

J. E. DISHEROON.  
BUGGY TOP BRACE.  
APPLICATION FILED OCT. 4, 1907.

901,079.

Patented Oct. 13, 1908.

Fig. 1.

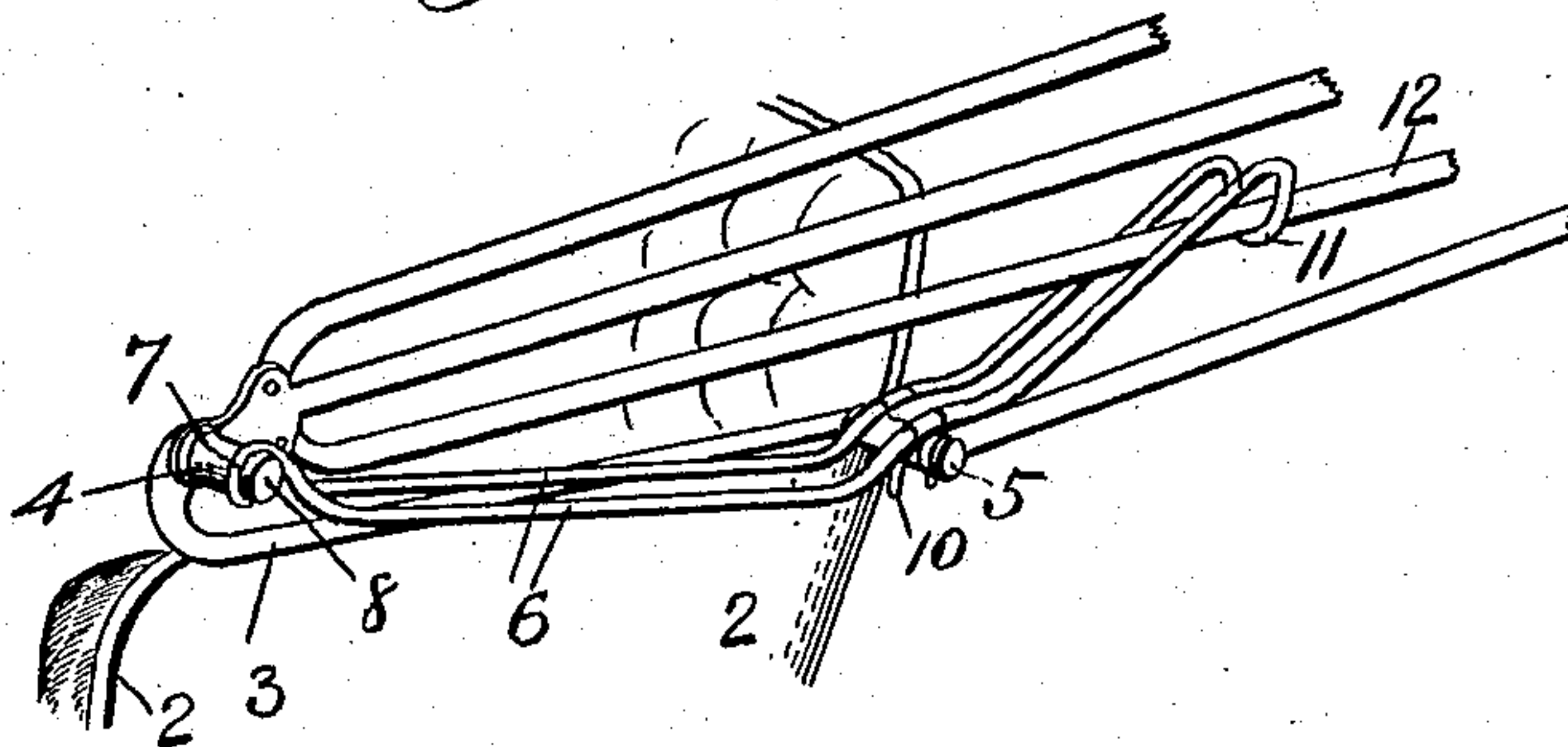


Fig. 2.

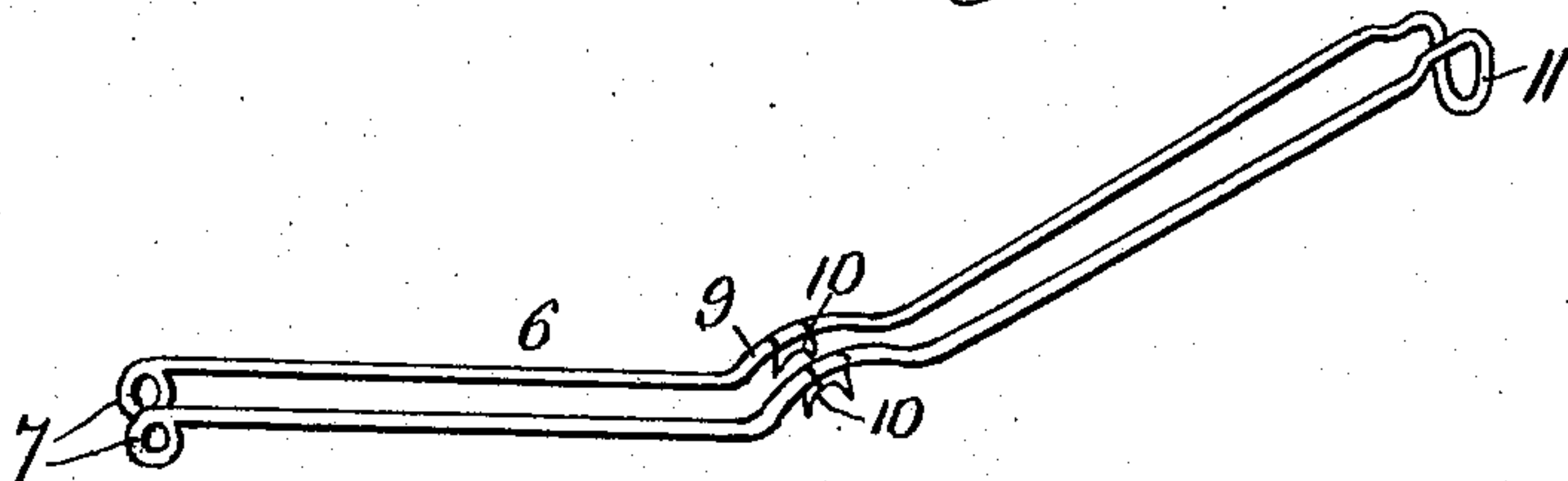


Fig. 3.

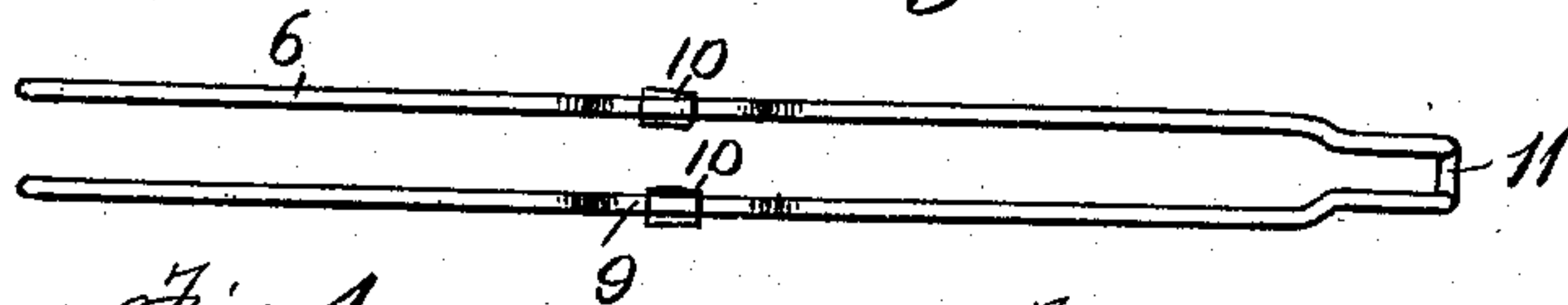


Fig. 4.

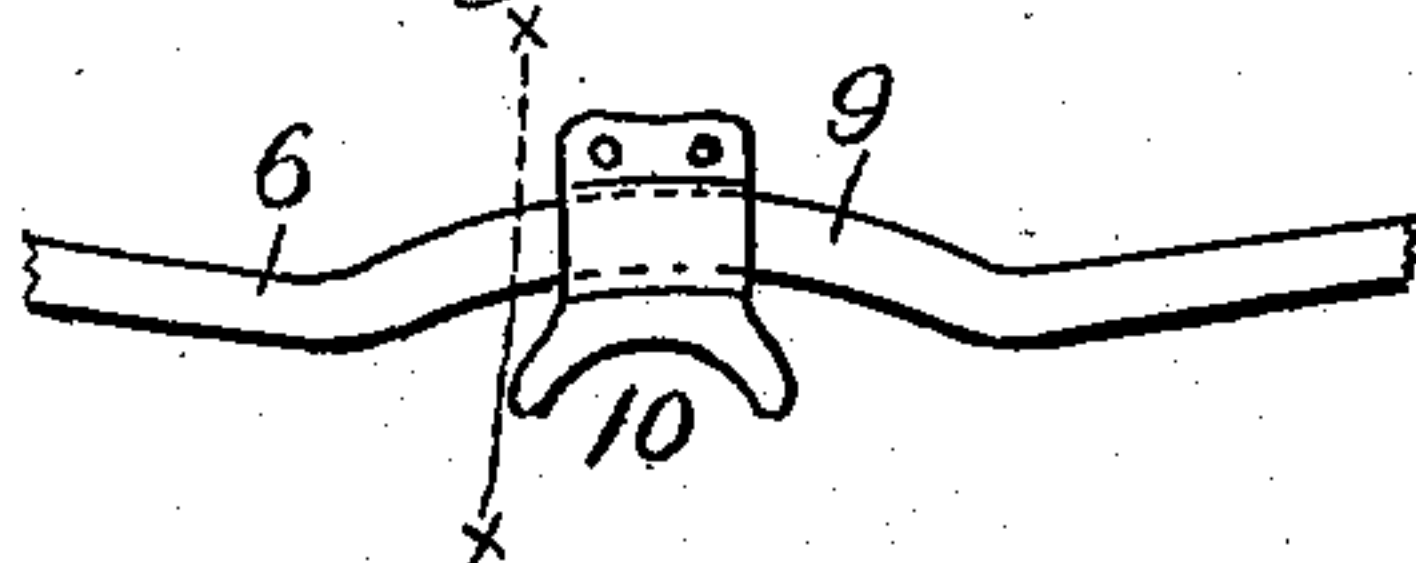


Fig. 5.



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# UNITED STATES PATENT OFFICE.

JOHN E. DISHEROON, OF MENA, ARKANSAS.

## BUGGY-TOP BRACE.

No. 901,079.

Specification of Letters Patent.

Patented Oct. 13, 1908.

Application filed October 4, 1907. Serial No. 395,952.

*To all whom it may concern:*

Be it known that I, JOHN E. DISHEROON, a citizen of the United States, residing at Mena, in the county of Polk and State of Arkansas, have invented certain new and useful Improvements in Buggy-Top Braces, of which the following is a specification.

My invention has relation to buggy props, and consists in a double or single spring-rod, one end of which is provided with an eye that fits around the wrist of the shifting-rod of the buggy seat, the other end provided with a socket in which the back-bow of the buggy top rests, while the spring about its middle rests on the prop.

In the accompanying drawings, Figure 1, is a perspective view of my double spring-rod in position. Fig. 2, is a perspective view of my double spring-rod. Fig. 3, is a top plan view of the same. Fig. 4, is a detail view, showing one way of attaching the saddle to the spring-rod. Fig. 5, is a cross-sectional view of Fig. 4, on the line  $x-x$ , looking to the right.

It is a well-known fact that when a buggy-top is let down, the whole weight is on the prop and on the back-bow, and that portion of the bow to the rear of the prop is under great strain, and the bow at that point where it rests on the prop is quickly worn, and breaks. To avoid this, and to keep the said bow from being broken or bent, is the purpose of this invention.

Similar numerals refer to similar parts throughout the several views.

In describing my invention I read the drawings from left to right.

My invention is described as follows:—The numeral 1, (see Fig. 4) represents the buggy-box; 2, the seat; 3, the shifting-rod; 4, the wrist, which extends at right-angles from the shifting-rod on both sides of the front part of the seat.

My double spring-arm consists of a double-rod 6, the front ends of which are provided with eyes 7, which are slipped over the wrist 4, and are secured by a nut 8, or other suitable means. The forward ends of my double spring-arm then extend slightly downwardly, and about its middle is bent upwardly and then downwardly, forming bows 9. These bows are each provided with a saddle 10, the under face of which is flat and smooth, and exactly conforms to the circumference of the prop.

The props are usually covered with

leather, or some light material, and the saddles are thus made smooth and to fit the props, so that neither the prop nor the material that covers it may be readily worn away. This double spring-arm is provided at its rear end with a socket 11. The bow 12, fits in between the two arms of my spring-rod and into the socket 11. The saddles 10, rest on the prop 5, and the arm extends far enough beyond the props 5, to grasp the said bow 12, at each side of the buggy, near their tops. Thus the strain on this bow, at the point where they have usually rested, heretofore, on the props, is relieved, and the weight and strain are transferred to the sockets 11, saddles 10, and props 5. The free ends of said spring-arms may rise or fall with said bow, or may rest on the prop and the bow may rise without them. If it is desired that said arms rise with the bow, the sockets may be pressed together, sufficiently close to clamp the bow.

In my drawings I have shown one way of securing the saddles to said spring-arm, but I do not confine myself to this particular way; they may be secured in any substantial manner, and made of any proper material. Indeed, by covering the props with some very substantial material, the saddles may be dispensed with.

The object of my invention is to take the strain off the arms of the rear bows, at that point where they are liable to be bent and broken.

It is apparent that this invention may be applied to all vehicles carrying buggy tops secured and operated substantially as a buggy.

Although I have specifically described the combination, construction and arrangement of the several parts of my invention I do not confine myself particularly to such specific combination, construction and arrangement, as I claim the right to make such changes and modification therein as may clearly fall within the scope of my invention, and which may be resorted to without departing from the spirit, or sacrificing any of my patentable rights therein.

Having described my invention, what I claim as new and desire to secure by Letters Patent, is:—

1. In combination with a vehicle top, double spring-arms 6, provided at one end with eyes 7, said eyes fitting over the wrists 4, of the shifting-rod 3, further provided at



its central portion with bows 9, and at its outer end provided with a socket 11, said socket fitting under the rear bow 12, one arm of the double spring-arm working on one side of said bow, and the other on the opposite side thereof, substantially as shown.

2. In combination with a vehicle top, double spring-arms 6, said arms inclined upwardly from their central portions to the extreme rear ends, to hold the bows 12, of the carriage top in an elevated position, each provided at its front ends with eyes 7, said eyes fitting over the wrists 4, of the shifting-

rods 3, of the buggy, bows 9, sockets 11, and saddles 10, said saddles secured to the under surface of said bows, and resting on the props 5, when the said bow is being supported by the said socket, said sockets conforming to and supporting the rear bow 12.

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

JOHN E. DISHEROON.

Witnesses:

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G. B. DENNIS.