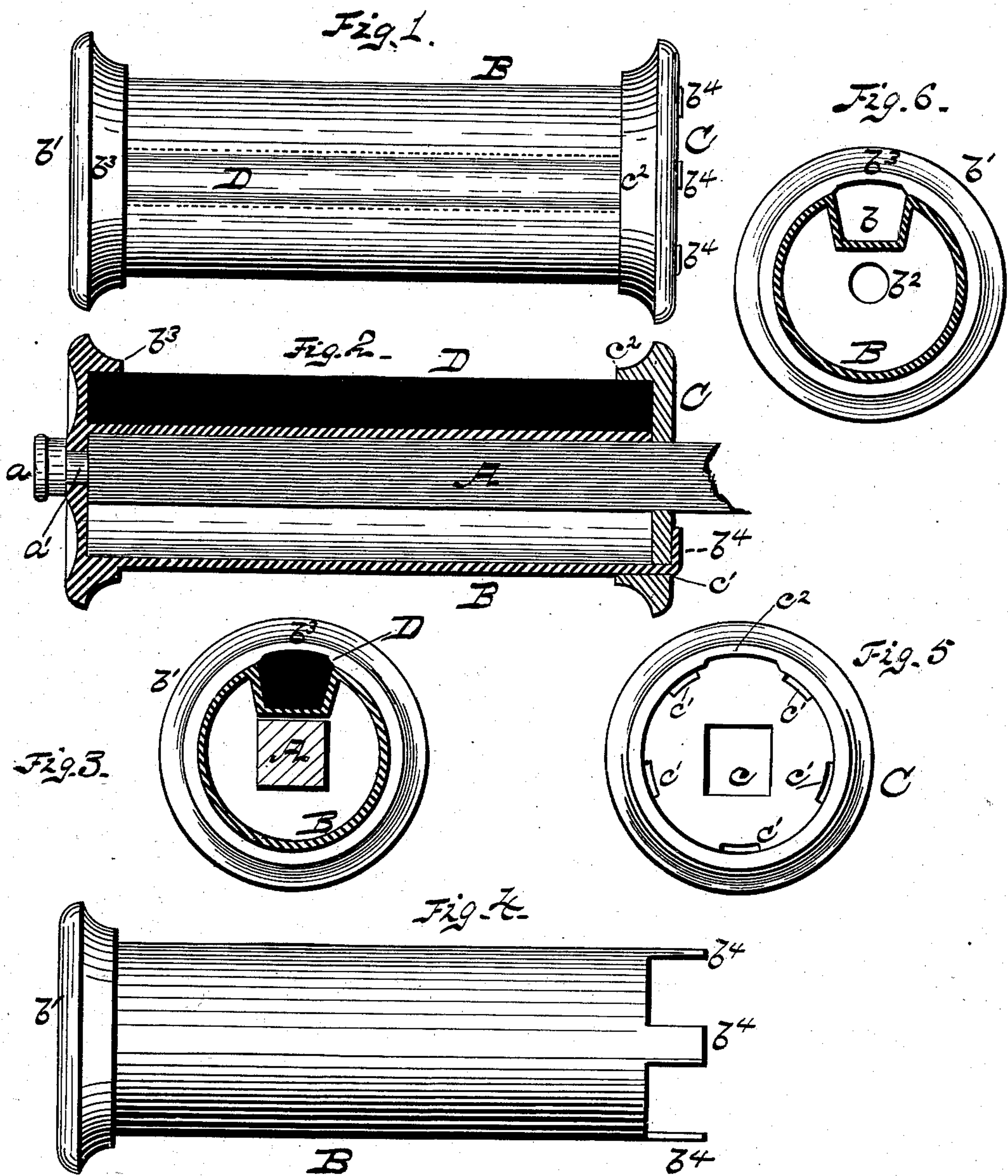


(No Model.)

W. LEPPER.  
TOP PROP FOR VEHICLES.

No. 255,520.

Patented Mar. 28, 1882.



WITNESSES  
C. G. Griffin  
L. M. Bates

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# UNITED STATES PATENT OFFICE.

WILLIAM LEPPER, OF CLEVELAND, OHIO.

## TOP-PROP FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 255,520, dated March 28, 1882.

Application filed January 4, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM LEPPER, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Top-Supports for Vehicles, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention has relation to improvements in supports for vehicle-tops; and it consists in the novel construction and arrangement of the same, whereby the top of a vehicle is relieved from a sudden jar or shock when lowered, thereby preventing injury to the top and at the same time supporting the same, all of which will be hereinafter more fully explained.

The annexed drawings, to which reference is made, fully illustrate my invention, in which—Figure 1 represents a top or plan view of my improved vehicle-top support. Fig. 2 represents a vertical sectional view of the same. Fig. 3 represents a cross-sectional view. Fig. 4 represents a bottom view, having the cap removed. Fig. 5 represents a view of the cap removed from the support; and Fig. 6 represents a cross-sectional view, similar to Fig. 3, with the cushion removed.

The letter A designates the bar or arm usually secured to vehicles and vehicle-seats and projecting from the sides thereof, the same being of square form in cross-section, and provided at its outer end with the usual nut, *a*, and screw-threaded stem *a'*, the whole being of the well-known construction, and to which I will apply, and illustrate in the drawings, my improvement.

B designates a hollow metal shell of cylindrical form, and provided in its upper portion with a groove, *b*, extending its entire length, and having at its outer end a stationary head, *b'*, through the center of which is a perforation, *b<sup>2</sup>*, and on the inner face thereof a flange, *b<sup>3</sup>*, and on the end opposite to that of the head *b'* are formed lugs *b<sup>4</sup>*, for a purpose hereinafter mentioned.

C designates a removable cap, in the center of which is made a square opening, *c*, and near the edge slots *c'* and flange *c<sup>2</sup>*.

D indicates the cushion, cut in form to correspond and fit within the groove aforesaid.

Having given a description of the various

parts of which my improved top-support is composed, I will now explain its operation and the manner in which the parts are connected.

It will be observed from the above description that the groove forms a part of the shell aforesaid and is stepped within the same, thereby forming sides and bottom, making a receptacle for the cushion. The cushion, which may be of leather, rubber, or any suitable material, is placed within said groove, and one end is forced beneath the flange *b<sup>3</sup>* of the head *b'*, after which the cap C is placed on the opposite or inner end of the shell, the flange *c<sup>2</sup>* overlapping that end of the cushion. At the same time the lugs *b<sup>4</sup>* pass through the slots *c'* in said cap, and are clinched, as shown in Fig. 2 of the drawings. The shell is then placed upon the arm A, and secured thereto by means of the nut *a*.

It will be further seen that by my construction of a support for vehicle-tops the parts are detachably applied to one another, and the cushion projects above the shell, for the purpose herein set forth, and is removably secured to the same, can be easily replaced by another if worn by use, and at the same time the weight of the vehicle-top is received by the arm A, thereby relieving the shell from pressure, and the cushion, being of elastic material, relieves said arm and top from sudden jar or shock when the top is lowered. Again, the parts being easily applied to one another makes it simple in construction, and it is durable, not liable to get out of order, and at the same time cheap to manufacture.

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

1. In a vehicle-top support, the shell B, having flange *c<sup>2</sup>*, and the removable cap C, provided with slots *c'*, whereby the cushion may be secured to the shell, as shown and described.

2. In a support for vehicle-tops, the combination, with the cushion D, arm A, and shell B, having flange *b<sup>3</sup>*, of the removable cap C, having slots *c'*, flange *c<sup>2</sup>*, and groove *b* and lugs *b<sup>4</sup>*, as shown and described.

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

WILLIAM LEPPER.

Witnesses:

J. T. STRONG,  
C. M. CLARK.