No. 689,028. Patented Dec. 17, 1901.

A. SEEKT.

BRACE FOR BUGGY TOPS.

(Application filed June 15, 1901.)

(No Model.)

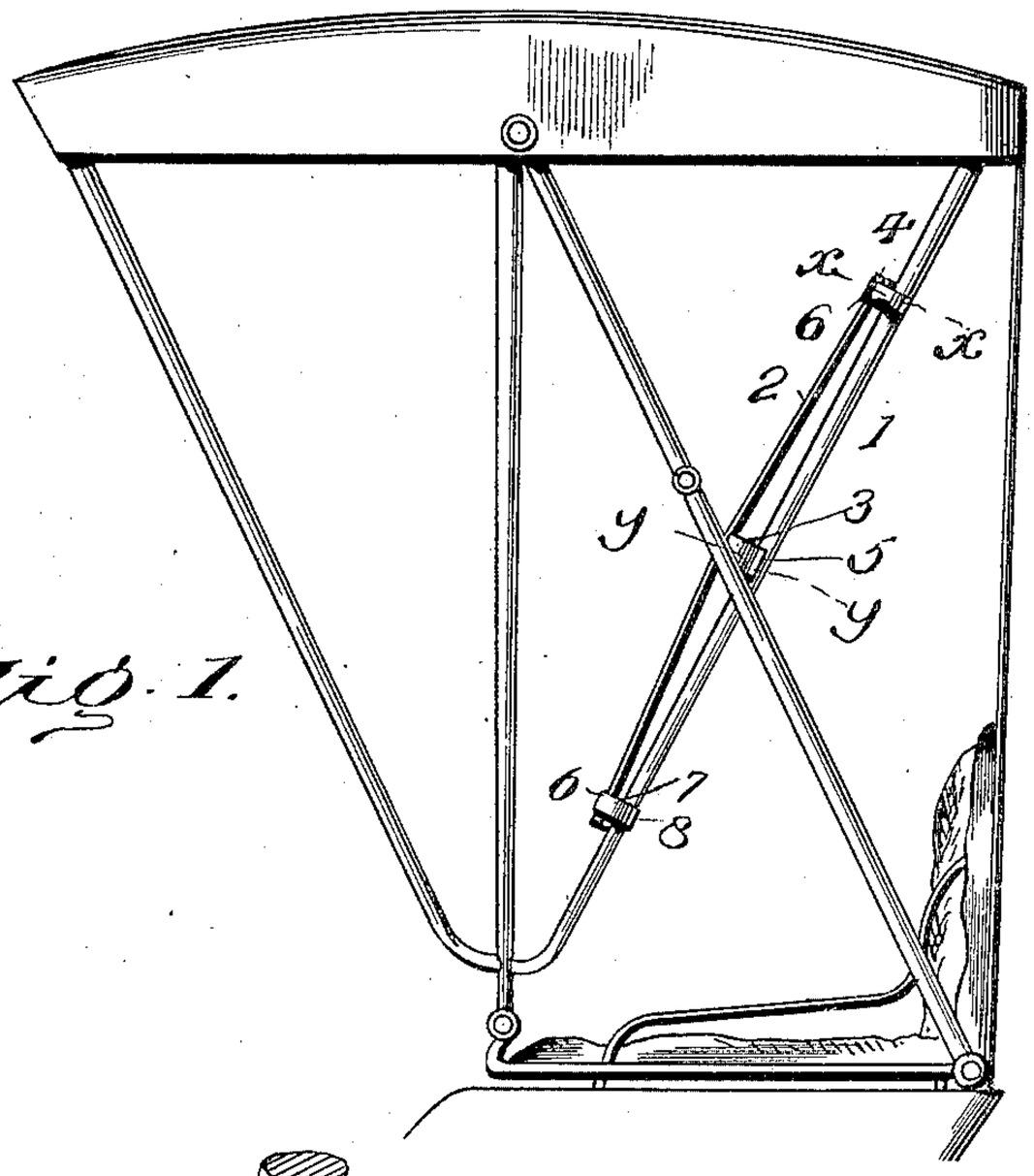

FIG. 1.

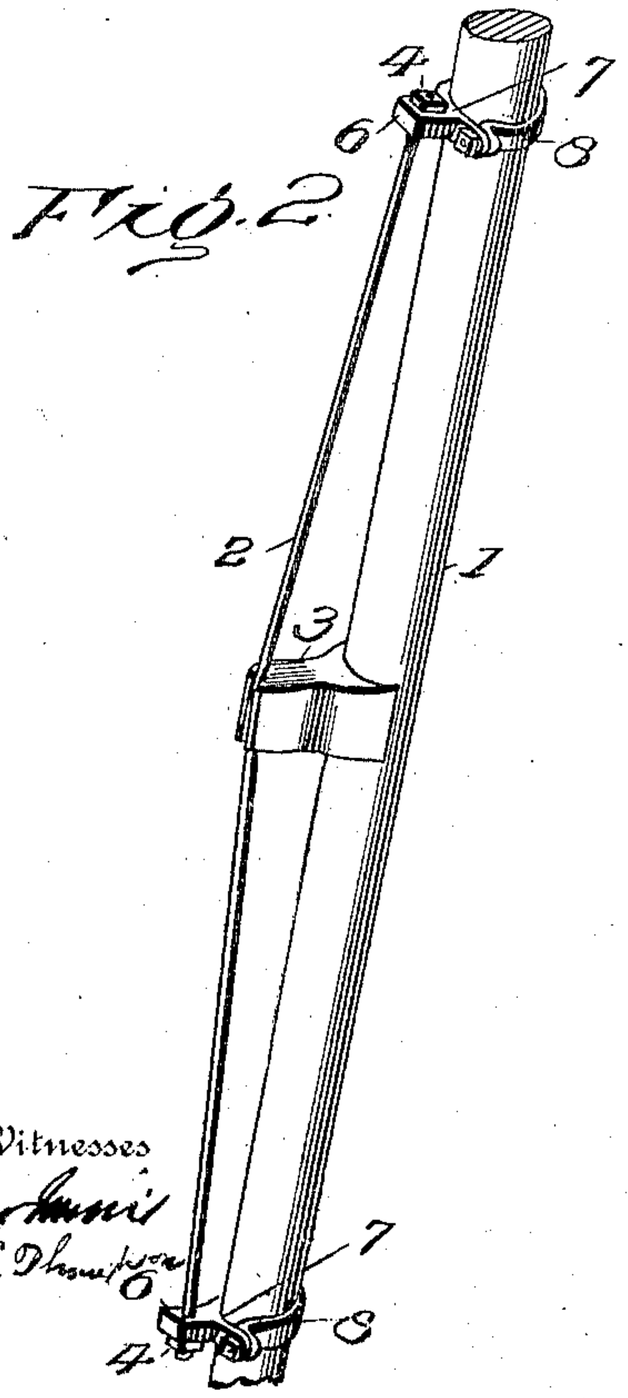

FIG. 2.

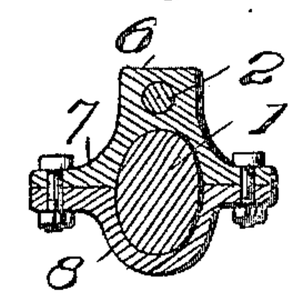

FIG. 3.

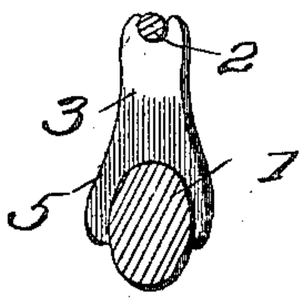

FIG. 4.

Witnesses
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UNITED STATES PATENT OFFICE.

ALBERT SEEKT, OF PULLMAN, WASHINGTON.

BRACE FOR BUGGY-TOPS.

SPECIFICATION forming part of Letters Patent No. 689,028, dated December 17, 1901.

Application filed June 15, 1901. Serial No. 64,726. (No model.)

To all whom it may concern:

Be it known that I, ALBERT SEEKT, a citizen of the United States, residing at Pullman, in the county of Whitman and State of Washington, have invented certain new and useful Improvements in Braces for Buggy-Tops; and I do hereby 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.

Buggies and vehicles of kindred nature provided with a top capable of being folded or raised and lowered have their lowermost or bottom bars subjected to severe strain, which frequently results in bending or breaking the same, especially when the top is thrown backward and downward with great force, this being due to the lower or rear bars coming in contact with the rest or support projecting laterally from the seat-rail or other part of the vehicle-body.

The purpose of the present invention is to guard against injury to the lower or rear bars of the top and aims to provide means capable of ready application to any form, style, or make of top without necessitating the removal of the top from the body, and which can be easily and quickly placed in position.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and drawings hereto attached.

While the essential and characteristic features of the invention are necessarily susceptible of modification, still the preferred embodiment of the invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side view of a buggy-top, showing the application of the invention. Fig. 2 is a detail view on a larger scale. Fig. 3 is a section on the line X X of Fig. 1, the parts being enlarged. Fig. 4 is a view similar to Fig. 3 on the line Y Y.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The top shown is illustrative of the type of device to which the invention is applicable. The bar 1 in the present instance is the rear or lowermost element of the side supports and sustains the shock incident to the impact of the bar with the rest when the top is folded or thrown back. It is to be understood that corresponding bars at opposite sides of the vehicle are similarly equipped with the attachment, although the latter will be described in connection with the bar at one side only.

A truss-brace 2 is fitted to the top side of the bar 1 and has adjustable connection at its ends therewith, a strut 3 being interposed between the middle portion of the truss-brace and the bar 1. The ends of the truss-brace are threaded for a short distance from their extremities and each receives a nut 4. The strut 3 is depressed in its upper end, and its lower end is formed with a foot 5 to rest upon the bar, the bottom side of the foot being hollow to guard against lateral displacement of the strut and the upper end being depressed to form a seat for the truss-brace 2 and prevent lateral displacement thereof.

A lug 6 is clipped to each end portion of the bar 1 and is apertured for the reception of the proximal threaded end of the truss-brace, the nut 4 obtaining a purchase thereagainst when straining the truss-brace. The lug 6 is formed with or applied to a yoke 7, which cooperates with a corresponding yoke 8 to clamp the bar 1 therebetween, the two yokes being drawn together by bolts let into corresponding openings in their ends.

From the foregoing it will be understood that the attachment is of such construction as to be readily applied to the impact-bar of any vehicle-top to strengthen the same and enable it to resist the force of the blow when the top is folded or permitted to suddenly drop upon the side rest.

Having thus described the invention, what is claimed as new is—

1. In combination with the impact-bar of a vehicle-top, a truss-brace, a strut having a foot at its lower end to obtain a purchase upon the top side of the impact-bar and having a seat at its upper end to receive the truss-brace, and lugs clipped to opposite end por-

tions of the impact-bar and adapted to receive the ends of the truss-brace, substantially as set forth.

2. In combination with the impact-bar of a vehicle-top, a truss-brace having its end portions threaded, apertured lugs clipped to the end portions of the impact-bar, and nuts mounted upon the threaded ends of the truss-brace and bearing against the said lugs, substantially as set forth.

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

ALBERT SEEKT. [L. S.]

Witnesses:

S. C. GLOVER,

WILLIS HAYS.