No. 684,940. Patented Oct. 22, 1901.

H. KREBS.

BUGGY ATTACHMENT.

(Application filed Aug. 10, 1901.)

(No Model.)

Fig. 1.

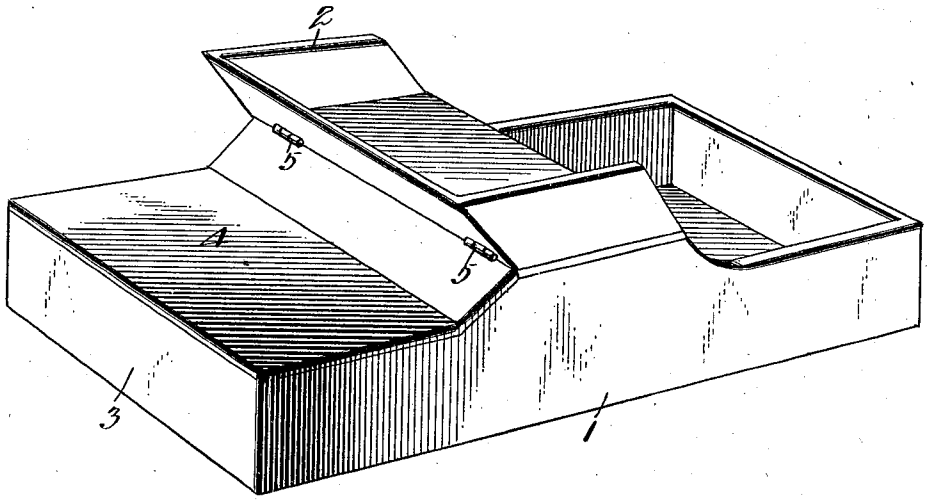
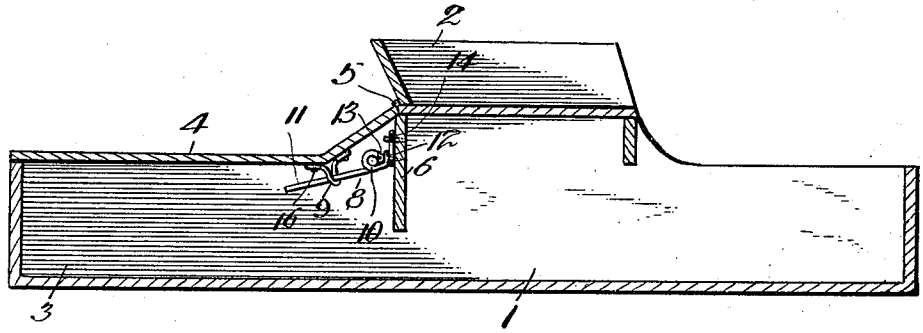


Fig. 2.



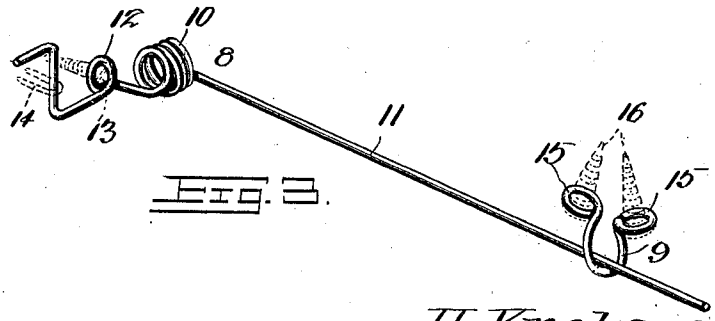


Fig. 3.

Witnesses
F. E. Aldrich
Jno. E. Parker

H. Krebs, Inventor,
by Cushman & Co.
Attorneys

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

HENRY KREBS, OF WADENA, IOWA.

BUGGY ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 684,940, dated October 22, 1901.

Application filed August 10, 1901. Serial No. 71,655. (No model.)

To all whom it may concern:

Be it known that I, HENRY KREBS, a citizen of the United States, residing at Wadena, in the county of Fayette and State of Iowa, have invented a new and useful Buggy Attachment, of which the following is a specification.

My invention relates to certain improvements in top-buggies and similar vehicles in which a covered boot is arranged at the rear of the seat; and its principal object is to provide means for securely holding the boot-cover normally in closed position to prevent vibration of the same when the vehicle is traveling.

Boot-covers as generally employed comprise a frame covered with oil-cloth or similar material or a plain board covering hinged at the rear of the seat and normally kept in closed position by gravity. When the vehicle is traveling over an uneven road, the boot-cover will be vibrated and move up and down with each movement of the buggy, tending to destroy the covering in a short time. To overcome this objection, I employ a pair of coiled torsion-springs arranged on either side of the buggy-body in proximity to the hinge of the boot-cover and acting to keep the boot-cover in the closed position and prevent the opening of the same when the vehicle is traveling.

With this and other objects in view the present invention consists in the combination and arrangement of parts, as will be hereinafter more fully described, shown in the accompanying drawings, and particularly pointed out in the claim, it being understood that changes in the form, proportion, size, and minor details may be made within the scope of the claim without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings, Figure 1 is a perspective view of a buggy-body looking from the rear and illustrating the position of the boot and boot-cover to which the device is to be attached. Fig. 2 is a longitudinal sectional elevation of the same, showing the construction and arrangement of the torsion-spring; and Fig. 3 is a perspective view of the torsion-spring detached and drawn from an enlarged scale to more clearly illustrate its construction.

Referring to the drawings, 1 represents a buggy-body of the usual construction, having a seat 2, a boot 3, and a boot-cover 4.

The boot-cover 4 may be of any of the constructions ordinarily in use, being formed either of boards or of a cloth-covered frame hinged at 5 to the rear portion of the seat or the buggy-body and adapted to cover the boot. The boot-cover is usually permitted to retain its closed position by gravity; but when the vehicle is traveling at a rapid rate or over an uneven road the boot-cover is constantly vibrated and is soon destroyed.

At the rear of the seat 2 the buggy-body is provided, as usual, with a transverse bracing-bar 6, and to this bar, at each side of the buggy-body, I secure one end of a torsion-spring 8, the opposite end of the spring extending in a rearward direction and passing through an eye 9, secured to the under side of the boot-cover. The spring 8 has a coil 10, and one of its ends 11 projects therefrom in a tangential line in the direction of the eye 9. The opposite end of the spring is projected for a short distance beyond the circumferential line of the coil and is thence bent on a line parallel with the length of the coil, a fastening-loop 12 being formed in this parallel portion for the insertion of a screw or similar fastening device 13. Beyond the loop the wire is bent at a right angle, as shown, and is there secured by a staple 14 (shown by dotted lines in Fig. 3) to the cross-bar 6 or other support within the buggy-body. The device thus fastened, the coils are held out of contact with the bar 6 or other portions of the buggy-body and are free to exert a downward strain on the end 11 of the spring.

The eye 9 is formed of a single piece of wire bent centrally to form the engaging eye and its opposite ends being curved to form loops 15 at right angles to the eye and adapted to be secured to the under side of the boot-cover by suitable screws 16, as shown by dotted lines in Fig. 3.

The springs are made right and left handed or having coils twisted in opposite directions for convenience in securing them in proper position at the opposite sides of the buggy-

body, and being arranged below and slightly in advance of the hinge will exert a considerable downward pressure or strain on the boot-cover without interfering to any material extent with the opening of the same by hand.

Having thus described my invention, what I claim is—

In a device of the character described, the combination with the body and boot having the usual hinged connection, of an attachment comprising a coiled torsion-spring 10 having one of its ends projected beyond the circumferential line of the coil and thence bent into a line parallel with the length of the coil to form a support adapted to hold the coil free from contact with any portion of the buggy-body, said parallel portion being provided with a loop 12 for the reception of a securing device, and the extended end, beyond said loop, being again bent at right angles to form a bearing or fulcrum-point for the spring, the opposite end of the coil being projected tangentially, and a guiding-eye 9 formed of a piece of wire bent to form a central eye portion and opposite fastening-loops at right angles to said eye portion, substantially as specified.

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

HENRY KREBS.

Witnesses:
HENRY HAFNER,
WILL KREBS.