

(No Model.)

J. HEILRATH.
BUGGY TOP REST.

No. 525,545.

Patented Sept. 4, 1894.

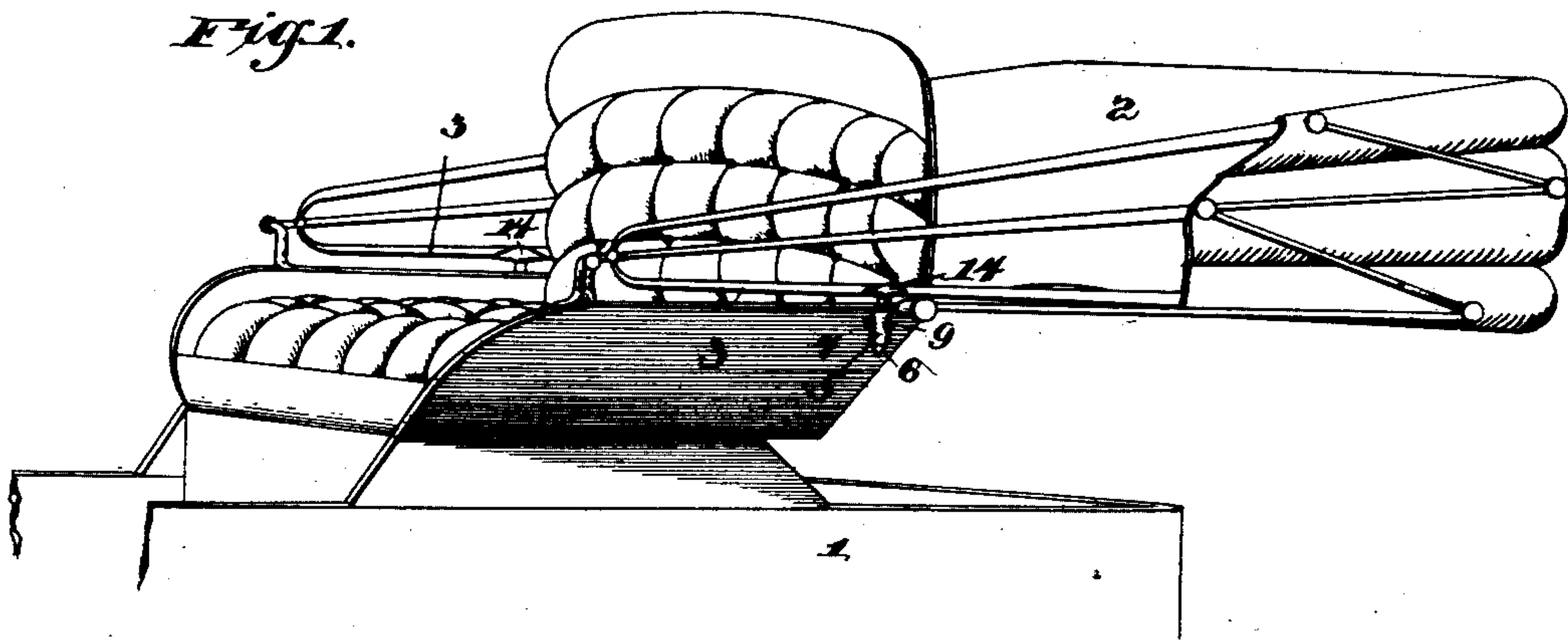


Fig. 2.

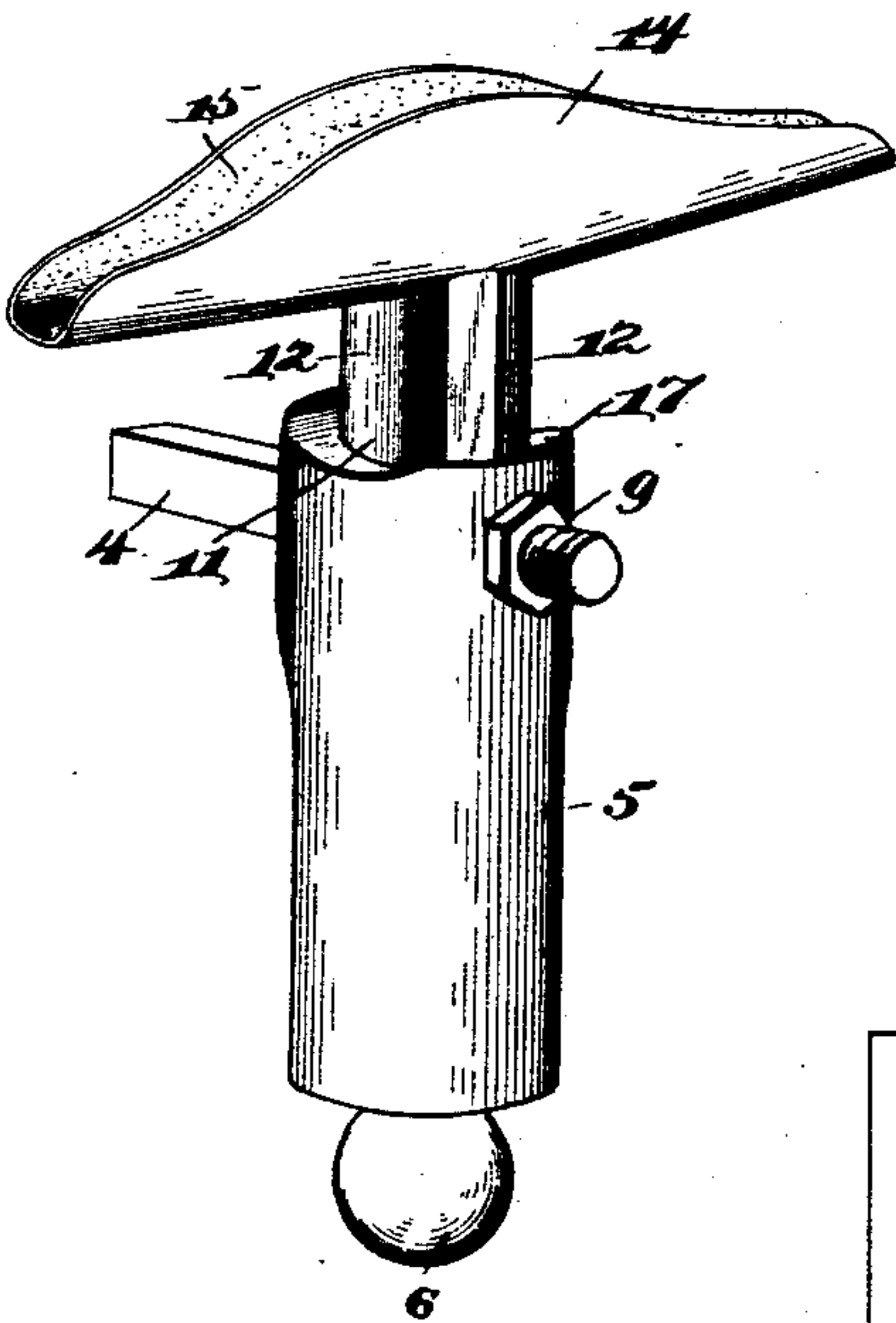


Fig. 3.

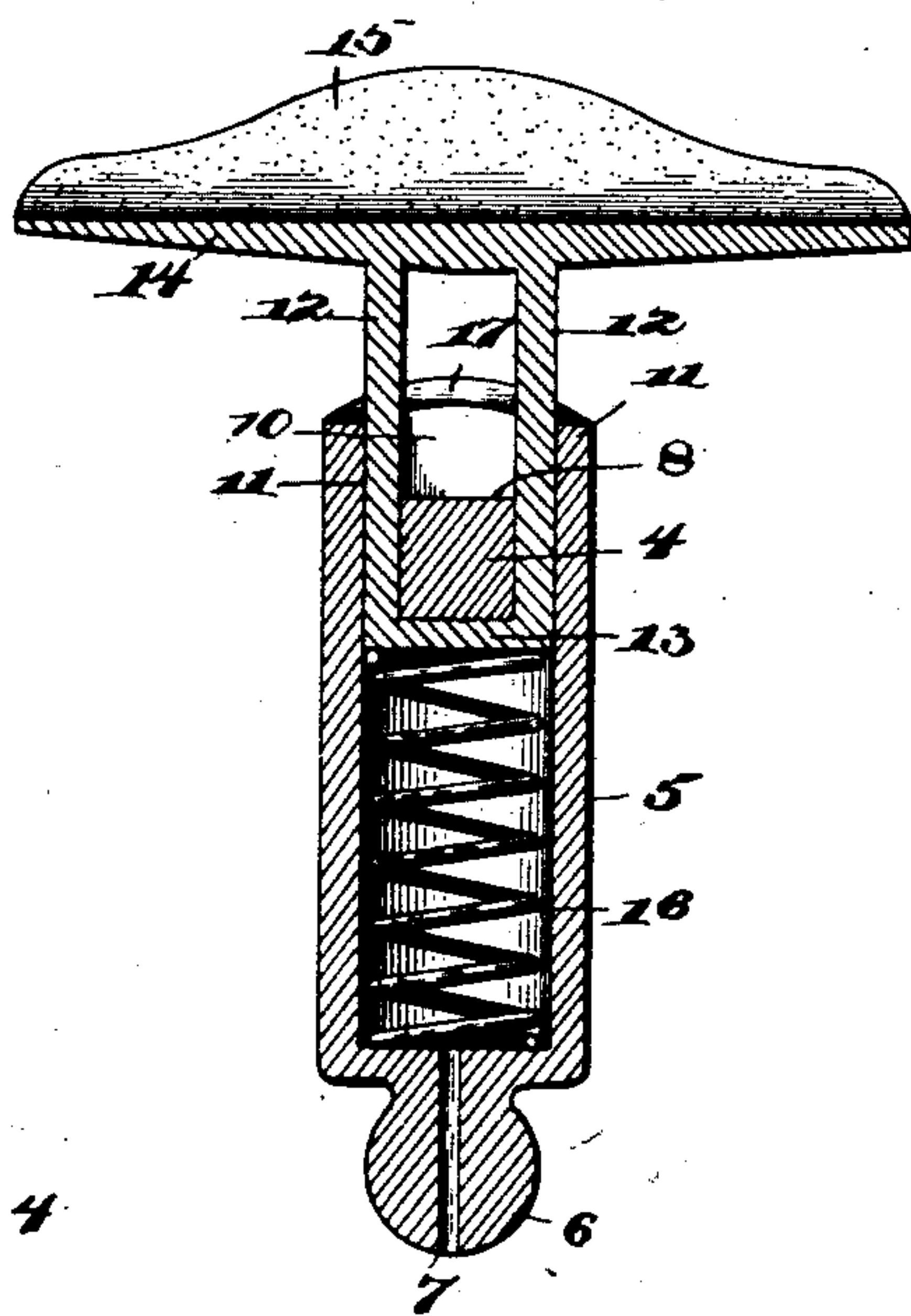
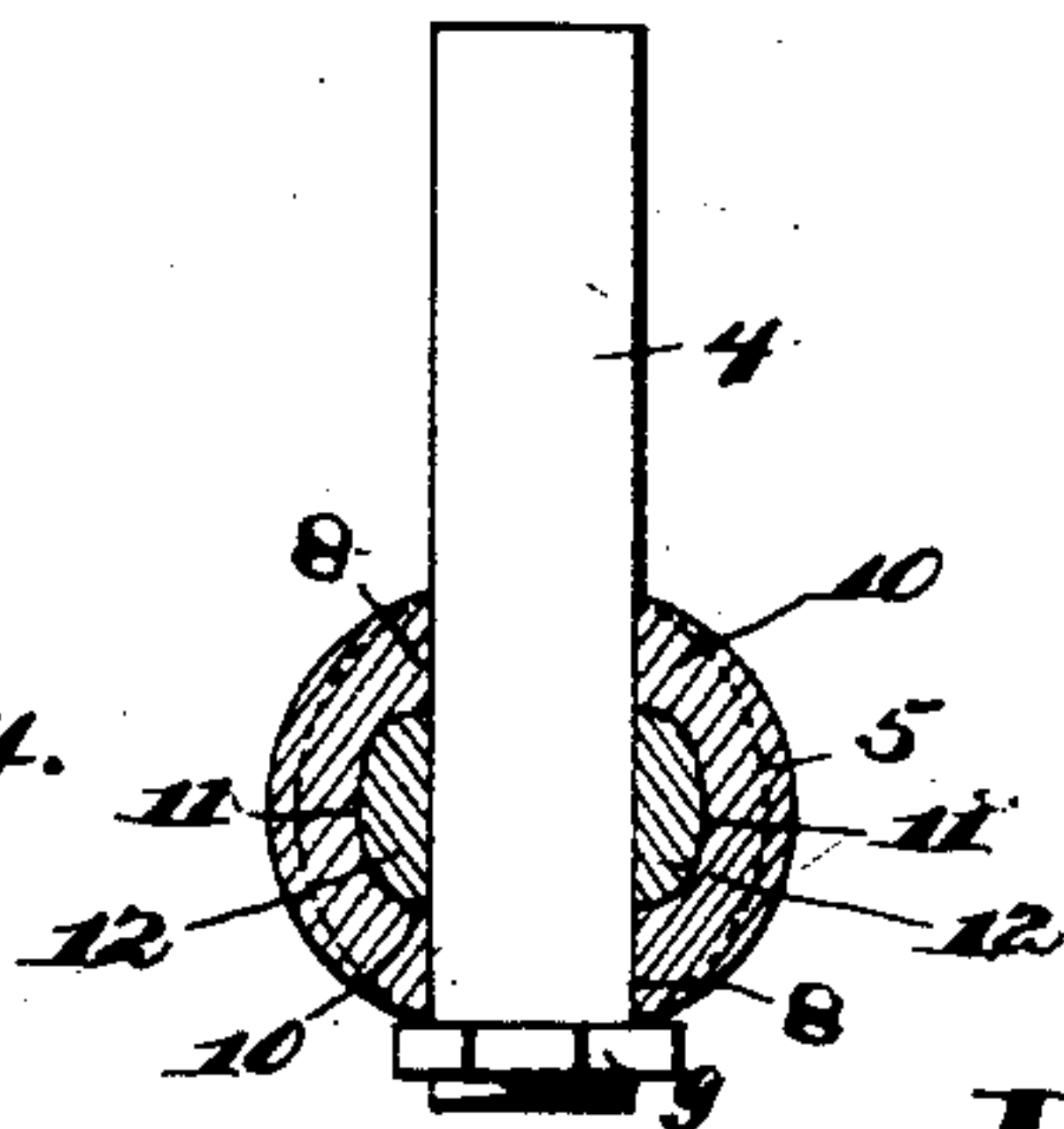


Fig. 4.



Inventor

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Witnesses

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UNITED STATES PATENT OFFICE.

JOHN HEILRATH, OF SACRAMENTO, CALIFORNIA.

BUGGY-TOP REST.

SPECIFICATION forming part of Letters Patent No. 525,545, dated September 4, 1894.

Application filed February 27, 1894. Serial No. 501,711. (No model.)

To all whom it may concern:

Be it known that I, JOHN HEILRATH, a citizen of the United States, residing at Sacramento, in the county of Sacramento, State of California, have invented a new and useful Contrivance for a Buggy-Top Rest, of which the following is a specification.

This invention relates to an improved device for cushioning the swinging tops of buggies when said tops are swung rearwardly or in a folded position; and it consists of certain improved features of construction attending the usual spring-actuated plunger device, whereby the top may be thrown back with all the force necessary without causing it to forcibly engage with any portion of the buggy.

In the accompanying drawings: Figure 1 represents a perspective view of a portion of a buggy supplied with my improvements, and showing the top rested thereon; Fig. 2, an enlarged perspective of the device, showing it dissociated from the buggy; Fig. 3, a vertical section thereof; Fig. 4, a horizontal section.

The reference numeral 1 indicates the body of the buggy, and 2 the swinging top thereof, both of which may be of any construction.

The device of my invention is secured one to each side of the buggy, and in such a position that the rear bar 3, of the top, will engage with the cushioning device of the side on which it is located. Rigidly secured to each side of the buggy, and at the rear upper side of the body-portion thereof, are the bolts 4, which are square in cross-section and which project out laterally from the buggy.

5 indicates the main or body-portion of the cushioning device, and this consists of a cylindrical casting formed with a closed lower end and with an open upper end, the lower end being provided with an enlargement 6, through which the passage 7 passes. The passage 7 is but a small emitting orifice, and is provided to permit the discharge of such water as may find its way into the interior of the body-portion 5.

Formed in the upper portion of the body 5, and horizontally aligned with each other, are the openings 8, which are two in number and which are adapted for the passage of the free or outer ends of the bolts 4. The bolts 4 fit snugly within the openings 8, and are each

provided with a nut 9, whereby they are rigidly secured within their respective openings, and the body-portion 5 rigidly connected to the bolts, and consequently to the body of the wagon.

The cavity of the body-portion 5 is formed with a plane portion 10, which is duplicated on each side of the body-portion, and which is located directly adjacent to the arc-shaped or curved portions 11, such latter portions being arranged at the front and rear sides of the body. Located within the cavity of the body-portion, and capable of vertical movement therein, is the plunger-section, which consists of two arms 12, having plane inner or adjacent sides and curved outer sides, said outer sides being conformed with the curved portions 11 of the interior of the body; while the plane sides 10 of the body are adapted to lie adjacent to the space between the two arms 12. The lower ends of the arms 12 have formed integral therewith the horizontal portion 13, which operates to form the plunger after the manner of a U-shaped bar. The space between the two arms 12 is of a size which will receive and snugly hold the respective bolts 4, so that the arms 12, or the plunger-bar, will be capable of a free vertical movement limited by the horizontal portion 13, and the cup or top-receptacle 14. The top-receptacle 14 is rigidly secured to, or formed integral with, the upper ends of the arms 12, and consists of a trough-shaped metallic plate having a leather lining 15, which is adapted to receive the rear bar 3 and to prevent the bruising or marring thereof, which would otherwise attend a forcible engagement of the two parts.

The top-receptacle 14 is arranged at right angles to the respective bolts 4, and consequently in longitudinal alignment with its respective bar 3. 16 indicates an expansive spiral spring, which is arranged within the body-portion 5, and below the horizontal portion 13. This spring operates to press the plunger-bar upwardly and the horizontal portion 13 into engagement with the lower side of the respective bolts 4. The upper end of the body-portion 5 is formed, directly adjacent to the upper extremities of the plane portions 10, with the concave seats 17, which are shaped in conformity with the under side of the top-receptacle 14, so that when said re-

ceptacle is pushed down, it will be received by these seats.

From the foregoing it will be seen that as the buggy top is thrown back, the rear bars 5 3 thereof will engage their respective cups or receptacles 14, which will result in a compression of springs 16, and in a descent of the cups and plunger-bars of each cushioning device. After the impulse of the first contact 10 has spent itself the springs 16 will regain, to some extent, their normal position, and so the top will be supported until it is raised. It will be observed that by my invention it is possible to throw the top back with no re- 15 straint and without injuring the same.

Having described the invention, what I claim is—

In a buggy top rest, the combination of a

casing having a transverse opening therein, a bolt passing through the opening and 20 adapted to be secured to the buggy, whereby the casing is similarly arranged, an expansive spring held by the casing, a U-shaped bar held by the casing and given an upward tendency by the spring thereof, the bolt aforesaid 25 being adapted to pass between the arms of the U-shaped bar, whereby the movements of the bar are limited, and a seat secured to the bar and adapted to receive the buggy top, whereby the top is supported, substantially 30 as described.

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Witnesses:

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