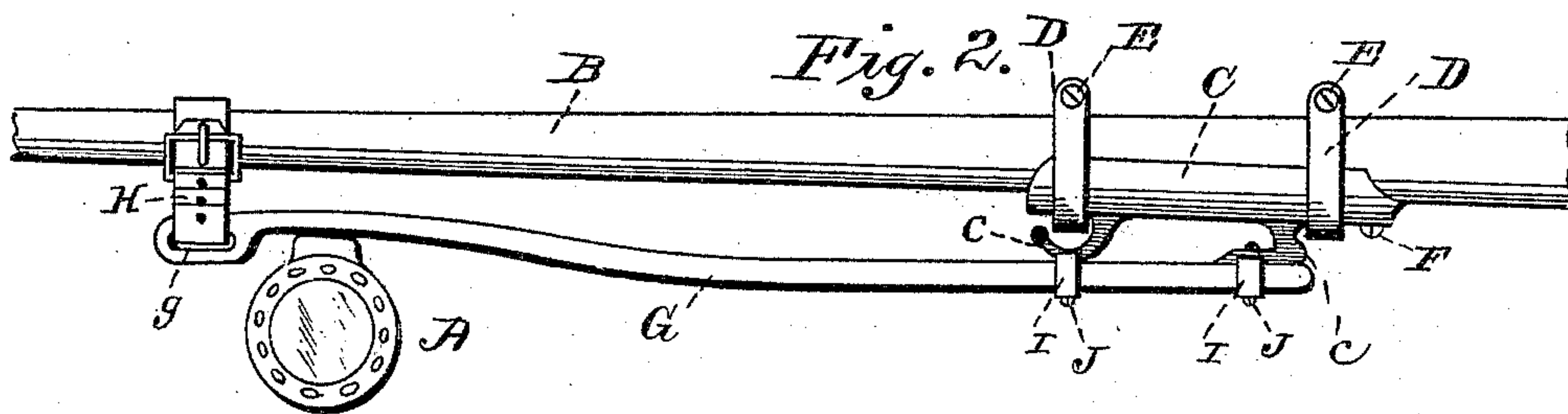
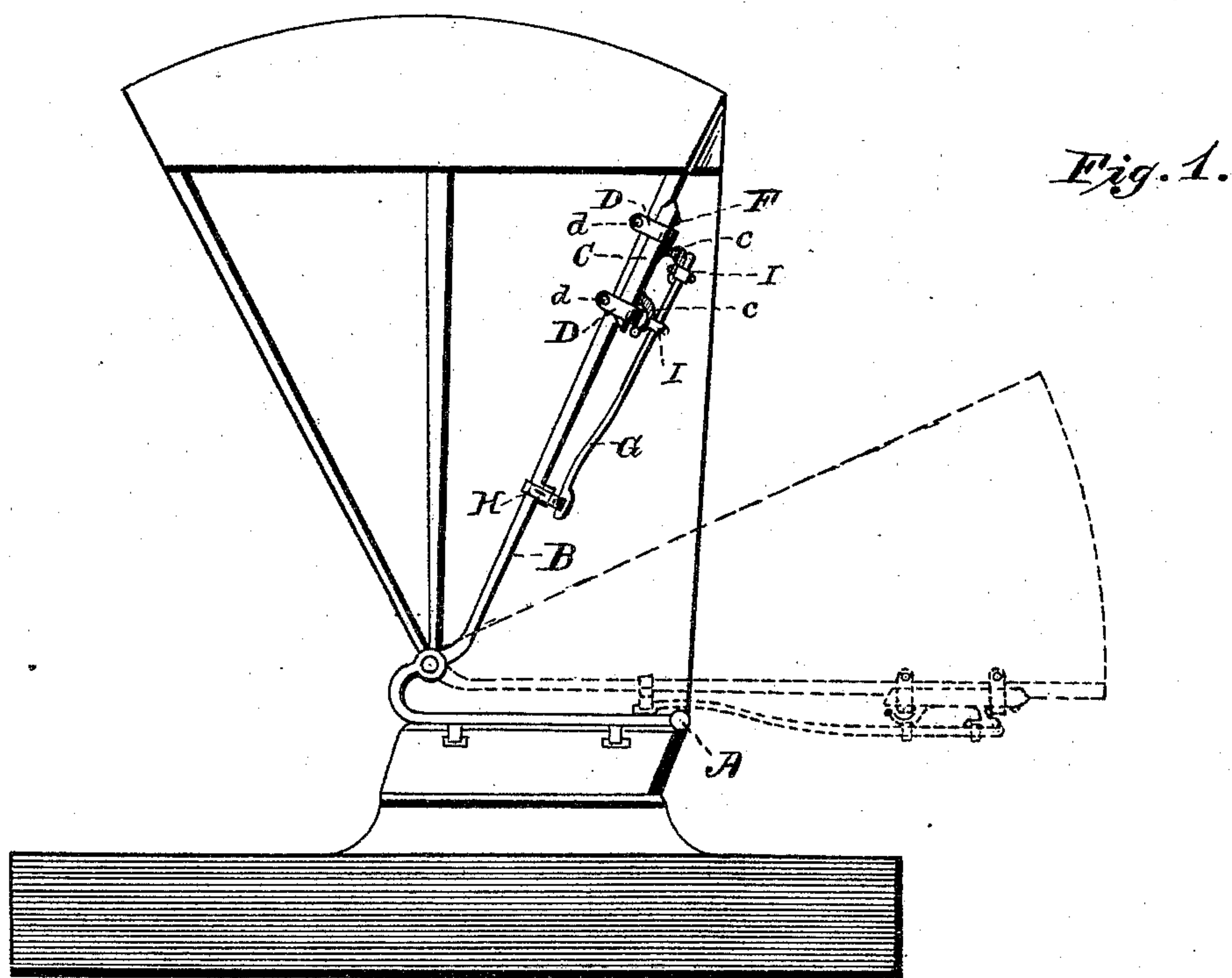


(No Model.)

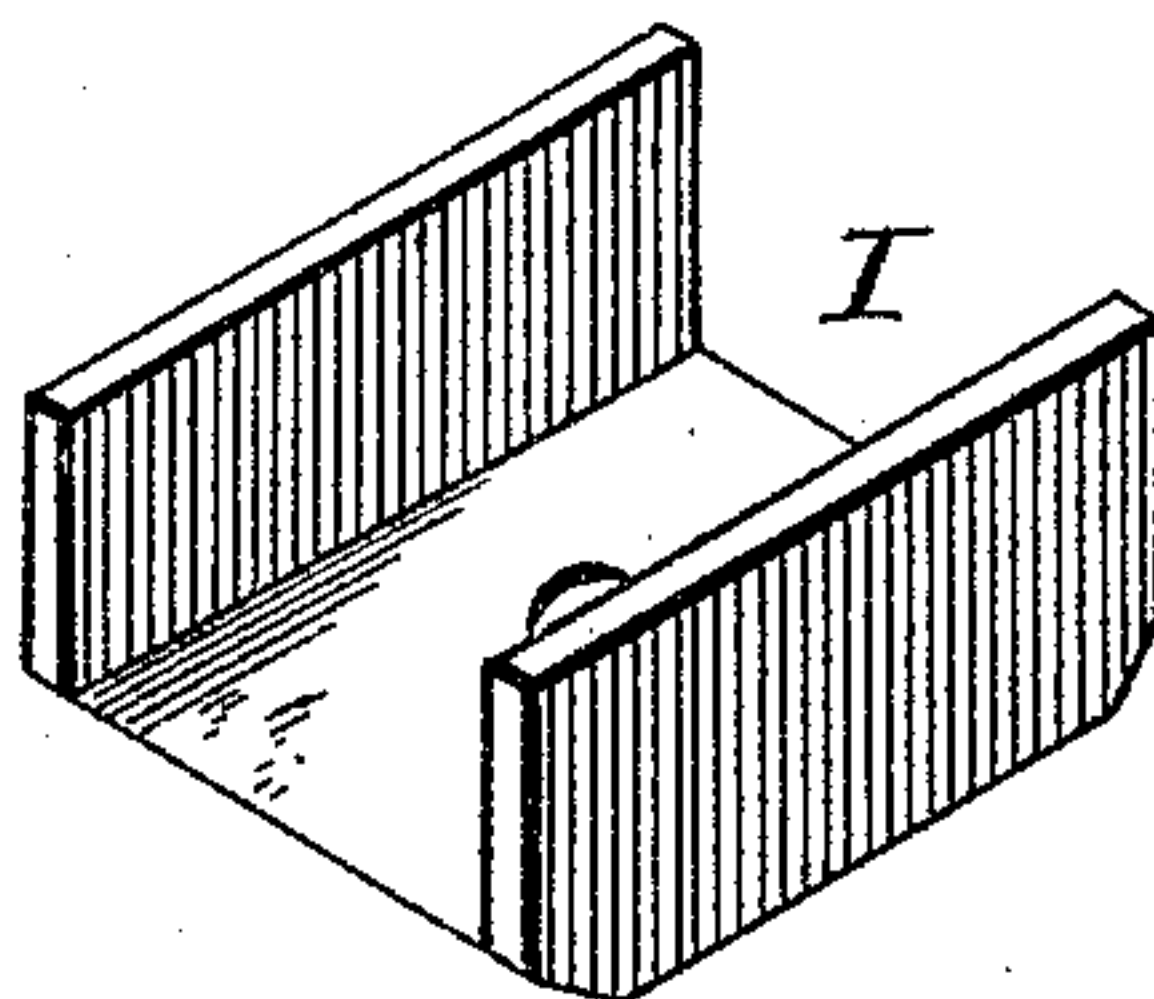
S. SANDERS.  
VEHICLE TOP SUPPORT.

No. 430,439.

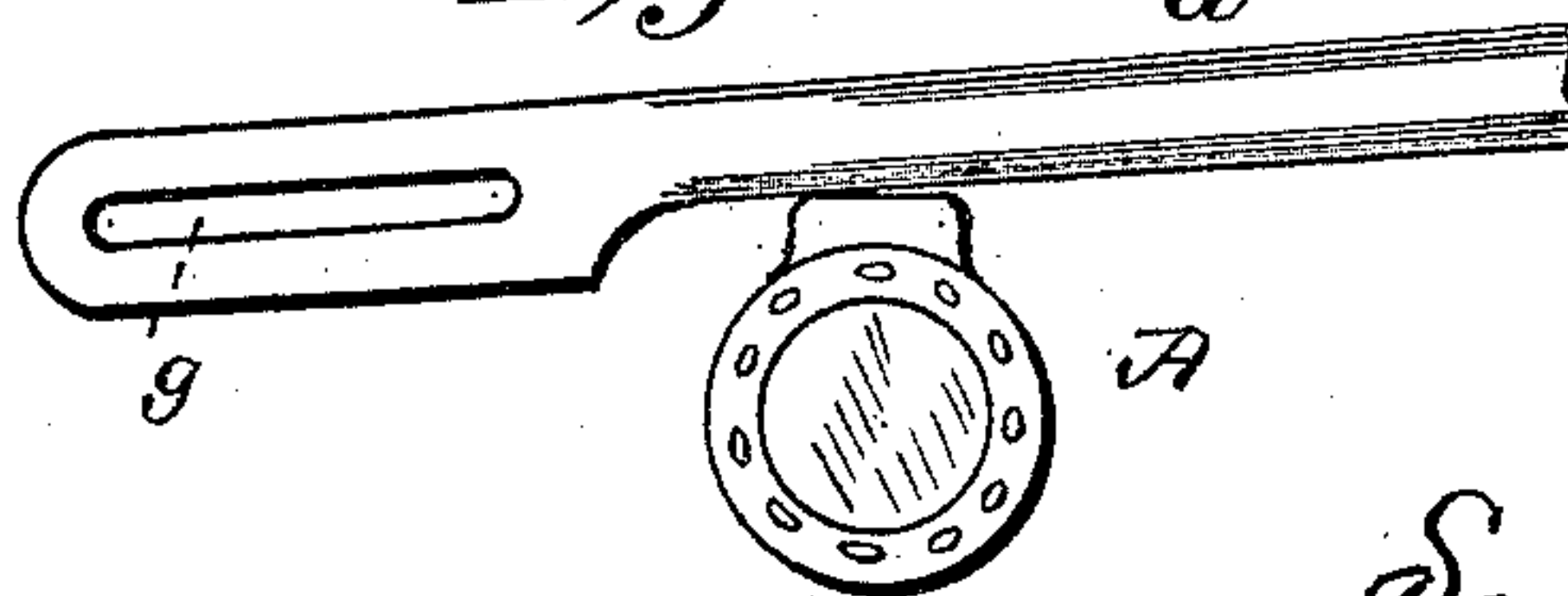
Patented June 17, 1890.



*Fig. 3.*



*Fig. 4.*



Witnesses

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By

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# UNITED STATES PATENT OFFICE.

SAMUEL SANDERS, OF MONTEZUMA, IOWA.

## VEHICLE-TOP SUPPORT.

SPECIFICATION forming part of Letters Patent No. 430,439, dated June 17, 1890.

Application filed March 11, 1890. Serial No. 343,503. (No model.)

*To all whom it may concern:*

Be it known that I, SAMUEL SANDERS, a citizen of the United States, residing at Montezuma, in the county of Poweshiek and State of Iowa, have invented certain new and useful Improvements in Vehicle-Top Supports; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention has relation to certain new and useful improvements in vehicle-top supports; and it consists in the improved construction and combination of parts, as will be hereinafter more fully set forth and described.

In the accompanying drawings, Figure 1 is a side view of a buggy-top, showing my support attached thereto, the dotted lines indicating the top thrown back. Fig. 2 is an enlarged detail view of the back bow with the attachment applied. Fig. 3 is a detail view of the clip or ferrule for securing the spring, and Fig. 4 is an end view of the spring.

Like letters of reference refer to like parts throughout the several views.

Referring to the drawings, the letter A indicates the rest or top-prop of an ordinary buggy or other vehicle, and B the back bow.

The letter C indicates a shoe, preferably of malleable iron, said shoe being concaved or shaped so as to conform to the contour of the back bow, and is formed or provided with depending arms *c c*, said arms having the lower ends bent forwardly. This shoe is secured to the back bow by means of clips D D, the upper ends of which are provided with screw-threaded apertures *d d* to receive transverse screws E E, which serve to regulate the tension of the clips and also secure them in place. The shoe is further secured to the back bow by means of a screw F, passing vertically through the rear end thereof into said back bow. This screw also serves to prevent any longitudinal movement of the shoe should the clips in any manner become loose.

The letter G indicates a yielding rod or spring having its forward end slightly curved

upward and adapted to be supported by the rest or prop A. This forward end is provided at its extremity with an elongated slot *g*, which is adapted to receive a strap H, said strap passing over the back bow and provided with the usual buckle, whereby it may be adjusted so as to secure the proper length of loop. The rear end of the spring is secured to the depending arms of the shoe by means of ferrules or clips I I, the sides thereof embracing the spring and arms, while vertical rivets or bolts J J hold the parts securely together.

It will be seen from the foregoing description that the clips and yielding rod or spring are constructed separately from the shoe, the parts being secured together by suitable connections; also, that by providing the end of the spring with an elongated slot for the reception of a strap clothing, &c., are prevented from damage by being hooked upon the end of the spring, as would likely be the case were this strap omitted. It is obvious, however, that the shoe, clips, and spring may all be constructed in one piece without departing from the spirit and scope of my invention, although the construction herein shown and described by me is the preferred plan, inasmuch as the cost of manufacture is materially reduced, and, at the same time, should any portion of the device become damaged or broken it may be readily replaced, whereas when the parts are formed integral damage or breakage to one portion will destroy the efficiency of the entire device.

My invention possesses the advantage of being simple in construction and exceedingly durable in use and can be manufactured at a very small cost. The device, furthermore, can be attached to any back bow, while no trouble whatever is experienced in raising or lowering the vehicle-top. It will also be observed that by my arrangement the weight of the top is thrown so far back as to entirely prevent the breaking of the back bow and thus avoiding damage to the top or seat.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

1. In a vehicle-top support, the combination, with the back bow of a vehicle, of a concave shoe fitting the back bow and provided

with depending arms, the ends of the latter being bent forwardly, clips for securing the shoe to the back bow, a yielding rod or spring with its forward end bearing upon the rest  
5 or prop of the vehicle, clips or ferrules for securing the rear end of the spring to the forwardly-extending portions of the depending arms, and vertical rivets or bolts passing through said clips and arms, substantially as  
10 set forth.

2. In a vehicle-top support, the combination, with a back bow of a vehicle, of a shoe formed or provided with depending arms, the ends of the latter being bent forwardly, clips  
15 for securing the shoe to the back bow, transverse screws passing through screw-threaded

apertures in the upper ends of said clips, a vertical screw passing through the rear end of the shoe into the back bow, yielding rod or spring, clips or ferrules embracing the  
20 sides of the spring and the forwardly-extending portions of the depending arms, and vertical rivets or bolts for securing the clips or ferrules to the forwardly-extending portions of the arms, substantially as set forth. 25

In testimony whereof I affix my signature in presence of two witnesses.

SAMUEL SANDERS.

Witnesses:

GEO. W. WILSON,  
F. A. BONEWELL.