I, HOMER H. ALLEN, a citizen of the United States, residing at Oceanside, in the county of San Diego and State of California, have invented a new and useful Lever-Spring Rest for Buggy-Bows, of which the following is a specification.

The object of my invention is to provide a cheap, simple, and effective buggy-bow rest which will not mar the appearance of the buggy.

My invention comprises a spring-arm rigidly attached by one end to the back-seat rail of the buggy and projecting outward beyond the end of the seat into the path of the buggy-top bows and having a seat at its free end to receive such bows.

It also comprises the combination whereby my invention is adapted for attachment to ordinary buggies.

The drawings illustrate my invention.

Figure 1 is a perspective view of one corner of the seat of a buggy provided with my improved rest, the curtains being removed to show the rest. Fig. 2 is a rear elevation showing the appearance of my rest when the curtains are in place. Fig. 3 is a view of the back rail and supports of a buggy provided with my rest. Fig. 4 shows the rest secured to the rail by a clamp. Fig. 5 shows the rest secured to the rail by an improved clamp. Figs. 6, 7, and 8 illustrate the improved clamp. Fig. 9 is a longitudinal section of the seat C as it is preferably made. The manner in which I carry out my invention is shown in the drawings.

In Figs. 1, 2, and 3 the spring-rests are integral with the shifting rail B, and comprise the arms A A′, each of which is fixed at one end upon the shifting rail B and projects upward therefrom into the path of the bow, and is bent at its free end with the concavity of the bend upward to form the seat C for the bow D of the buggy. It is not necessary that the spring-arms of the rests should be integral with the shifting rail, and Figs. 4 and 5 illustrate modified forms of my invention, whereby it may be attached to any buggy having a back seat or shifting rail, as B. The spring-arm in Figs. 4 and 5 is not integral with the rail, but is secured to the rail by suitable means, as the clamps O or G. In the form shown in Fig. 4 the lower end of the arm is bent at an obtuse angle with the body of the arm to form a base Q, to rest on the seat-rail B and form a seat for the clamp O.

In order to make a more perfect and convenient clamp, I provide two clamp-plates G G′, each of which has a transverse groove I I′ upon its clamping-face to receive the seat-rail. One of the jaws, as G, is provided on the same face with a transverse groove J, having a crook therein, and the other jaw, as G′, is provided with a groove J′, corresponding in its reversed position and form with the position and form of the groove J in the plate G, so that when the grooved faces of the jaws are put together the grooves will coincide with each other. One end of the spring-arm is formed to fit the socket formed by the grooves when the plates are clamped together. The spring-arm of this modified form is marked F in the drawings. The extreme end is bent up to form the lug M, which engages with the edge of the clamp and assists in steadying the arm. When it is desired to clamp this form of spring upon the seat-rail, the jaws are placed upon each side of the seat-rail and the spring F is inserted in the grooves J J′. The jaws are secured together by means of the bolt K, passed through the holes L in the clamp-plates.

The seat at the end of the spring is preferably padded to prevent wear. It will be seen from reference to Fig. 2 that the visible portion of the rest is not obtrusive and will not mar the appearance of the buggy.

Now having described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The buggy-top bow-spring support consisting of a spring-arm attached by one end to the back-seat rod and projecting outward beyond the end of the seat into the path of the buggy-top bow, approximately at right angles therewith, and having a seat at its free end to receive such bow.

2. The buggy-top bow-spring support consisting, as set forth, of the spring-arm attached to the buggy-seat-back rod and projecting outward beyond the end of the seat into the path of the buggy-top bows, approximately

at right angles therewith, and having its end curved, as at C, to form a seat for the bows.

3. The combination set forth of the back-seat rail, the clamp-plate G, provided on its clamping-face with the transverse groove I and the transverse groove J, having a crook therein, the clamp-plate G′, provided on its clamping-face with the transverse groove I′ and the transverse groove J′, corresponding in its reversed form and position with the form and position of the groove J, and the spring-arm having one end formed to fit the socket formed by the grooves J J′ when the plates are clamped together and having its other end curved to form the seat C.

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