

No. 777,527.

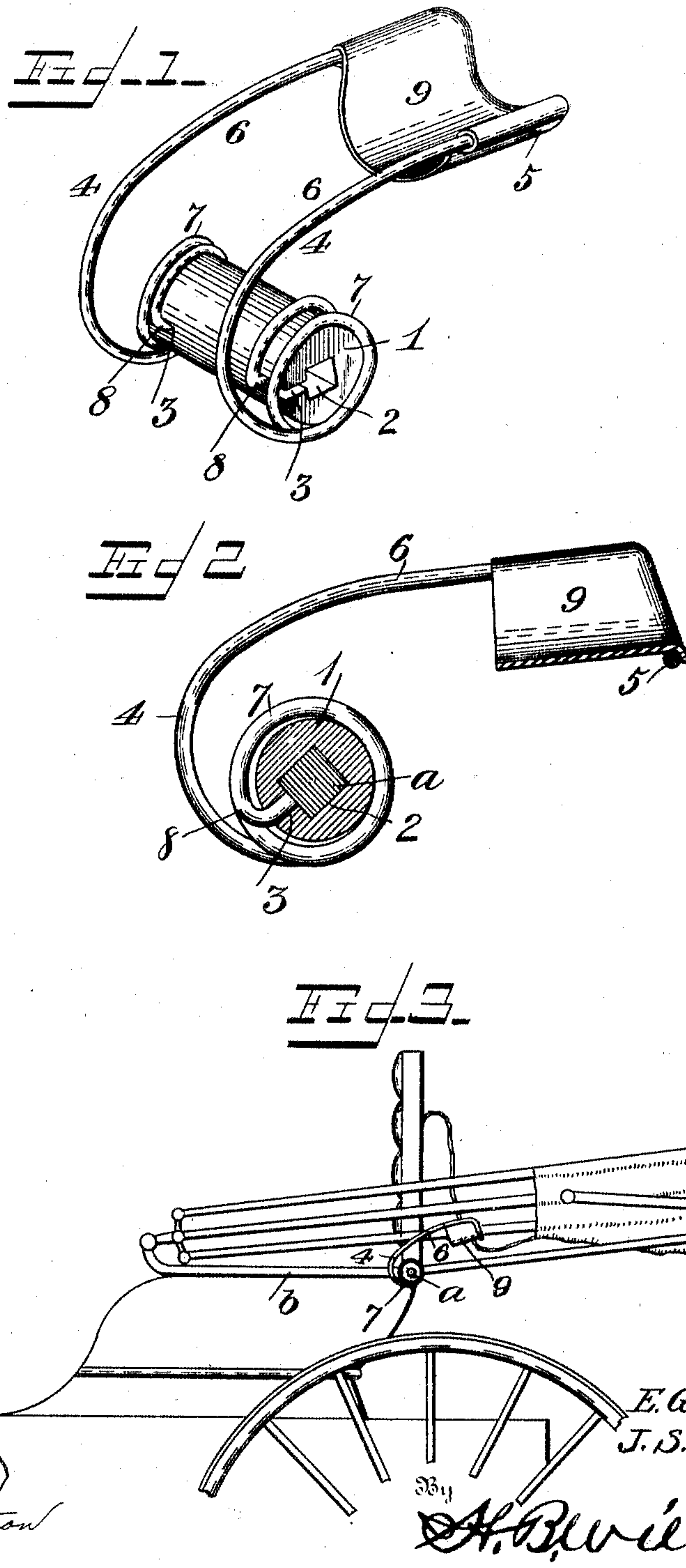
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E. G. MARTIN & J. S. MILLER.

VEHICLE TOP REST.

APPLICATION FILED APR. 28, 1904.

NO MODEL.



Witnesses
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UNITED STATES PATENT OFFICE.

EDWARD GALE MARTIN AND JOSEPH SHERMAN MILLER, OF TYLER, TEXAS.

VEHICLE-TOP REST.

SPECIFICATION forming part of Letters Patent No. 777,527, dated December 13, 1904.

Application filed April 28, 1904. Serial No. 205,417. (No model.)

To all whom it may concern:

Be it known that we, EDWARD GALE MARTIN and JOSEPH SHERMAN MILLER, citizens of the United States, residing at Tyler, in the county of Smith and State of Texas, have invented certain new and useful Improvements in Vehicle-Top Rests; and we 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.

Our invention is an improved vehicle-top spring-rest for safely supporting a vehicle-top when the same is lowered to prevent the bow of the vehicle-top from becoming bent or broken by the jolting thereof; and it consists in the construction, combination, and arrangement of devices hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of our improved vehicle-top spring-rest. Fig. 2 is a longitudinal sectional view of the same. Fig. 3 is a side elevation of a portion of a vehicle provided with our improved spring-rest and showing the application of the latter.

The support for our improved vehicle-top spring-rest has a sleeve 1, which has a cross-sectional angular bore 2 to enable it to be placed on the rear outwardly-extending horizontal stud *a* of a vehicle-seat side rail *b* of the usual construction. In the under side of the said sleeve at the ends thereof are longitudinal radial notches 3 of suitable length and which extend to the bore thereof.

Our improved supporting-spring 4 is made of a single piece of spring-wire of suitable length and size bent to form a loop 5 and arms 6, the latter at the ends opposite the loop being bent to form coils 7, which receive the ends of the sleeve 1. The said arms 6 terminate in inwardly-extending studs 8, which engage the notches 3 in the ends of the sleeve. It will be observed that the sleeve is of uniform diameter from end to end and that the inwardly-extending radial studs 8 bear against the inner ends of the notches 3, and hence pre-

vent the terminal ends of the arm 6 from moving toward each other. The spring rest or support extends upwardly and rearwardly from the sleeve, and the stud on which it is placed and the rear portions of the arms of the spring are connected together by a saddle-plate 9, which is preferably made of sheet metal and has its ends bent around the rear portions of the arms 6, its rear side bent partly around the loop 5 thereof, the said saddle curved downwardly between the said arms and being of such size and shape as to readily receive and support the rear bow of the vehicle-top when the same is lowered. It will be understood that the elasticity of the spring is such that it tends to raise the rear bow of the vehicle-top and to constantly press the saddle against the under side thereof, and thereby serves to prevent the bow from being jolted and jarred by the motion of the vehicle when the vehicle-top is lowered, and hence the rear bow of the vehicle-top from being broken, bent out of shape, or otherwise injured.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

A vehicle-top rest comprising a cylindrical sleeve of uniform diameter from end to end, adapted to be placed on the rear stud of a seat side rail and having longitudinal radial notches in its ends, and a substantially U-shaped spring having a downwardly-extending loop at the outer ends of its arms, a saddle-plate having its sides and outer end bent around the loop and arms to form a curved saddle, said spring having the front or inner ends of its arms bent to form spring-coils disposed

around the ends of the said sleeve, said arms
terminating in inturned radial studs which
engage the notches in the sleeve and bear
against the inner ends of the said notches to
5 prevent said ends of the arms from moving
inwardly toward each other, substantially as
described.

In testimony whereof we have hereunto set

our hands in presence of two subscribing wit-
nesses.

EDWARD GALE MARTIN.
JOSEPH SHERMAN MILLER.

Witnesses:

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R. E. LOVING.