

No. 891,321.

PATENTED JUNE 23, 1908.

L. L. ALLEN.
VEHICLE TOP SUPPORT.
APPLICATION FILED AUG. 26, 1907.

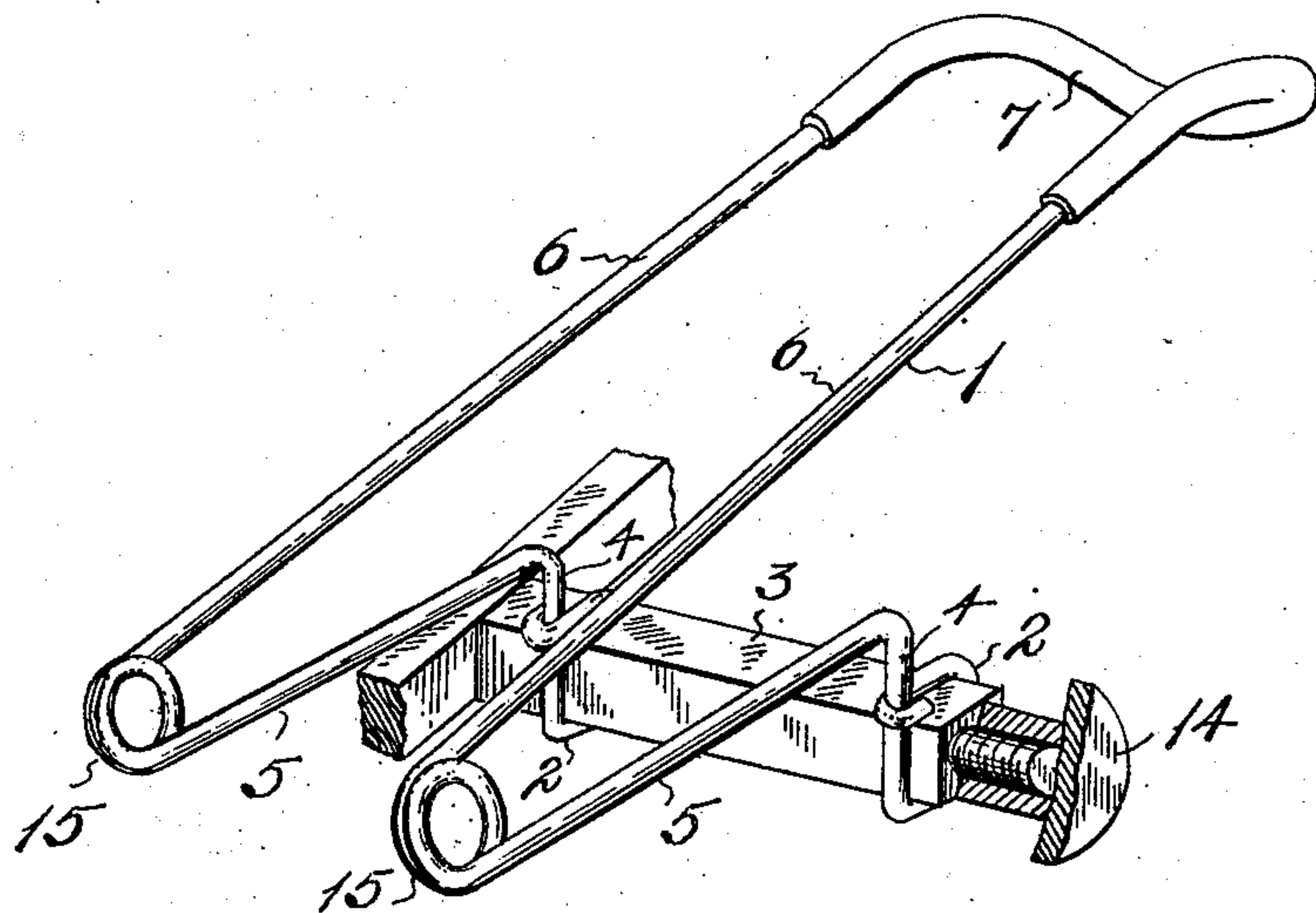


Fig. 1.

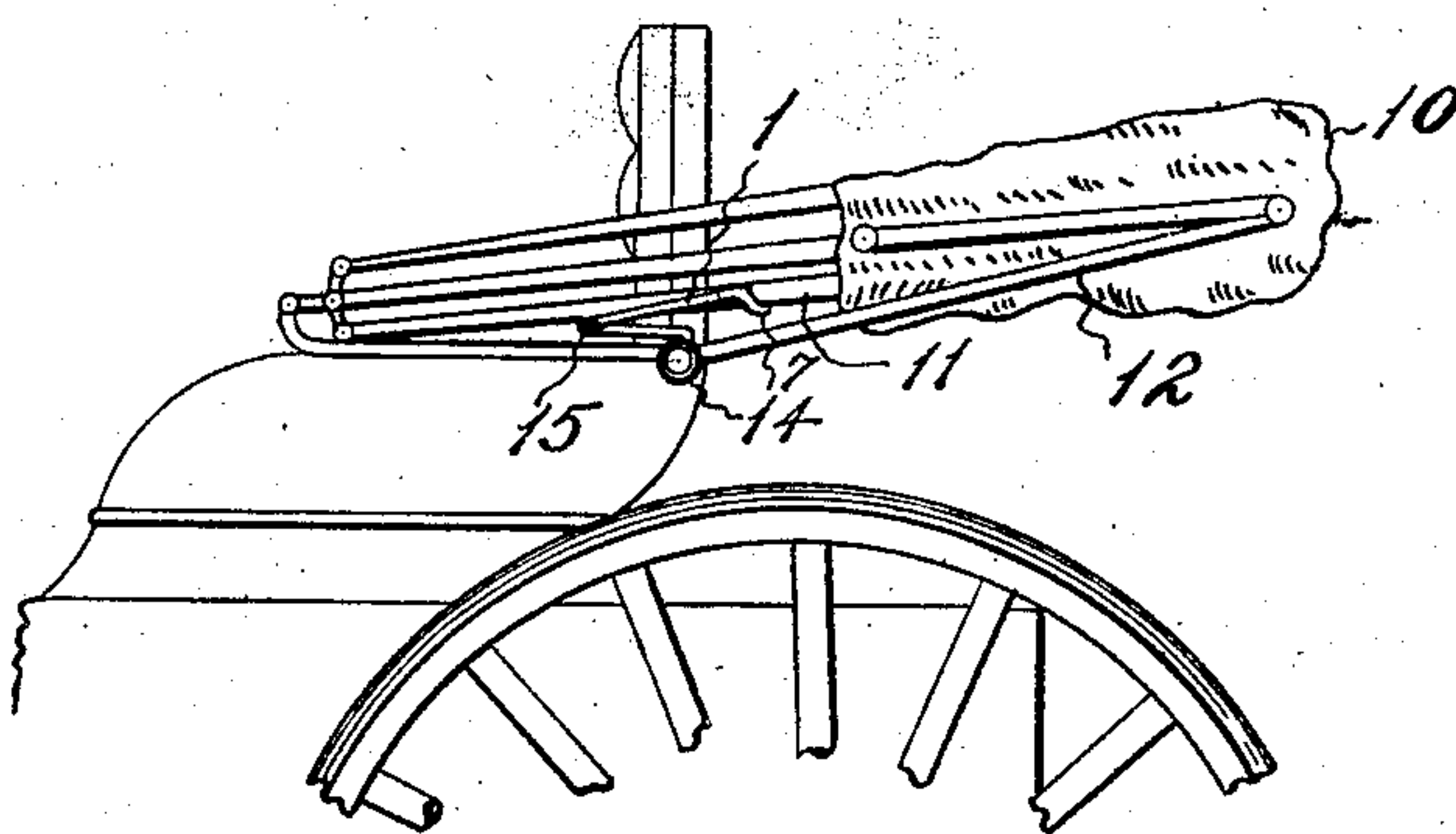


Fig. 2.

WITNESSES:

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VEHICLE-TOP SUPPORT.

No. 891,321.

Specification of Letters Patent.

Patented June 23, 1908.

Application filed August 26, 1907. Serial No. 390,078.

To all whom it may concern:

Be it known that I, LUTHER L. ALLEN, a citizen of the United States, residing at Gustine, in the county of Comanche and State of Texas, have invented certain new and useful Improvements in Vehicle-Top Supports, of which the following is a specification.

My invention relates to new and useful improvements in vehicle top supports.

10 The object of the invention is to provide a resilient support of a compact and simple nature and one which may be readily placed in position.

15 Another feature resides in the construction of such a support of stout wire, coiled to give the desired elasticity and at the same time the necessary support and leverage.

20 A still further feature lies in the yieldable tubular covering for the receiving end of the support which is simple and readily applied.

25 Finally the object of the invention is to provide a device of the character described that will be strong, durable and efficient, comparatively inexpensive to produce, and one in which the several parts will not be liable to get out of working order.

30 With the above and other objects in view, the invention has particular relation to certain novel features, an example of which is described in the specification and illustrated in the accompanying drawings, wherein:

35 Figure 1 is a perspective view of the support showing it in position on the top brace-bolt, and Fig. 2 is a partial side elevation of a buggy showing the top folded down and resting on the top support.

40 In the drawings, the numeral 1 designates the top support which is formed of a single piece of suitable wire as will be described. In forming the support the free ends of the wire are bent to form angular socket portions 2 of such size as to snugly receive the angular brace-bolt 3. From these sockets the wire is carried up to form posts 4 about 45 which the ends of the wire are looped. These posts extend a short distance above the sockets and the wire is then carried out at substantially right angles as indicated at 5 and formed into coils 15. From the coils the 50 wire is carried back and slightly inclined upward as indicated at 6 in the drawings. The portion 6 is carried some distance beyond the sockets 2 and looped down to form a receiving loop 7.

55 It will be noted that by the provision of the coils 15 and the inclined extensions 6 a

resilient and hinged support is provided and the spring action takes place from the coils 15, thus permitting the portions 5 to act as supports which adds considerable stiffness 60 and strength to the device. For instance when the top is thrown down on the support the bending action will take place from the coils 15 and not from the posts 4, so that the liability of the support yielding to such an 65 extent as to permit the top brace to strike the brace-bolt 3 is obviated. By constructing the support in this manner it retains its resiliency much longer than where the wire is formed into coils directly about the brace- 70 bolt.

The sides or portions 5 and 6 of the support are separated sufficiently to permit the reception of the top brace without contact or injury. The receiving loop 7 is covered with 75 a yieldable material preferably in the form of an elastic tube 8 which may be of any shape and which protects the brace bars on the vehicle top and prevents injury and disfigurement from the contact of the same with the 80 wire. In applying this tube 8 one side of the support is first made and the other side being straight, the tube is readily slipped on the wire to the proper point and the support completed by bending and coiling in the 85 manner described.

In Fig. 2 I have shown a portion of a buggy with the top 10 folded down and the back brace 11 resting on the support and the knuckle brace 12 folded. It will be noted 90 that the top is well supported and protected from injury due from vibration or jolting, the extensions 6 and receiving loop 7 holding the brace 11 well above the brace-bolt 3 and adjacent parts. In applying the support the 95 usual cap-nut 14 which carries the lower end of the knuckle brace is removed and the sockets 2 of the support passed onto the angular brace-bolt 3 as indicated in Fig. 1 and the nut 14 replaced together with the brace 100 12. The support is thus held in position and it will be noted that the portions 5 and coils 15 are directed toward the front of the vehicle so that the extensions 6 are directed 105 rearwardly and project over and some distance in the rear of the brace-bolt 3, with the result that the loop 7 receives the brace 11 at the proper point. Of course it is to be understood that the supports are provided on each side of the vehicle, but I have deemed the 110 description of one sufficient for a clear understanding of the invention and its application.

What I claim is:

A vehicle top support formed of a single piece of wire comprising loops adapted to fit on the brace bolt of a vehicle top, upright
5 portions extending from the loops, portions extending forwardly from said upright portions and terminating in coils, and portions extending back from the coils over the said forwardly extending portions and beyond

the loops and terminating in a top receiving 10 portion.

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

LUTHER L. ALLEN.

Witnesses:

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