

(No Model.)

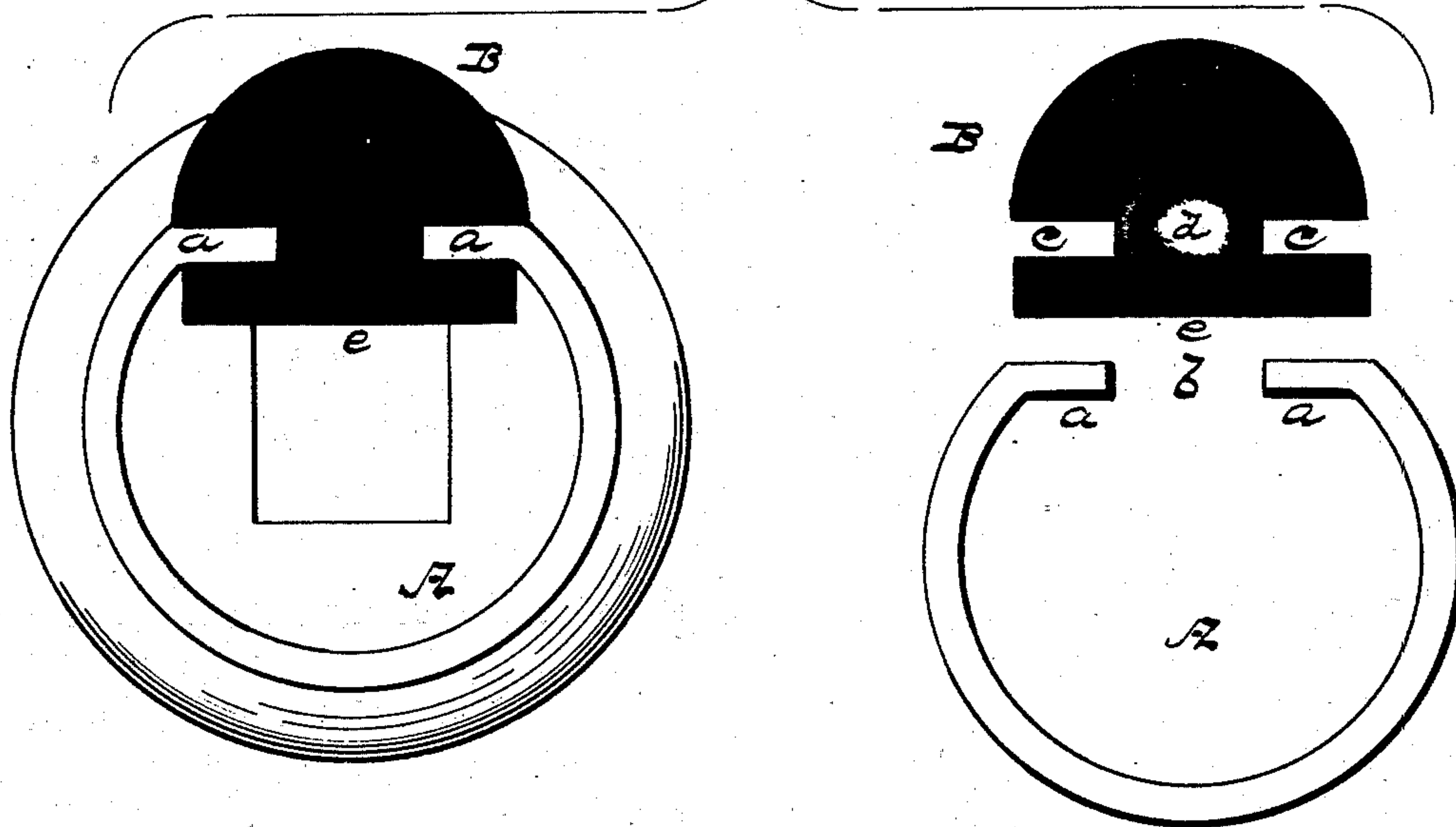
W. LEPPER.

TOP PROP.

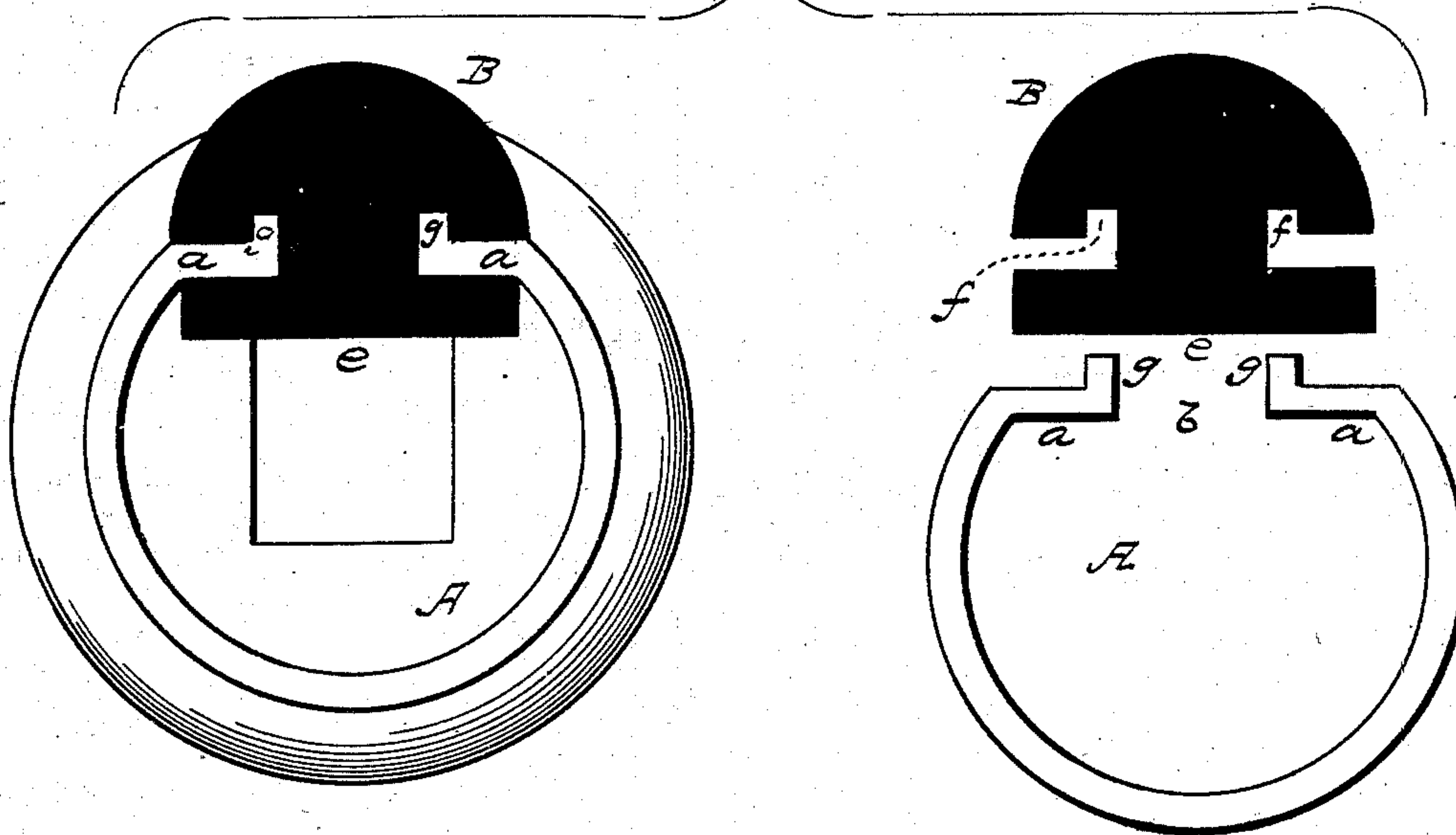
No. 282,998.

Patented Aug. 14, 1883.

*Fig. 1.*



*Fig. 2.*



WITNESSES

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# UNITED STATES PATENT OFFICE.

WILLIAM LEPPER, OF CLEVELAND, OHIO.

## TOP-PROP.

SPECIFICATION forming part of Letters Patent No. 282,998, dated August 14, 1883.

Application filed June 14, 1883. (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-Props, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention has relation to improvements in cushions for top-props of vehicles; and it consists in providing an elastic or non-elastic rest for the top of a vehicle with side channels or grooves adapted to receive the parallel flanges on the upper face of the shell or casing of the prop, whereby the cushion is removably applied thereto, all as will be hereinafter more fully explained, and particularly pointed out in the claim appended.

The annexed drawings, to which reference is made, fully illustrate my invention, in which—

Figure 1 represents an end view of my device, and Fig. 2 is a similar view in modified form.

Referring by letter to the accompanying drawings, A designates the shell or casing of a top-rest, which is provided with parallel flanges *a a* on its upper face, extending inwardly, and between which is an open space, *b*, running parallel with the flanges aforesaid.

B indicates the cushion, which may be constructed of any suitable material—such as rubber, leather, &c.—and the same is provided on each side and running the length of the same, with channels or grooves *c c*, adapted to receive the flanges *a a* of the shell, as shown, whereby the cushion is removably secured thereto.

Between each channel and a part of the curhion is neck portion *d*, that fits within the space *b*, and below said neck the cushion is provided with a base portion, *e*, adapted to rest on the arm of the seat-rail, whereby the cushion is supported.

In Fig. 2 the cushion is shown slightly modified, which consists in constructing the channels of the cushion with the vertical grooves *f*, communicating with the horizontal channels or grooves *c c*, as in Fig. 1, and the shell is constructed with upwardly-turned flanges *g g*, that fit within said vertical grooves, as shown. Otherwise this construction is the same as shown in Fig. 1 of the drawings.

It will be observed that in applying the cushion to the shell one of the end caps commonly used with these shells is removed and the cushion slid on the same when the cap is replaced, and thus securing the cushion to the shell between the end caps.

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

In a vehicle-top support, the combination, with the shell or casing A, having horizontal flanges *a a*, extending inwardly and running parallel to one another, and having the space *b* between the same, of the cushion B, provided with the side channels, *c c*, running parallel to one another, and adapted to receive the flanges *a a* of the shell A, as shown and described.

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

WILLIAM LEPPER,

Witnesses:

ADAM STUTZ,  
OTTO C. STUTZ.