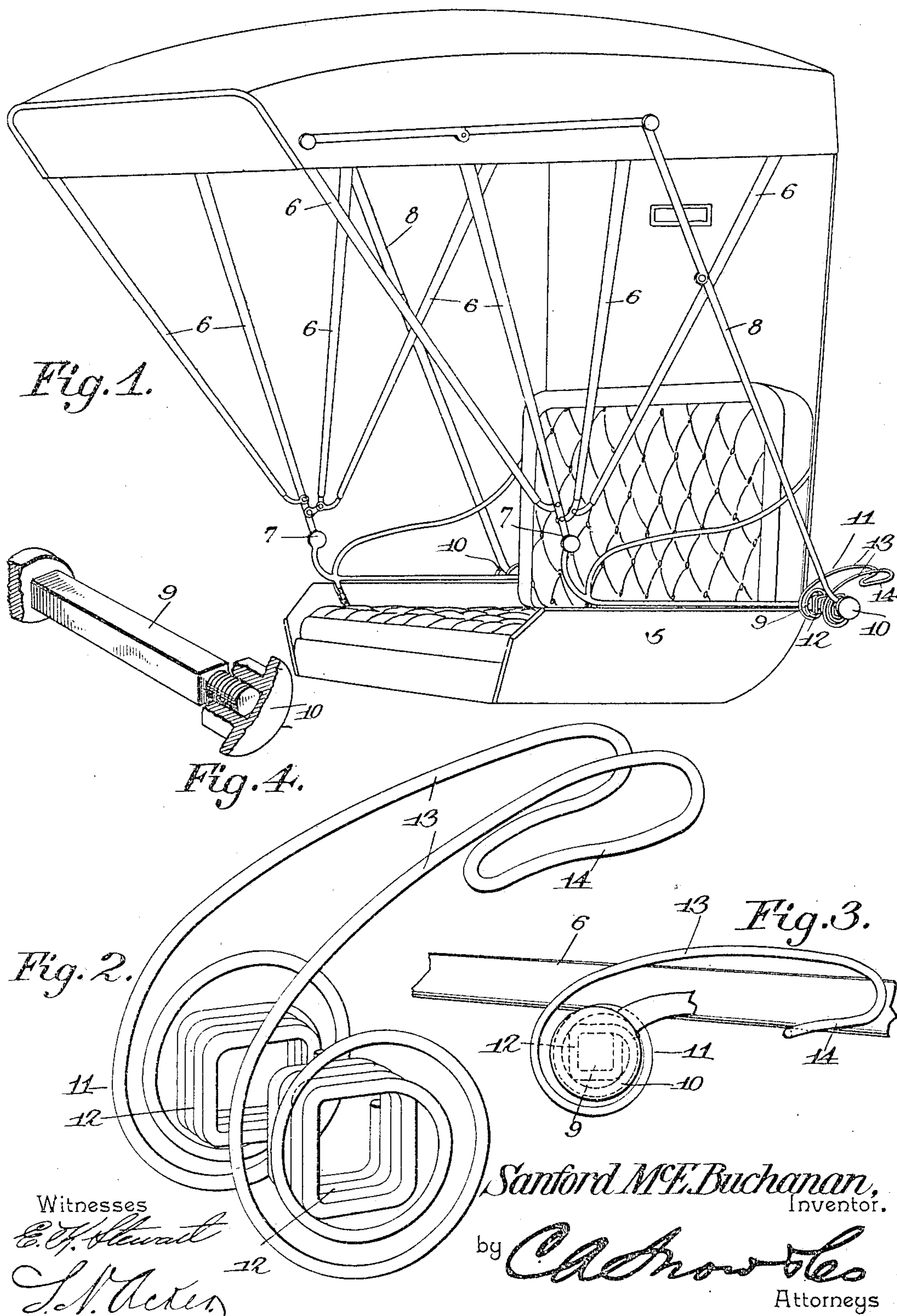


No. 787,073.

PATENTED APR. 11, 1905.

S. McE. BUCHANAN.
VEHICLE TOP SUPPORT.
APPLICATION FILED MAR. 14, 1903.



UNITED STATES PATENT OFFICE.

SANFORD McELROY BUCHANAN, OF YOAKUM, TEXAS, ASSIGNOR OF TWO
THIRDS TO D. B. CAIN AND J. F. BUCHANAN, OF YOAKUM, TEXAS.

VEHICLE-TOP SUPPORT.

SPECIFICATION forming part of Letters Patent No. 787,073, dated April 11, 1905.

Application filed March 14, 1903. Serial No. 147,840.

To all whom it may concern:

Be it known that I, SANFORD McELROY BUCHANAN, a citizen of the United States, residing at Yoakum, in the county of Dewitt and State of Texas, have invented a new and useful Vehicle-Top Support, of which the following is a specification.

This invention relates to an improved buggy-top support, and has for its object to provide a simple, inexpensive, and efficient device of this character adapted to form a yieldable support for the buggy-top, so as to prevent injury to the back bows when the top is lowered.

A further object of the invention is to provide a support formed of a single length of wire bent to form a saddle or support for the back bows, the ends of the wire being curved downwardly and bent to form inwardly-extending squared sockets or bearings adapted to receive the correspondingly-squared bolt or stud on the carriage-body.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended, it being understood that various changes in form, proportion, and minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of the invention.

In the accompanying drawings, forming a part of this specification, Figure 1 is a perspective view of a portion of a buggy-top, showing a support constructed in accordance with my invention applied thereto. Fig. 2 is a perspective view of the support detached. Fig. 3 is a side elevation of the same, showing the back bow of the buggy seated in the saddle of the support; and Fig. 4 is a detail perspective view of the prop-bolt.

Similar numerals of reference indicate corresponding parts in all the figures of the drawings.

The numeral 5 designates the vehicle-body, and 6 the top bows pivotally mounted on the body, as shown at 7, and supported by the customary hinged brace 8, the latter

being pivoted at the top to the central bow 50 and at the bottom to a prop-bolt 9, extending laterally from the vehicle-body, as shown. The prop-bolt 9 is square in cross-section and provided with a reduced threaded extension adapted to receive a nut 10, and detachably mounted on this bolt and interposed between the side of the vehicle-body and the nut 10 is the improved support 11. The support 11 is preferably formed of a single piece of wire or other material, the opposite ends of which are bent to form coincident inwardly-extending angular bearings or sockets 12 and thence upwardly and rearwardly, forming a pair of converging spring-arms 13, the ends of which are bent downwardly and forwardly in spaced relation to the spring-arms 13 to form a cradle or saddle 14, adapted to receive and yieldably support the back bow of the vehicle-top. The inwardly-extending angular sockets or bearings 12 not only prevent the support from turning on the prop-bolt 9, but also serve to properly space the converging spring-arms 13, thereby permitting the ready insertion and removal of the back bows.

In applying the support to a carriage the nut 10 is removed and the squared sockets 12 slipped over the prop-bolt 9, with the cradle or saddle at the proper inclination to receive the back bow when the buggy-top is lowered, as clearly shown in Fig. 1 of the drawings. The nut 10 is then replaced and screwed home, thereby forcing the sockets in contact with each other and effectually preventing both longitudinal and rotary movement of the support.

The support being a yieldable one, injury to the back bows from bending, which often results from a sudden fall of the top upon the prop-bolt, is thereby obviated, while by reason of the angularly-disposed sockets liability of the support twisting on the prop-bolt when subjected to the weight of the carriage-top is also effectually prevented.

Having thus described the invention, what is claimed is—

In a device of the class described, a support formed of a single piece of metal, the ends of which are bent to form coincident in-

wardly-extending angular bearings or sockets
and thence upwardly and rearwardly form-
ing a pair of converging spring-arms the ends
of which are bent downwardly and forwardly
5 in spaced parallel relation to said spring-
arms to form a cradle adapted to receive the
back bow of a vehicle-top, said inwardly-ex-
tending angular bearings or sockets serving
to properly space the converging spring-arms

to thereby permit the ready insertion and re- ro
moval of said back bow.

In testimony that I claim the foregoing as
my own I have hereto affixed my signature
in the presence of two witnesses.

SANFORD McELROY BUCHANAN.

Witnesses:

F. EMMERT,
F. P. GAY, Jr.