

(No Model.)

E. N. PELZER.
VEHICLE TOP PROP.

No. 294,903.

Patented Mar. 11, 1884.

Fig 1

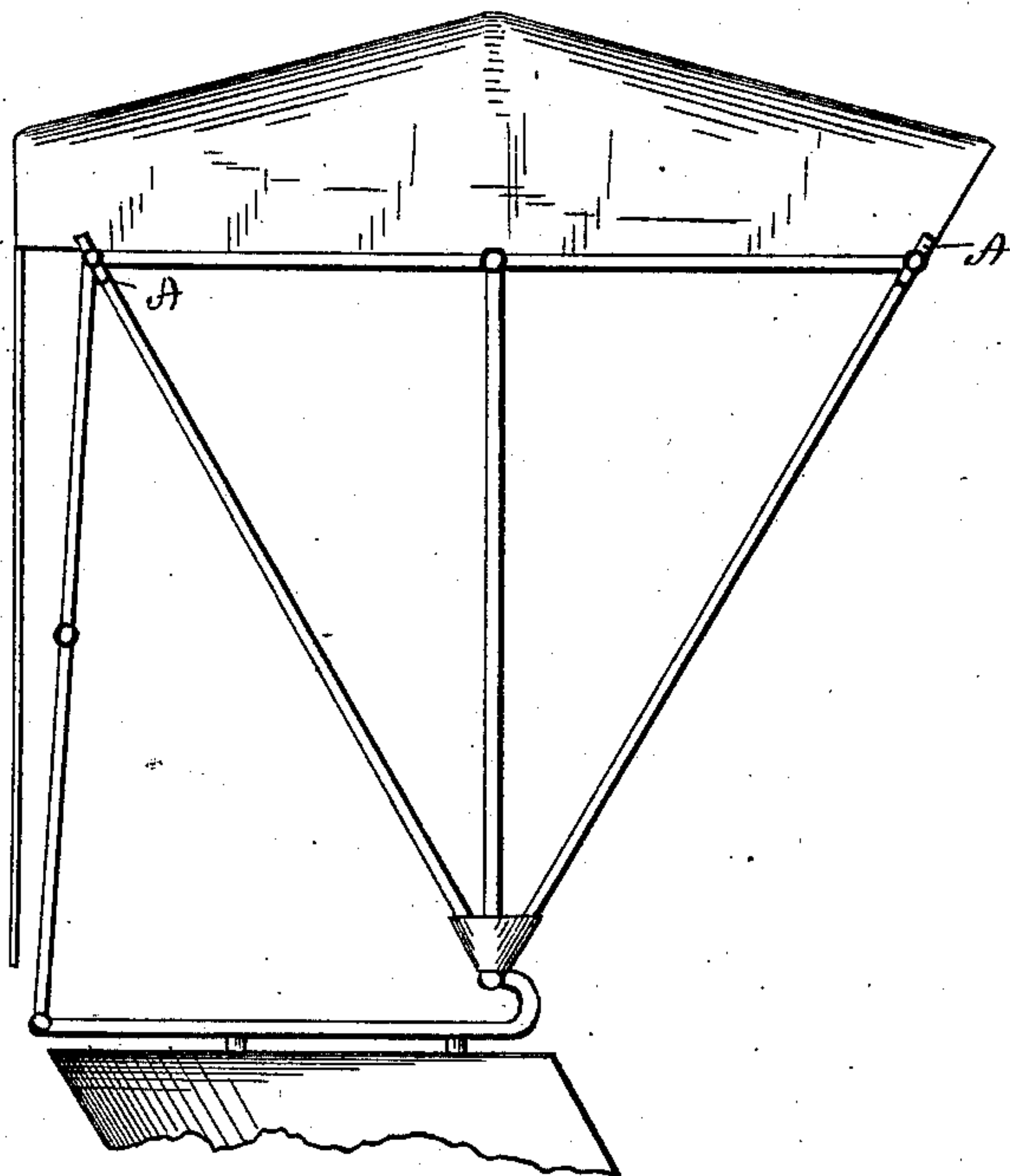


Fig 2

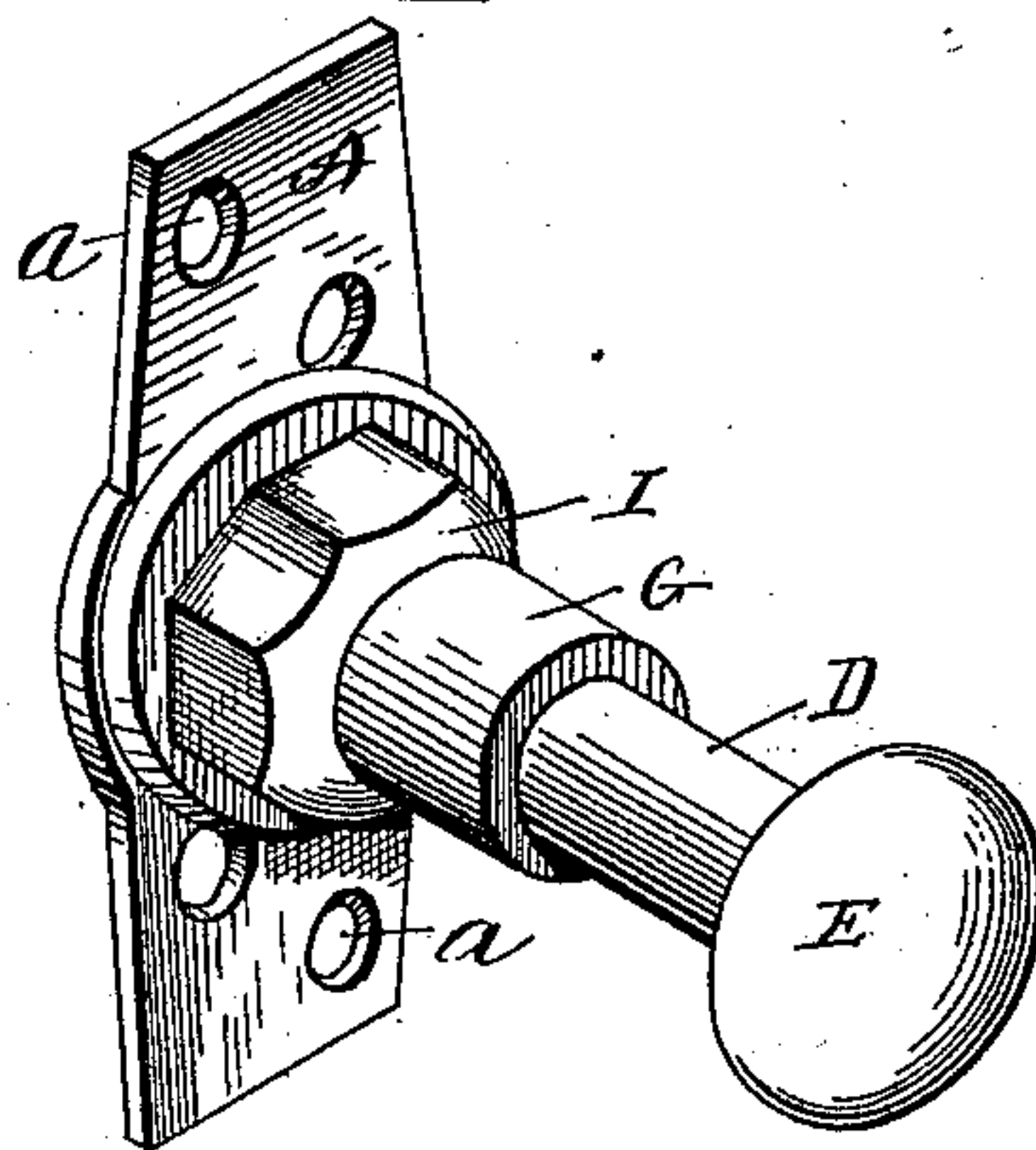
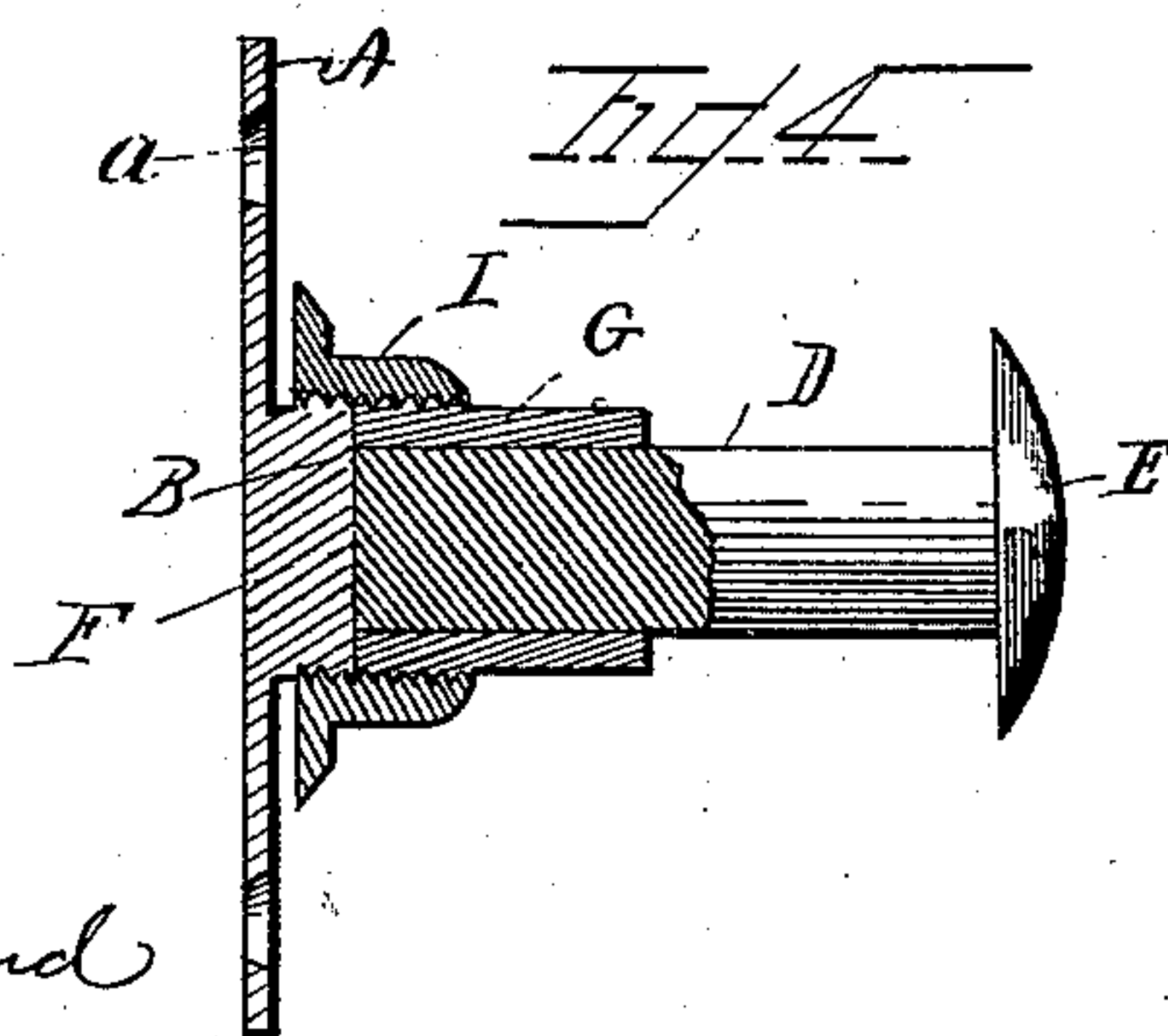
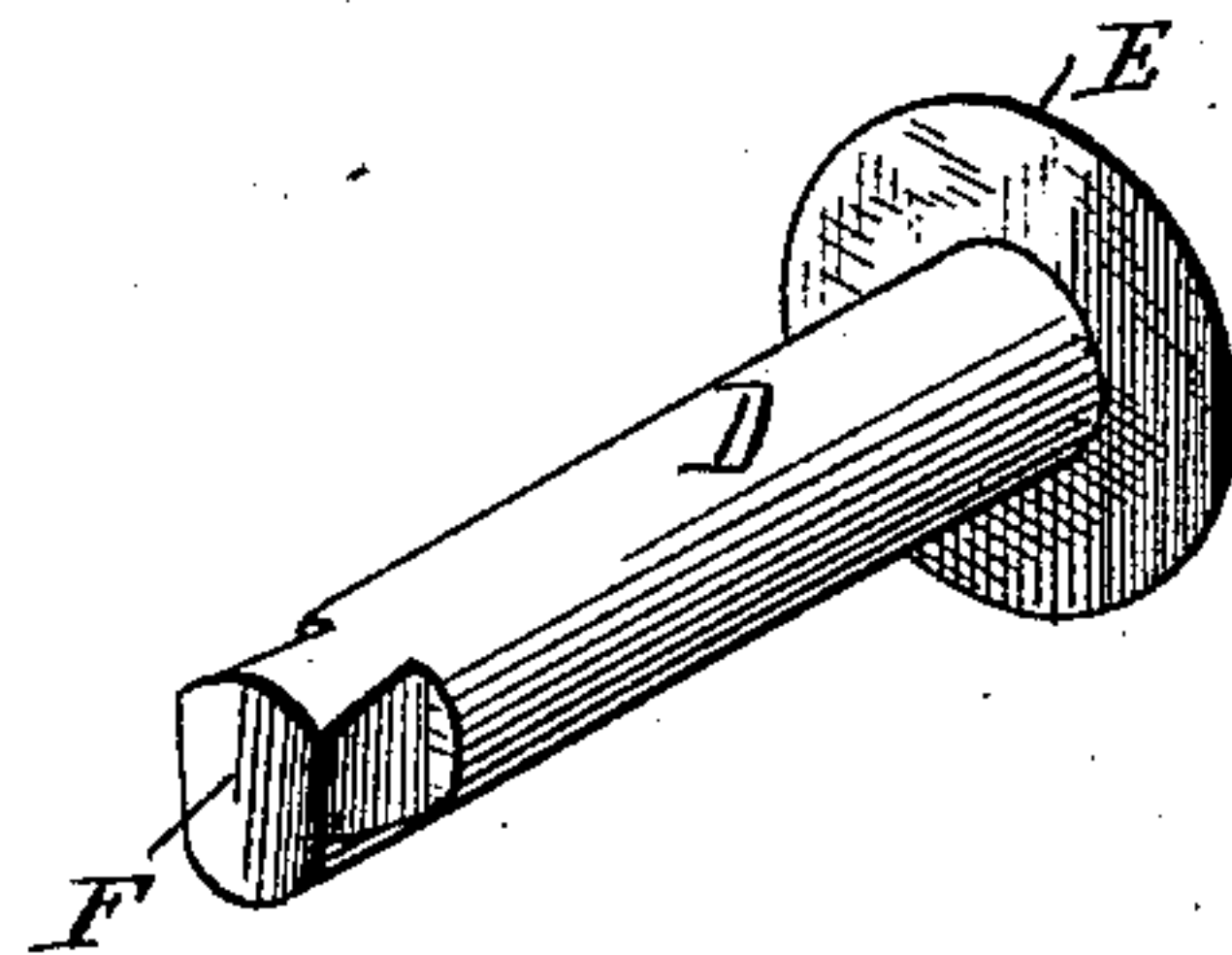
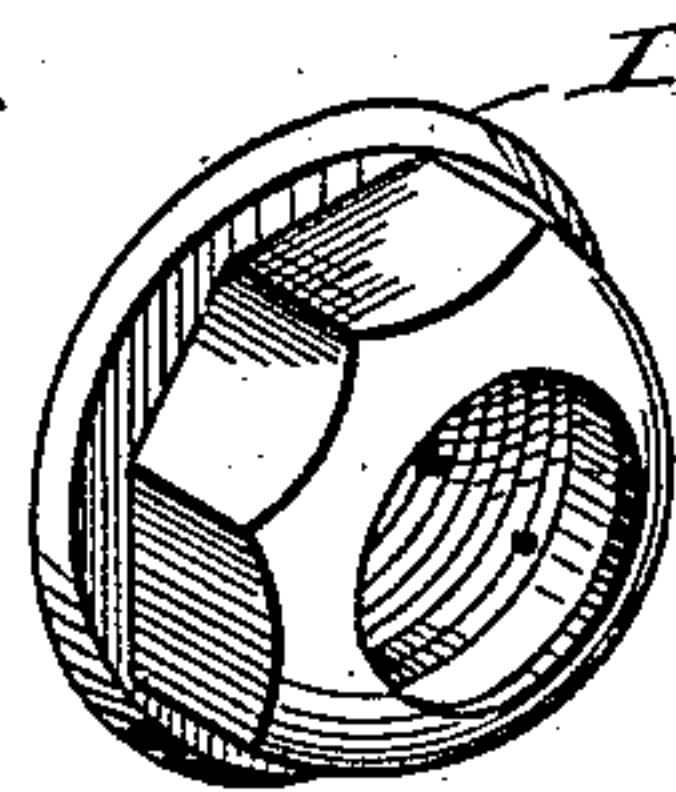
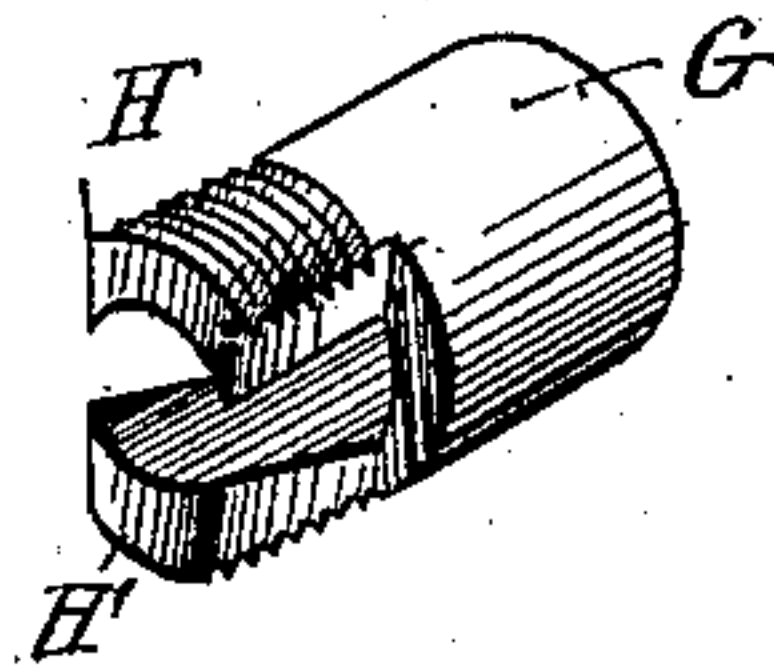
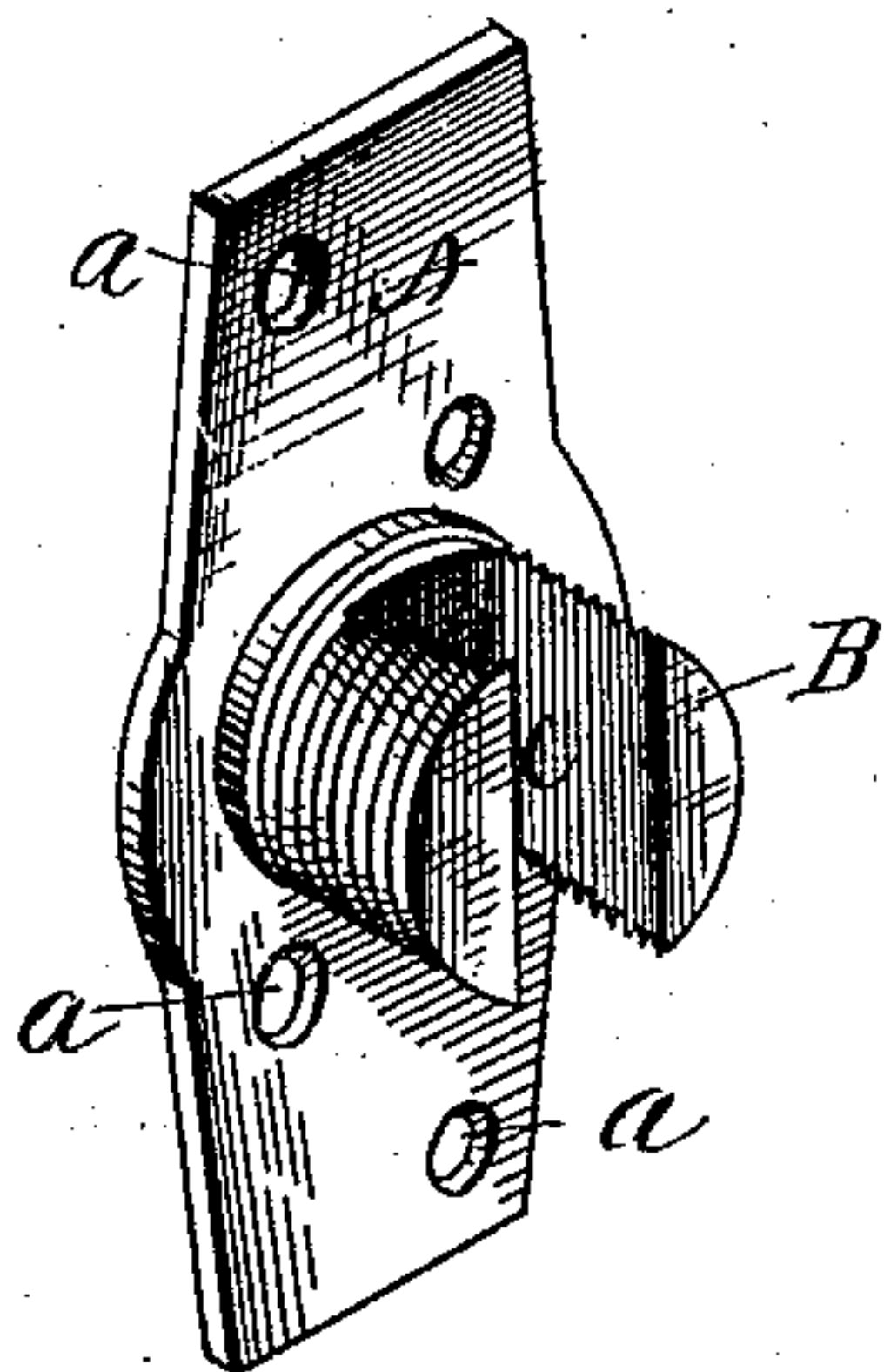


Fig 3



WITNESSES
Frank L. Ourand
E. G. Siggers.

Edward N. Pelzer,
INVENTOR
by C. A. Snow & Co
Attorneys

UNITED STATES PATENT OFFICE.

EDWARD NICHOLAS PELZER, OF IONIA, MICHIGAN.

VEHICLE TOP-PROP.

SPECIFICATION forming part of Letters Patent No. 294,903, dated March 11, 1884.

Application filed January 4, 1884. (No model.)

To all whom it may concern:

Be it known that I, EDWARD N. PELZER, a citizen of the United States, residing at Ionia, in the county of Ionia and State of Michigan, have invented a new and useful Vehicle Top-Prop, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to top-props for buggies, carriages, and other vehicles; and it has for its object to provide a device which will be simple and compact in construction, and when applied to the vehicle-top will firmly and efficiently hold the parts together, so that all danger or liability of loosening by constant use will be avoided.

A further object of my invention is to construct the top-prop in such a manner as to prevent it from striking or catching in the wheels or other part of the vehicle when the top is folded down. Top-props are fastened to vehicle-tops for the purpose of receiving the joints, and thereby forming a support, and hence it is desirable in a suitable top-prop that it should be firm when secured together, and that no portion of it will loosen while in use. Furthermore, it is specially desirable that the top-prop should be as short as practicable, in order to prevent it from striking or catching in the wheels or other part of the vehicle when the top is folded down.

Heretofore top-props have been constructed with the end of the post or stem screw-threaded to receive binding-nuts for holding the joints in place. When constructed in this manner, the joints of the top work against the nut and gradually loosen the same until it drops off. Sometimes a washer is placed between the nut and the joints, and nut-locks are also used to prevent the nut from working loose, thus making the top-prop expensive in construction, and yet not holding the joints in such a manner as would be desired. Moreover, top-props requiring a threaded end and nut attachment are necessarily long, and are liable to catch in the wheels or other parts of the vehicle when the top is folded down.

To obviate these disadvantages and attain the objects hereinbefore referred to, the said invention consists in certain details of con-

struction and combination of parts, as herein-after fully set forth, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a side view, illustrating the application of my improved top-prop. Fig. 2 is a perspective view of the top-prop detached. Fig. 3 is a detail view of the several parts of the top-prop. Fig. 4 is a longitudinal sectional view.

Like letters of reference indicate corresponding parts in the several figures.

Referring to the drawings, A designates the base-plate, attached to the bows of the top by any desired number of screws, *a*, passing through openings in the plate. I do not limit myself to this manner of securing the base-plate to the top, as any other means may be employed when found desirable. A circular wall, B, screw-threaded on its exterior face, projects from the base-plate and formed integral therewith, said wall having a dovetail slot, C, extending centrally through the same.

D designates the stem or post, having a head, E, formed therewith at its outer end, the inner end, F, of the stem being dovetailed, as shown, while the body is formed cylindrical to receive a collar or sleeve, G. The latter is provided with exteriorly-screw-threaded dovetailed projections H H' opposite each other, which are concaved on their inner faces to fit around and over the rounded surface of the dovetailed end F, the flat inwardly-diverging sides of which are adapted to coincide with the flat ends of the projections H H'.

I designates a clamping-cap, formed with screw-threads on its interior surface and fitting over the sleeve G, said cap engaging with the screw-threads formed on the projections H H' and the wall B. It will be seen that the sleeve G fits over the body of the stem or post, the projections H H' fitting around the surface of the end F, so that the diverging flat ends of the projections coincide with the diverging sides of the ends. Thus the projections H H' and the end F, when combined together as above described and shown, form a dovetailed or wedge-shaped piece, which fits entirely within the dovetailed slot C, the screw-threaded exterior surface of the projections coinciding with the outer screw-threaded sur-

face of the wall B. The clamping-cap I fits around the sleeve and engages with the screw-threads on the wall B and projections H H'.

The operation of my invention will be readily understood from the foregoing description, taken in connection with the annexed drawings.

When the vehicle-top and its joints have been properly prepared for the reception of the top-prop, the base-plate is secured to the bow, so as to permit the large end of the dovetailed slot C to face upwardly. The post or stem D is then passed through the eyes of the joints, which rest against the head of the post. The clamping-cap is then placed over the sleeve or collar, and the inner end of the post or stem is pushed into the said sleeve or collar, so as to form in combination the wedge or dovetailed piece which fits within the dovetail slot C of the wall B. The clamping-cap is then turned down upon the base-plate, so that the post or stem and the sleeve or collar will be firmly held together within the slot of the circular wall.

The advantages of my invention are numerous, but I shall simply recite a few of them here.

By forming the stem and head in one piece I obviate the use of a nut and avoid the difficulty heretofore experienced of the nut working loose by contact with the joint and finally dropping off. It also makes the top-prop shorter than ordinarily, thereby lessening all danger of the prop catching or striking against the wheels or other parts of the vehicle.

It will be seen that the simple manner of fitting the post and collar to the bed or base plate permits the ready attachment of the parts together. By means of the clamping-cap the parts are held from separating, and when it is desired to withdraw the stem or post the clamping-cap is loosened and moved out of engagement with the screw-threads on the wall B. The inner end, F, and the collar G are then withdrawn from the slot C and the post or stem is drawn out, as will be seen.

My improved top-prop is simple, durable, and inexpensive in construction and effective and reliable when in use. By its use the vehicle-top will be held securely at all times, and yet be capable of being detached as desired. There will be no screw-threads to work

loose, since the parts are fitted together in such a manner as to provide against any possibility of this occurring.

It will be apparent that I may make various modifications in the details of construction without departing from the spirit or scope of my invention.

Having described my invention, I claim as new—

1. In a vehicle top-prop, the combination, with the bed or base plate, of a post or stem having a head formed integral therewith at one end, a sleeve or collar encircling the inner end of the stem, and a clamping-cap securing the parts together, as set forth.

2. In a top-prop, the combination, with the bed or base plate having a slot, of a post or stem having its inner end entering the slot of the base-plate, a sleeve or collar, and a clamping-cap, as set forth.

3. In a top-prop, the combination, with the base-plate having a wall projecting therefrom, and a slot in said wall, of a post or stem, a sleeve or collar fitting around the said post or stem, and a clamping-cap working over the said sleeve or collar, the inner end of the stem and collar fitting within the slot in the wall, as set forth.

4. In a top-prop, the combination, with the base-plate having a wall projecting outwardly therefrom, and a slot in said wall, of a post or stem, a sleeve or collar having projections fitting around the inner end of the post, said projections having screw-threads formed on their exterior faces, and a clamping-cap fitting over the collar and engaging with the screw-threads, as set forth.

5. In a top-prop, the combination, with the base-plate A, having wall B, provided with dovetailed slot C, of the post or stem having its end F dovetailed, a sleeve or collar, G, having dovetailed projections H H, and a clamping-cap, as set forth.

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

EDWARD NICHOLAS PELZER.

Witnesses:

G. F. FISHER,

GEORGE P. PICKHAUER.