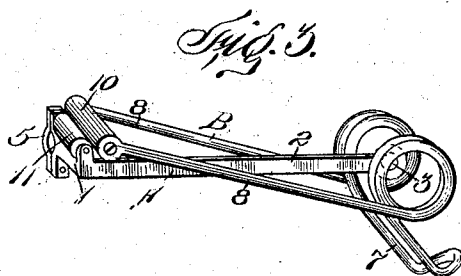
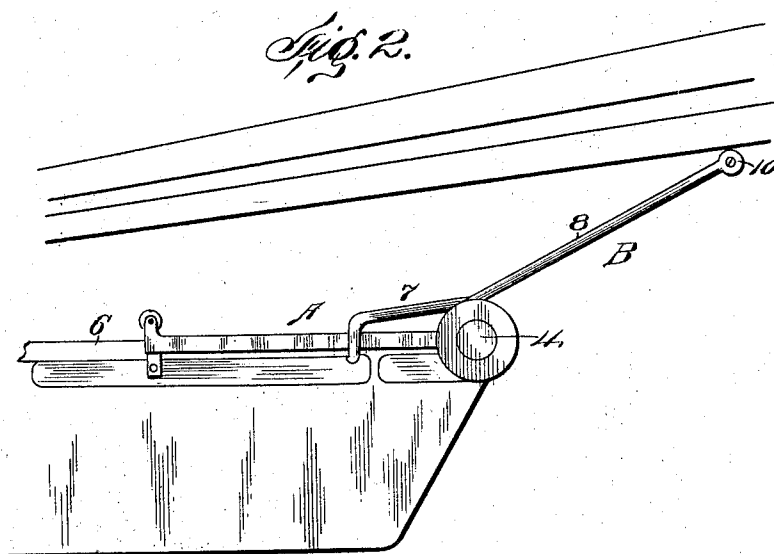
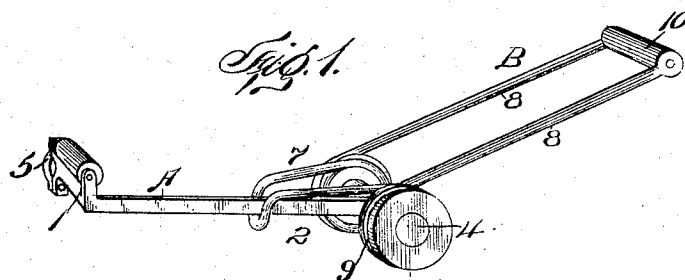


No. 746,607.

PATENTED DEC. 8, 1903.

W. H. TULLY.
BUGGY TOP SUPPORT.
APPLICATION FILED MAR. 18, 1903.

NO MODEL.



WITNESSES:

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WILLIAM HENRY TULLY, OF WILBUR, WASHINGTON.

BUGGY-TOP SUPPORT.

SPECIFICATION forming part of Letters Patent No. 746,607, dated December 8, 1903.

Application filed March 18, 1903. Serial No. 148,452. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HENRY TULLY, a citizen of the United States, residing at Wilbur, in the county of Lincoln and State of Washington, have made certain new and useful Improvements in Buggy-Top Supports, of which the following is a specification.

My invention relates to attachments for vehicle-top props which are provided with a spring-support for the bows of a vehicle-top when the same is lowered and folded, whereby the top is adapted to ride in safety on rough or uneven roads.

The details of construction, arrangement, and operation of parts are as hereinafter described, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of my improved attachment in connection with a top-prop proper. Fig. 2 illustrates the application of my attachment to a buggy. Fig. 3 is a perspective view of my attachment in a folded position.

The principal parts of my attachment are a bar A and spring B. The bar A is bent laterally at its front end, which thus constitutes a shorter arm 1, the longer arm or body 2 of the bar having at its rear end 3 a transverse perforation or hole adapted to receive the top-prop 4. The lateral arm 1 is provided with a detachable piece 5, which is so constructed as to form a clamp adapted for application to the shifting rail 6 of a buggy-seat—that is to say, the inner head of the arm 1 has a semicircular recess and is elongated vertically, while the detachable portion 5 is correspondingly constructed, the two being secured together detachably and adjustably by means of screw-bolts. It will be seen that the cavity formed between the two parts is adapted to receive the shifting rail and that by means of the screw-bolts the attachment may be clamped securely to the rail and adjusted thereon toward and from the top-prop 4. The spring is preferably formed in one piece, it having a short front arm 7 and longer rear arms 8, with intermediate coils 9. It will be seen that the front member 7 is bent downward at the front end, and thus forms a species of loop adapted to pass under the arm A. The ends of the rear members 8 are connected

by a rod, to which a rubber tube 10 is applied to serve as a cushion, upon which the bows of the carriage-prop may rest when lowered in the position shown in Fig. 2. As shown in Figs. 1 and 2, the coils 9 embrace the circular enlargements or sleeves applied to the top-prop 4. When the rear arms 8 are bent backward in the position shown in Fig. 2, the attachment will support the buggy-top elastically, so that the latter will ride safely over rough or uneven roads without danger of breaking.

When the attachment is not in use, the spring is folded in the position indicated in Fig. 3, where the cushion 10 is shown resting upon a corresponding cushion 11, secured on the upper side of the front arm 1. By this means the attachment is prevented from rattling.

It will be seen that my improved attachment is so constructed that it may be applied to any vehicle-seat having the usual top-prop and shifting rail, it being adapted for application to rails of different diameters and to be adjusted thereon as conditions may require.

What I claim is—

1. The improved support for buggy-tops, comprising a bar having a clamp at its front end, and a transverse perforation at the other end, and a wire spring one member of which engages the bar and the other is adapted to extend rearward for supporting the bows of the buggy-top, the spring being provided, intermediately, with coils adapted to embrace the top-prop of a buggy, substantially as shown and described.

2. The improved buggy-top support, comprising a bar having a lateral arm at its front end, and a clamp adapted for attachment to and adjustment upon the shifting rail of a buggy-seat, and a spring, having coils adapted for attachment to the top-prop of a buggy, and members extending in opposite directions therefrom and adapted, respectively, for connection with the aforesaid bar and for elastic support of a buggy-top, in the manner described.

3. The combination, with the top-prop of a vehicle, of the attachment comprising a bar having a perforation to receive the top-prop,

and means for securing its front end to the shifting rail, and a wire spring coiled about the top-prop and having a front member consisting of a loop which passes under the afore-
5 said bar, and a rear extension whose free end is adapted to bear upward against the bows of a buggy-top, substantially as described.

4. The improved attachment for the purpose specified, consisting of a bar having at
10 its front end a lateral extension provided with an adjustable clamp and its rear end adapted for engagement with the top-prop of a buggy, and a spring having coils adapted to embrace the top-prop and extended in front and
15 rear of the same, whereby it is adapted for engagement with the aforesaid bar and the top bows of a buggy-top, substantially as shown and described.

5. The improved attachment constituting a support for buggy-tops, comprising a bar hav- 20 ing an elastic cushion at its front end, and a spring adapted for use in connection with said bar in the manner described, and having at its rear end an elastic cushion, the rear arm of the spring having practically the 25 same length as the bar so that when the device is folded the two cushions rest in contact, as shown and described.

Signed at Wilbur, in the county of Lincoln and State of Washington, this 12th day of 30 March, 1903.

WILLIAM HENRY TULLY.

Witnesses:

E. A. HESSELTINE,
A. L. INMAN.