

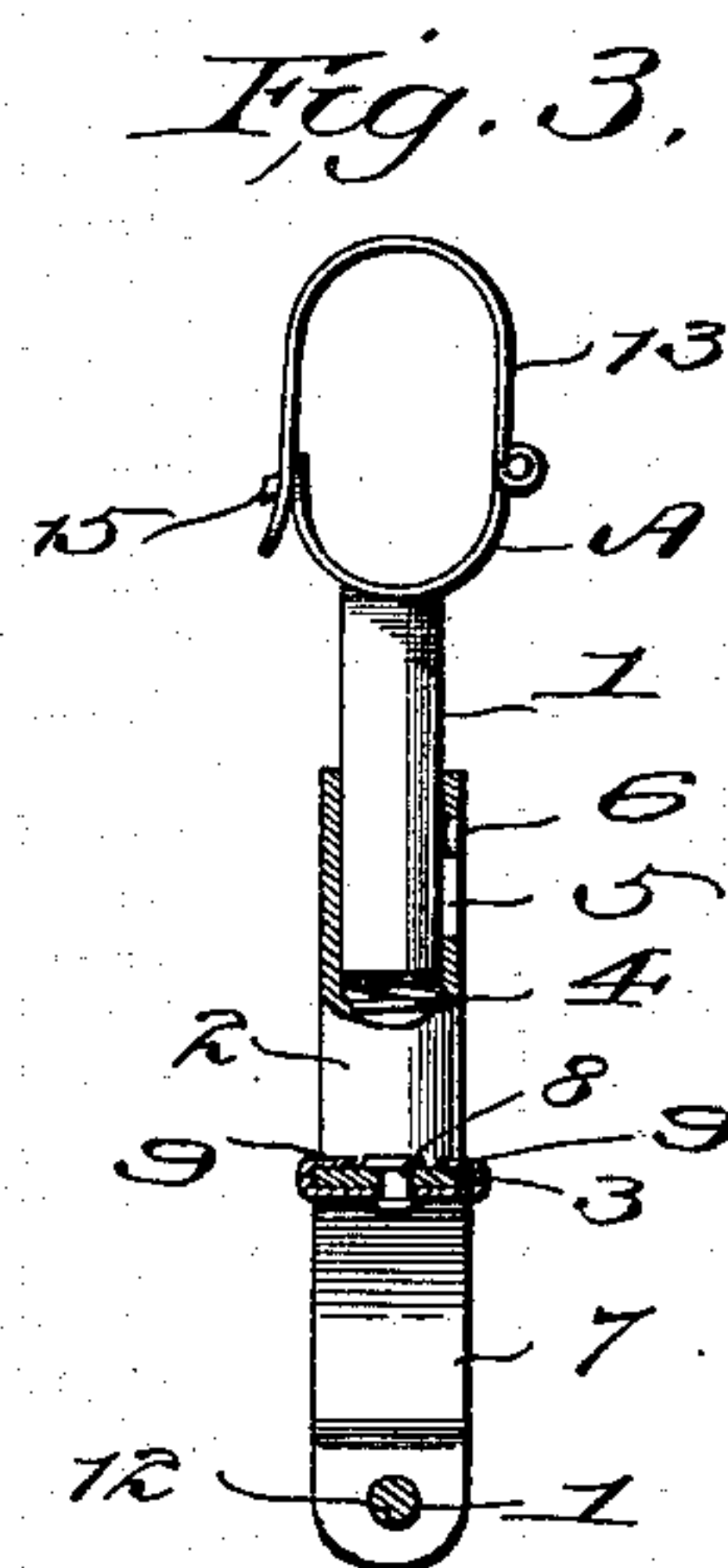
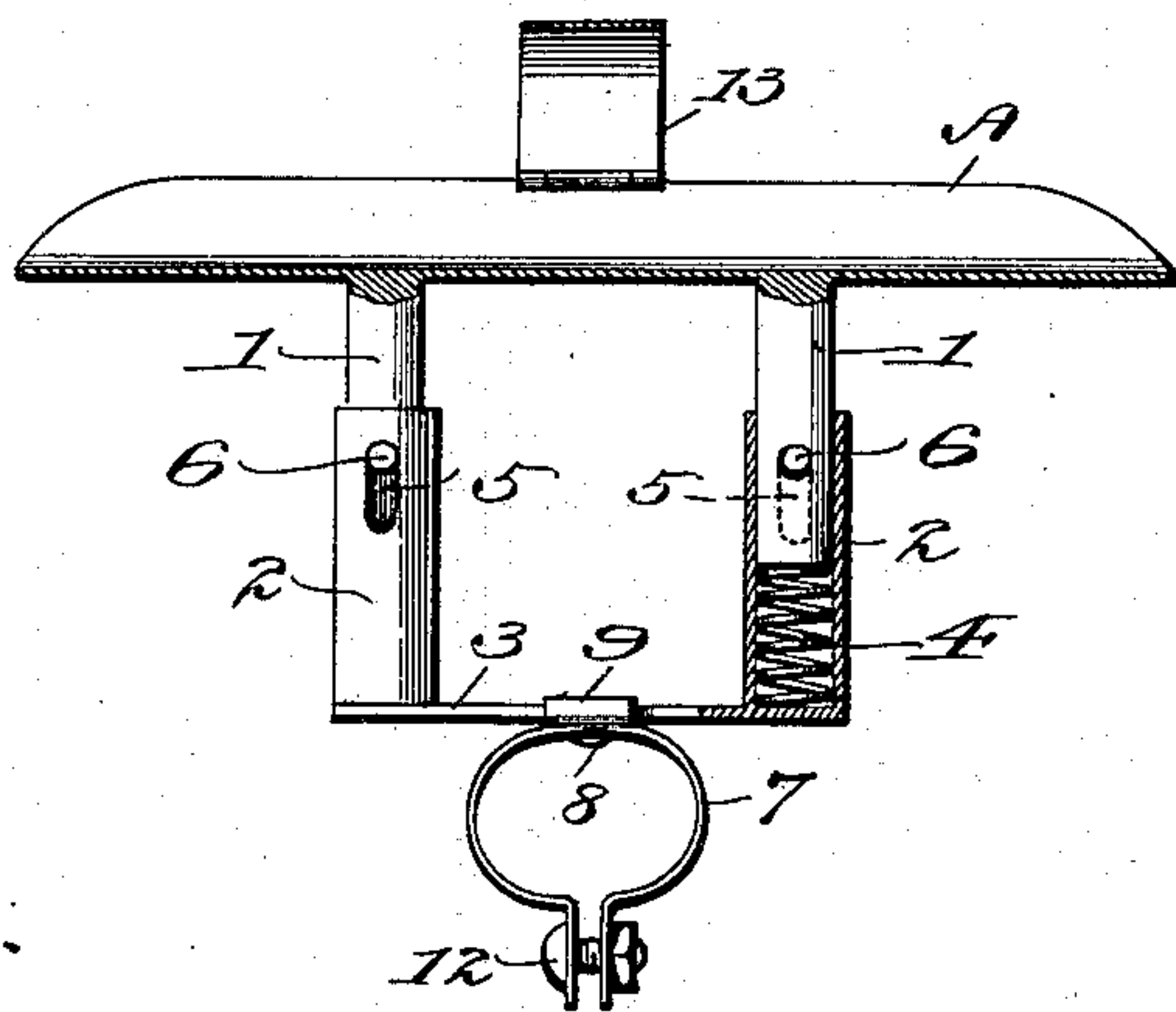
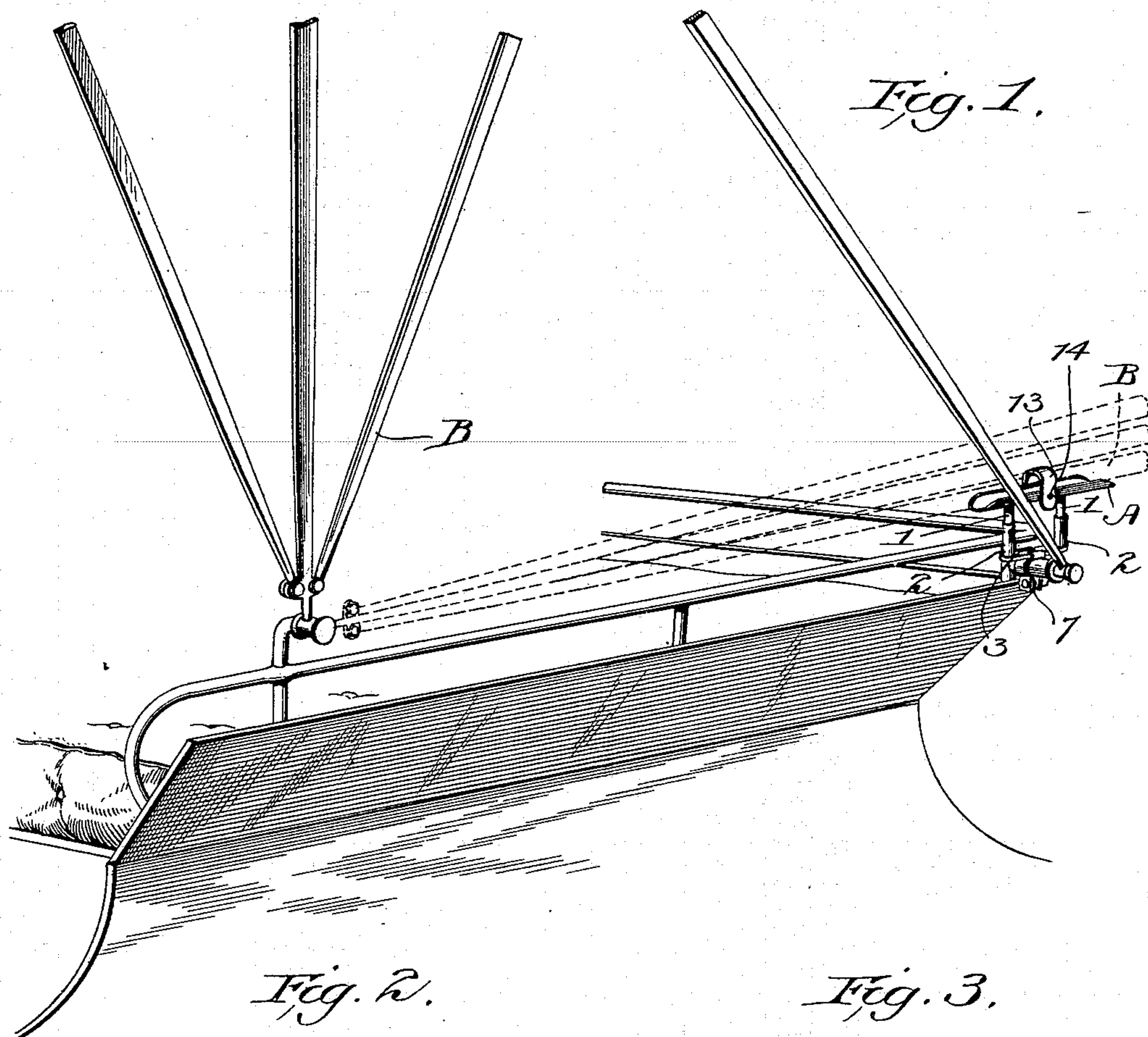
No. 615,508.

Patented Dec. 6, 1898.

F. J. STALLINGS.
BUGGY TOP SUPPORTER.

(Application filed Aug. 18, 1898.)

(No Model.)



Witnesses
"New England"
Sarah V. Lockwood

Inventor
Francis J. Stallings
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UNITED STATES PATENT OFFICE.

FRANCIS JOSEPH STALLINGS, OF EFFINGHAM, ILLINOIS, ASSIGNOR OF ONE-HALF TO CHARLES BOOS, OF SAME PLACE.

BUGGY-TOP SUPPORTER.

SPECIFICATION forming part of Letters Patent No. 615,508, dated December 6, 1898.

Application filed August 18, 1898. Serial No. 688,883. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS JOSEPH STALLINGS, a citizen of the United States, residing at Effingham, in the county of Effingham and State of Illinois, have invented certain new and useful Improvements in Buggy-Top Supporters, of which the following is a specification.

My invention relates to an improvement in buggy-top supporters, the object being to provide a device which will afford a yielding support for the bows of a buggy-top when the latter is lowered; and the invention consists in certain novel features of construction and combinations of parts, which will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view showing one of my improved supporters in position on a vehicle. Fig. 2 is a longitudinal vertical section, and Fig. 3 is a transverse vertical section.

A represents a rest. This is elongated and trough-shaped and conveniently struck up from cheap metal, with the ends and edges rounded and turned outwardly to avoid presenting sharp corners or edges and to add to the general appearance of the device. This rest is elongated to present a long bearing-surface for the bow B, which is adapted to lie edgewise therein when the top is lowered, the extent of bearing serving to prevent any breakage or injury to the bow when the latter is dropped or lowered into it. Depending from the lower side of the rest are a pair of posts 1 1. These posts enter corresponding tubes 2 2, which extend upwardly from the ends of a base-plate 3. Within these tubes are placed spiral springs 4 4, which normally force the posts upwardly, their tension being sufficient to sustain the weight of the top yieldingly upon the rest. Elongated slots 5 5 are preferably formed vertically in the tubes, and a pin 6 6 in each post lies in the slot, the function being to limit the movements of the rest, which is confined by the length of the slot.

The entire device is held in position on the arm of the vehicle in any convenient way, but preferably by means of a clamp 7. This clamp consists of a strip of metal secured to the base-plate by a rivet 8 and also, to prevent it from turning on this rivet, by the two

lips 9 9, bent up from the sides of the strip around the edges of the base-plate. The free ends of the strip are bent parallel and provided with holes 11 11 to receive the usual bolt 12, by which the clamp is drawn together on the object to which it is to be secured.

While driving over rough ground, the tendency is for the carriage-top to jolt upward and downward. This tendency may be resisted by the latch 13, which is hinged at one end to one edge of the rest at or near the center of the latter, and its free end has a hole 14 or is otherwise constructed to spring over a catch 15 on the opposite side of the rest. When this latch is sprung over the bow, the latter is held securely in the rest or socket, and all upward motion of the top due to jolting is defined by the limitation permitted by the length of the slots 5 5 in the tubes.

From the foregoing it will be seen that my improved buggy-top supporter will be most effectual in taking up any sudden jar or jolt, thus obviating the breaking or bending of the bows of the buggy-top and preventing the wear upon the leather facing so common in most all buggies, the device being so constructed that all play of the lower bows upon the supports is precluded. At the same time sufficient vibration is provided, so that the top is not held absolutely rigid.

The device is simple in construction, light, and effectual in its application and operation, and is rendered ornamental in appearance by the finish which I propose to give it, which will probably be nickel-plate or black enamel. The supporter may be easily and quickly applied to any buggy now in use or can be removed at a moment's notice. The article can be placed on the market at a very reasonable cost.

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

1. The combination with an elongated trough-shaped socket or rest, of two spring-supports for the socket or rest, one forward of the other, whereby the rest or socket automatically assumes a position in conformity to the position taken by the lower bow of the buggy-top supported on the rest or socket.

2. The combination with a base-plate hav-

ing upwardly-extending tubes thereon, said
tubes having elongated slots extending verti-
cally therein and a clamp for securing the
base-plate in position on the vehicle to which
5 the device is to be attached, of an elongated
trough-shaped rest or socket having depend-
ing posts which enter the tubes, springs upon
which the posts are supported and pins se-
cured to the posts and extending through the
10 slots.

3. The combination with a base-plate hav-
ing upwardly-extending tubes thereon, said
tubes having elongated slots extending verti-
cally therein and a clamp for securing the

base-plate in position on the vehicle to which 15
the device is to be attached, of an elongated
trough-shaped rest or socket having depend-
ing posts which enter the tubes, springs upon
which the posts are supported, pins secured
to the posts and extending through the slots 20
and a latch hinged to the rest or socket.

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

FRANCIS JOSEPH STALLINGS.

Witnesses:

CHARLES BOOS,
A. J. WORMAN.