

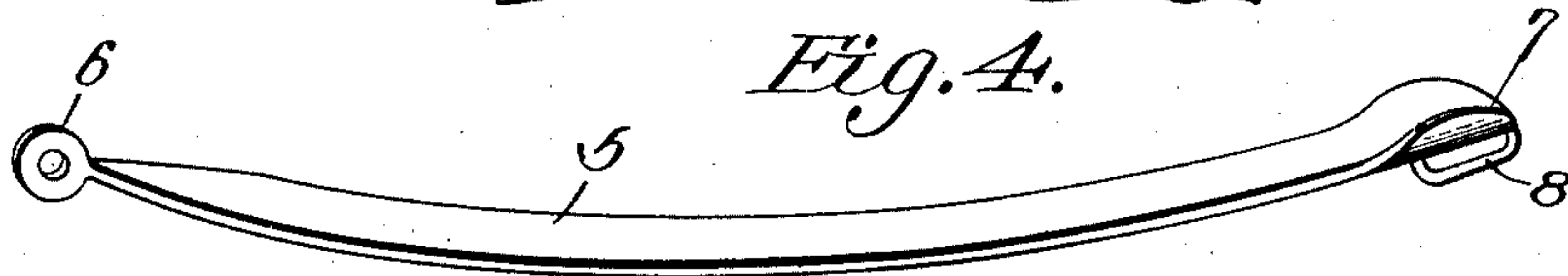
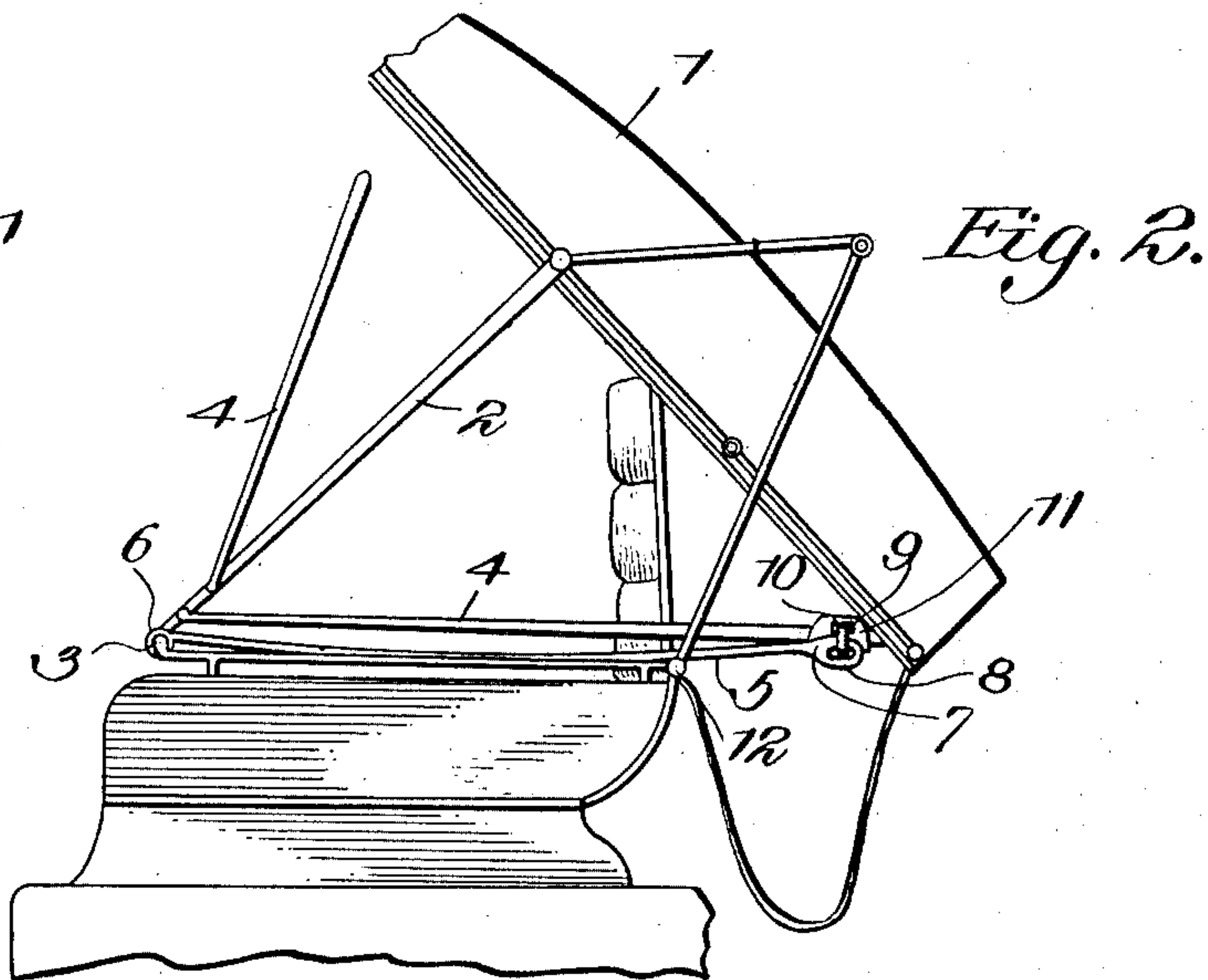
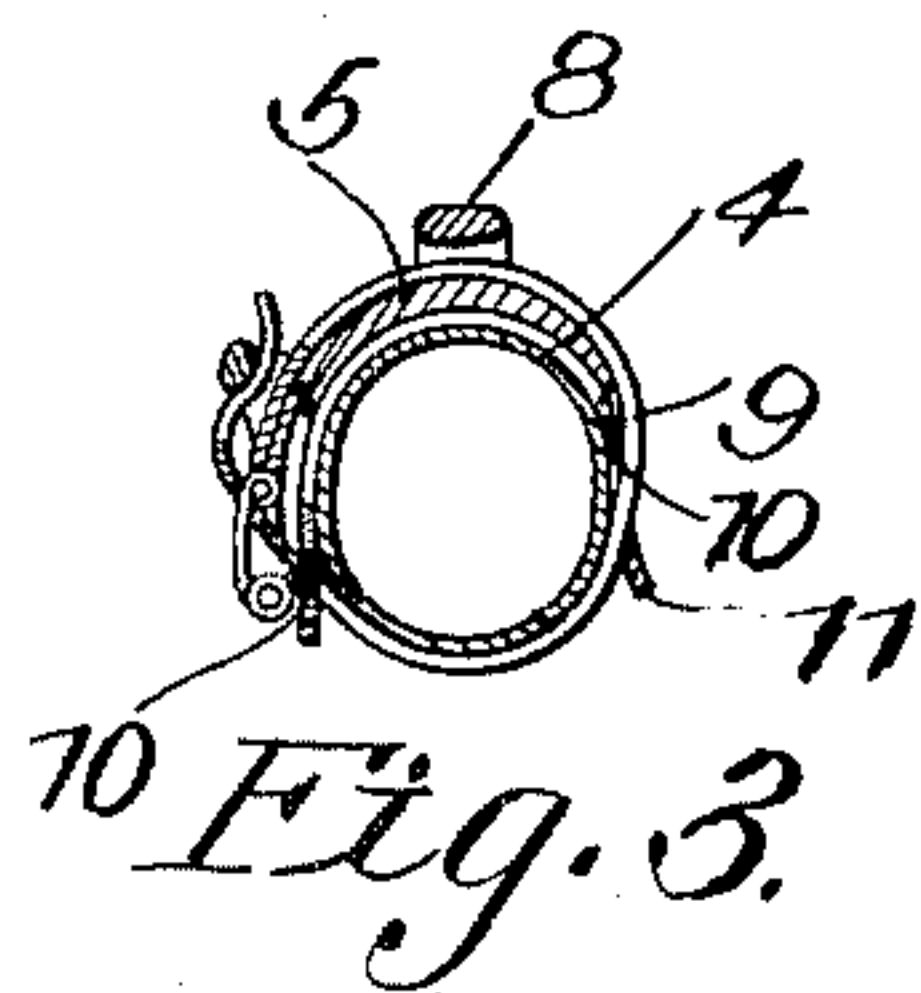
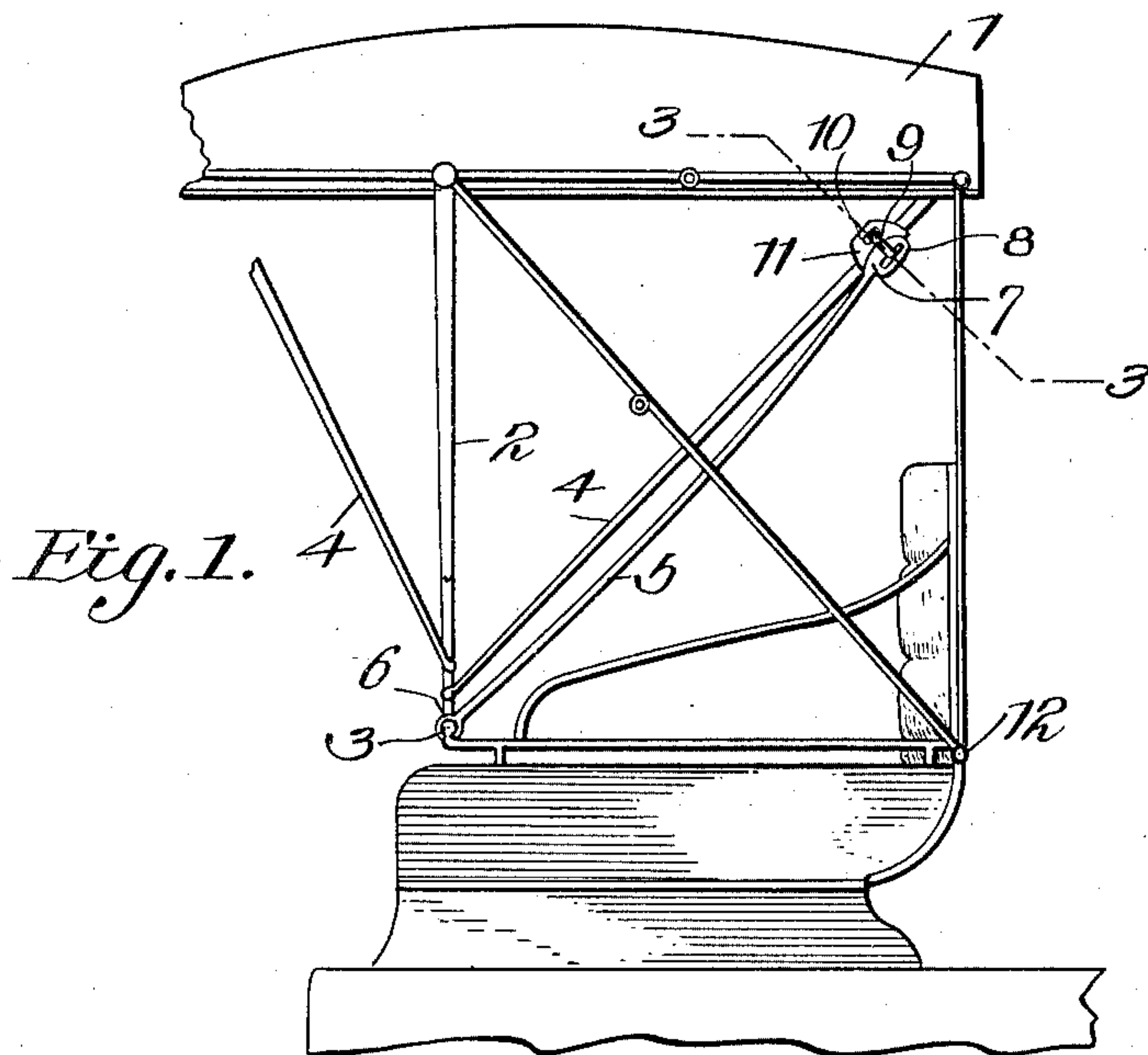
No. 737,705.

PATENTED SEPT. 1, 1903.

T. R. CAMPBELL.
VEHICLE TOP SUPPORT.

APPLICATION FILED NOV. 1, 1901.

NO MODEL.



Witnesses
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UNITED STATES PATENT OFFICE.

THOMAS R. CAMPBELL, OF MARIETTA, INDIAN TERRITORY.

VEHICLE-TOP SUPPORT.

SPECIFICATION forming part of Letters Patent No. 737,705, dated September 1, 1903.

Application filed November 1, 1901. Serial No. 80,793. (No model.)

To all whom it may concern:

Be it known that I, THOMAS R. CAMPBELL, a citizen of the United States of America, and a resident of Marietta, in the county of Pickens, Chickasaw Nation, Southern Judicial District, Indian Territory, have invented a new and useful Device or Machine, of which the following is a specification.

My invention relates to springs for buggy-tops, and has for its object to produce a device of this character of simple construction which will be efficient in operation, one which will sustain the shock due to the lowering of the buggy-top and obviate liability of the top bow being broken or otherwise damaged, and one in which the free end of the spring will have a movable connection with the rear bow to permit a relative movement of the parts as the spring expands, due to the weight of the top thereon.

To these ends the invention comprises the novel details of construction and combination of parts more fully hereinafter described.

In the accompanying drawings, Figure 1 is a side elevation illustrating my improved device applied to a buggy-top, showing the latter open. Fig. 2 is a similar view showing the top closed. Fig. 3 is a detail cross-sectional view on the line 3 3 of Fig. 1. Fig. 4 is a detail perspective view of the spring.

Referring to the drawings, 1 indicates a buggy-top provided with the usual center bow 2, pivoted at its outer ends, as at 3, and front and rear bows 4, pivoted to the central bow. These parts may be of the ordinary or any preferred construction, inasmuch as they form no part of my invention.

5 indicates my improved spring, consisting of a suitable length of spring metal bowed or curved longitudinally from end to end and having at one end a flattened perforated ear 6, disposed in a plane at right angles to the transverse axis of the spring and provided at its opposite end with an enlarged transversely-curved portion or head 7 and a relatively narrow extension, which is bent backward beneath the head 7 to form a longitudinally-disposed loop 8, which receives a strap or analogous attaching device 9, said strap being also extended through slots on perforations 10, formed through a leather cuff 11, adjacent

to and parallel with its longitudinal edges, whereby the cuff, which is disposed upon the inner face of the head 7, is secured and maintained in position.

In attaching my improved spring to the buggy I pivot the same at its lower end by engaging the perforated ear 6 with the pivotal axis 3 of the central bow and connect the strap 9 around the rear bow 4 at the proper point between the ends of the latter, whereby the outer end of the spring will be free for longitudinal sliding movement relative to said bow, the cuff 11 serving under such conditions to prevent the head 7 of the spring scratching or otherwise marring the bow. From this it will be seen that when the buggy-top is moved from an open to a closed position the spring 5, which is arranged with its curve or bow outwardly-disposed, will contact at its center or adjacent thereto upon a suitable stop 12 upon the buggy-frame and will thereby receive the shock and weight of the top with a yielding or cushioning action, which will effectually prevent breaking or otherwise damaging the vehicle-bow. When the spring comes in contact with the stop 12, the former will be compressed toward the bow 4, thus tending to distend the spring longitudinally, which action will be permitted, owing to the movable connection of the free end of the spring with the bow.

From the foregoing it will be seen that I produce a device which is comparatively simple of construction, efficient in operation, and one which in practice will admirably perform its functions. In attaining these ends, however, it is to be understood that I do not wish to limit or confine myself to the precise details herein shown and described, inasmuch as minor changes may be made therein without departing from the spirit or scope of the invention.

Having thus described my invention, what I claim is—

The combination with a vehicle-top having a pivoted sustaining-bow, of a longitudinally-bowed spring having at one end a perforated ear pivotally engaging the pivotal axis of the bow and provided at its free end with an enlarged portion curved transversely to form a seat for the bow and an integral extension

bent inward beneath the seat to form a longitudinally-disposed loop, a cuff disposed between the seat and bow, and a strap or its equivalent engaged through the loop and embracing the bow for movably attaching the spring thereto, and a strap also engaging the cuff to secure the same in place.

In testimony whereof I have subscribed my name to this specification in the presence of two subscribing witnesses.

THOMAS R. CAMPBELL.

Witnesses:

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E. WHITE.