

P. HENRY.
 VEHICLE TOP REST.
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954,571.

Patented Apr. 12, 1910.

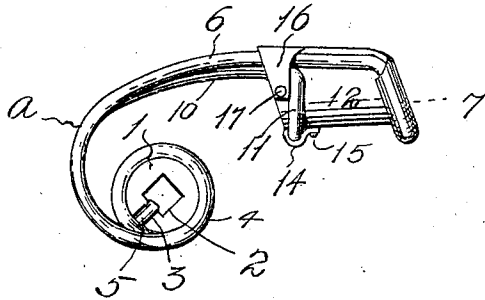


Fig. 1.

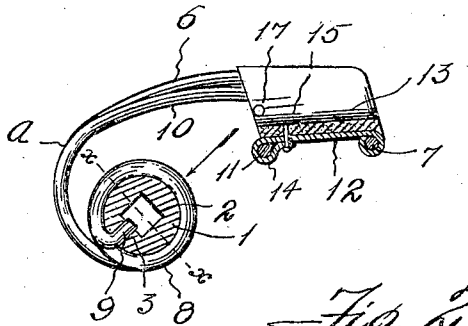


Fig. 2.

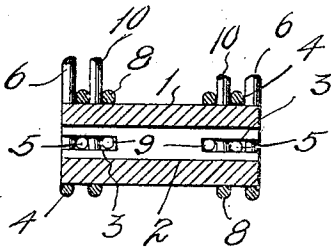


Fig. 4.

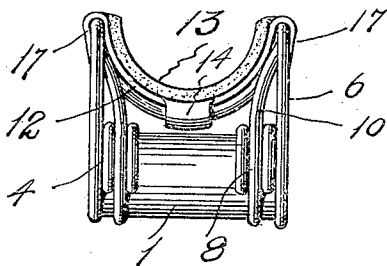


Fig. 3.

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VEHICLE-TOP REST.

954,571.

Specification of Letters Patent. Patented Apr. 12, 1910.

Application filed October 20, 1908. Serial No. 458,717.

To all whom it may concern:

Be it known that I, PATRICK HENRY, a citizen of the United States, residing at Dallas, in the county of Dallas and State of Texas, have invented certain new and useful Improvements in Vehicle-Top Rests, of which the following is a specification.

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

The object of the invention is to provide certain improvements in the vehicle top rests embodied in the Letters Patent granted to E. G. Martin and J. S. Miller, December 13, 1904 and numbered 777,527. In manufacturing and using this said patented rest it has been found that the coils 4 are extremely weak and soon lose their resiliency. After it is used a short time the parts 4 and 6 as marked in the drawing of the patent bend down, thus destroying the utility of the device. Heavy wire has been found to be impractical as it lacks the required elasticity.

To overcome the above objection I position between the coils a second set of coils from which supporting arms extend upward terminating in a loop supporting the inner end of the cradle which greatly adds to the life and strength of the rest.

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

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

Figure 1 is a side elevation of the rest, Fig. 2 is a longitudinal sectional view, Fig. 3 is an end elevation, and Fig. 4 is a transverse section taken on the line $x-x$ of Fig. 2 and looking in the direction of the arrow.

In the drawings, the numeral 1 designates a metallic sleeve having a central longitudinal opening 2 exhibiting in cross section, a square shape adapted to snugly receive the brace-bolt (not shown) in such a manner that the sleeve cannot turn thereon. At each end the sleeve is provided with an inwardly extending longitudinal slot 3. A suitable spring wire has its ends formed in

coils 4 about the ends of the sleeve terminating in lugs 5 extending into the slots 3 and thus holding the coils against rotation on the sleeve. From these coils supporting arms 6 swing upward and over the sleeve extending beyond the same and terminating in a depending cradle loop 7. A second wire has its ends formed into coils 8 embracing the sleeve 1 at each side just inside of the coils 4 and lying in close relation thereto. The extreme end of each coil 8 is formed into a lug 9 projecting into the slot 3 like the lugs 5. From the coils 8 supporting arms 10 also curve upward and over the sleeve, extending beyond the same and terminating in a cradle loop 11 similar to the loop 7, but somewhat closer to the sleeve, thereby leaving a considerable space between the loops. As shown in Fig. 2 the arms 10 extend in parallel relation to the arms 6 a portion of their length, but gradually drop below the same as they approach the loop 11.

The rest is particularly strong at the point marked a in Figs. 1 and 2 where probably the greatest strain is sustained and the supporting arms permitted to yield without being bent out of shape or losing their resiliency as in the case of rests similar to the one shown in the hereinbefore mentioned patent.

A concaved metallic saddle 12 is shaped to fit between the supporting arms and the loops, spanning the space between the latter. A pad 13 of suitable material as leather, is fitted in the saddle as shown in Figs. 2 and 3. The saddle is crimped around the loop 7 at its outer end while at its inner end and center it is provided with a tab 14 bent about the loop 11 and secured by a rivet 15 which also passes through the pad as shown in Fig. 2. At its upper inner end the saddle is formed with tongues or tabs 16 bent sharply across the arms 6 and 10 and each fastened by a rivet 17 also passing through the pad.

It will be observed that the additional supporting arms 10 not only strengthen the rest but with their loop 11 form a support for the inner end of the cradle and assist in maintaining the shape of the latter.

What I claim is:

In a vehicle top rest, the combination with a cylindrical sleeve, provided with inwardly extending radial slots at each extremity, and having a square, central orifice with which said slots communicate, a curved loop spring,

the loop portion of which inclines sharply
downward and the extremities of which are
coiled and finally secured one in each of
said slots of the sleeve, a second curved
5 looped spring similarly shaped but shorter,
whose ends are similarly secured one in each
slot of the sleeve, the two looped springs ex-
tending in the same direction, and a concave
saddle plate having its front portion secured
10 to the downwardly deflected loop of the

longer spring, and its rear extremity secured
to the loop of the shorter spring.

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

PATRICK HENRY.

Witnesses:

LELAN LEWIS,
GLYNN DAVIS.