

No. 624,841.

Patented May 9, 1899.

W. W. MILLER, JR.
BUGGY TOP SUPPORT.

(Application filed Sept. 17, 1898.)

(No Model.)

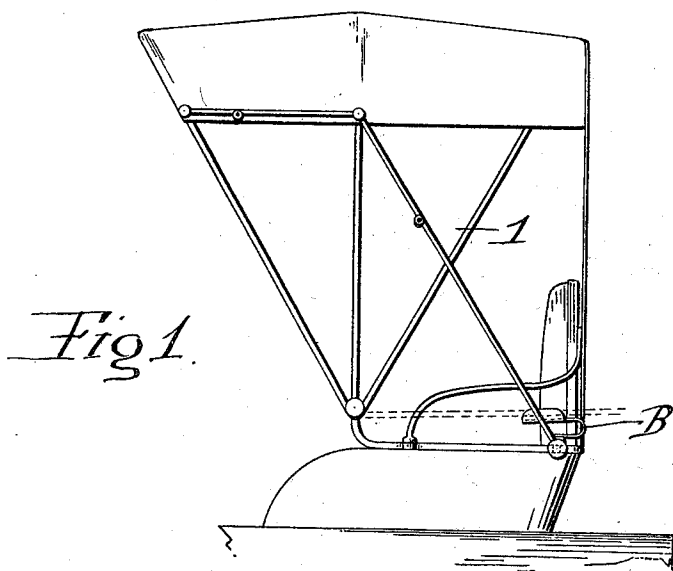
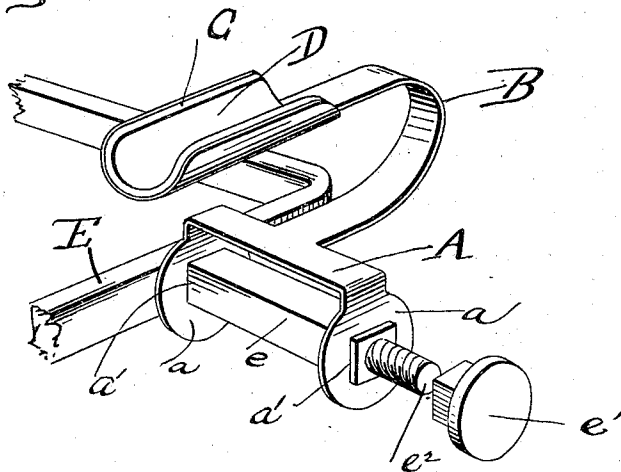


Fig 2.



WITNESSES

M. G. McLean,
Alvin K. Goodwin

INVENTOR

W. W. Miller Jr
BY
Clark Deemer & Co
ATTORNEY

UNITED STATES PATENT OFFICE.

WILLIAM WIRT MILLER, JR., OF ALTAMONT, ILLINOIS.

BUGGY-TOP SUPPORT.

SPECIFICATION forming part of Letters Patent No. 624,841, dated May 9, 1899.

Application filed September 17, 1898. Serial No. 691,147. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM WIRT MILLER, Jr., a citizen of the United States, and a resident of Altamont, county of Effingham, and State of Illinois, have invented certain new and useful Improvements in Buggy-Top Supporters, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which
10 similar letters and numerals of reference indicate corresponding parts.

The present invention relates to those buggy-top supporters comprising a sleeve to receive the arm on the buggy and a bent spring
15 which is designed to receive the weight of the buggy-top.

The objects of the invention are the provision of improvements whereby greater resiliency will be given the spring and the device made adaptable for use on studs or arms
20 having the ordinary form of rubber buffer without necessitating its removal.

A further object is to provide an improved device of this class which can be stamped or
25 struck from a single piece of metal with rapidity and ease and at small expense.

Having the foregoing and other objects of the invention in view, it consists of certain improved features fully set forth hereinafter,
30 and recited in the appended claim.

In the accompanying drawings, forming part of this specification, Figure 1 is a side elevation of a portion of a buggy, illustrating the application of my device; and Fig. 2 is a perspective view of the device, illustrating its position in connection with the shifting rail of
35 a buggy.

In the practice of my invention the device is preferably made from a single piece of resilient metal, and it comprises a base-plate A, having depending plates *a* upon each end thereof, and a spring-bow B. Upon the free end of this said bow is a trough-like receptacle C, lined interiorly with a flexible coating
40 D of rubber, felt, or other suitable material. The depending projections *a* of the base A are each supplied with a squared aperture *a'* for engagement with the squared projection *e* of the shifting rail E, which forms part of
45 the buggy-seat.

In attaching the device the nut *e'* is removed from the threaded end *e*² of the squared

projection *e* of the shifting rail. The device is then placed on this said projection, as illustrated by Fig. 2 of the drawings, one support
50 being placed on each side of the said shifting rail, and lateral movement of the supports is prevented by adjustment of the nut *e'*.

In the operation and use of the device when the carriage-top is folded the rear bow 1, forming part of the top, will rest within the channel C and contact directly with the soft lining thereof, and it is obvious that the bow cannot be scratched by said contact, and the spring action of the bow B, forming part of
65 the support, will tend to prevent any rattling or jarring of the buggy-top.

It is obvious that the $\cap$ form of the spring-buffer B affords sufficient elasticity to relieve the buggy-top of undue vertical jolting, thereby promoting durability of the top, while giving every necessary protection to the bow, which rests on the buffer. Furthermore, this spring of $\cap$ form has little or no lateral play by comparison with buffer-springs of volute form
75 passing one or more times entirely around the shifting stud, to which they are attached. These volute springs give far less lateral stability to the bow-top than my device, while at the same time my spring prevents undue
80 vertical play of the top on rough roads, thereby saving the top from excessive strains and wear, which otherwise would fall upon it.

Another advantage resulting from the peculiar form of my buffer device lies in the arrangement of the ear-plates *a a* relatively to
85 the attaching base-plate A and the rail-stud *e*, which permits application of the entire supporter to the stud, while leaving the ordinary rubber buffer on the stud between the
90 ear-plates, and whereby should the buffer-spring and base-plate be broken away by accident the ordinary buffer will still remain on the stud as a protection to the top bow.

Another and important advantage gained
95 by having the base-plate A located above the stud or arm *e* is the increased resiliency given the bow B, which is supported at the center of the base-plate. While the cushioning effect is increased by this construction, it is
100 not at the expense of stability, as the base-plate is sufficiently rigid to withstand shocks without bending.

Having thus described my invention, what

I claim as new, and desire to secure by Letters Patent, is—

5 The combination with a cross-sectionally polygonal arm on the shifting-rail, of a buggy-top supporter constructed of resilient metal throughout which comprises a base-plate having depending ears provided with polygonal openings which snugly receive the arm and support the base-plate considerably above the
10 same, said ears being separated a sufficient distance from each other to insure flexibility of the base-plate and a rearwardly and forwardly disposed -shaped spring connected to the base-plate intermediate the ends of the

latter and provided with a trough-shaped member at its free end which is adapted to receive the bow of the buggy-top when lowered, and a retaining device on the arm adapted to prevent displacement of the supporter therefrom.

20 In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 14th day of September, 1898.

WILLIAM WIRT MILLER, JR.

Witnesses:

J. O. SMITH,

JOHN H. C. SMITH.