

(No Model.)

J. A. KASPAR & W. B. CURTIS.

TOP PROP FOR VEHICLES.

No. 396,937.

Patented Jan. 29, 1889.

FIG. 1

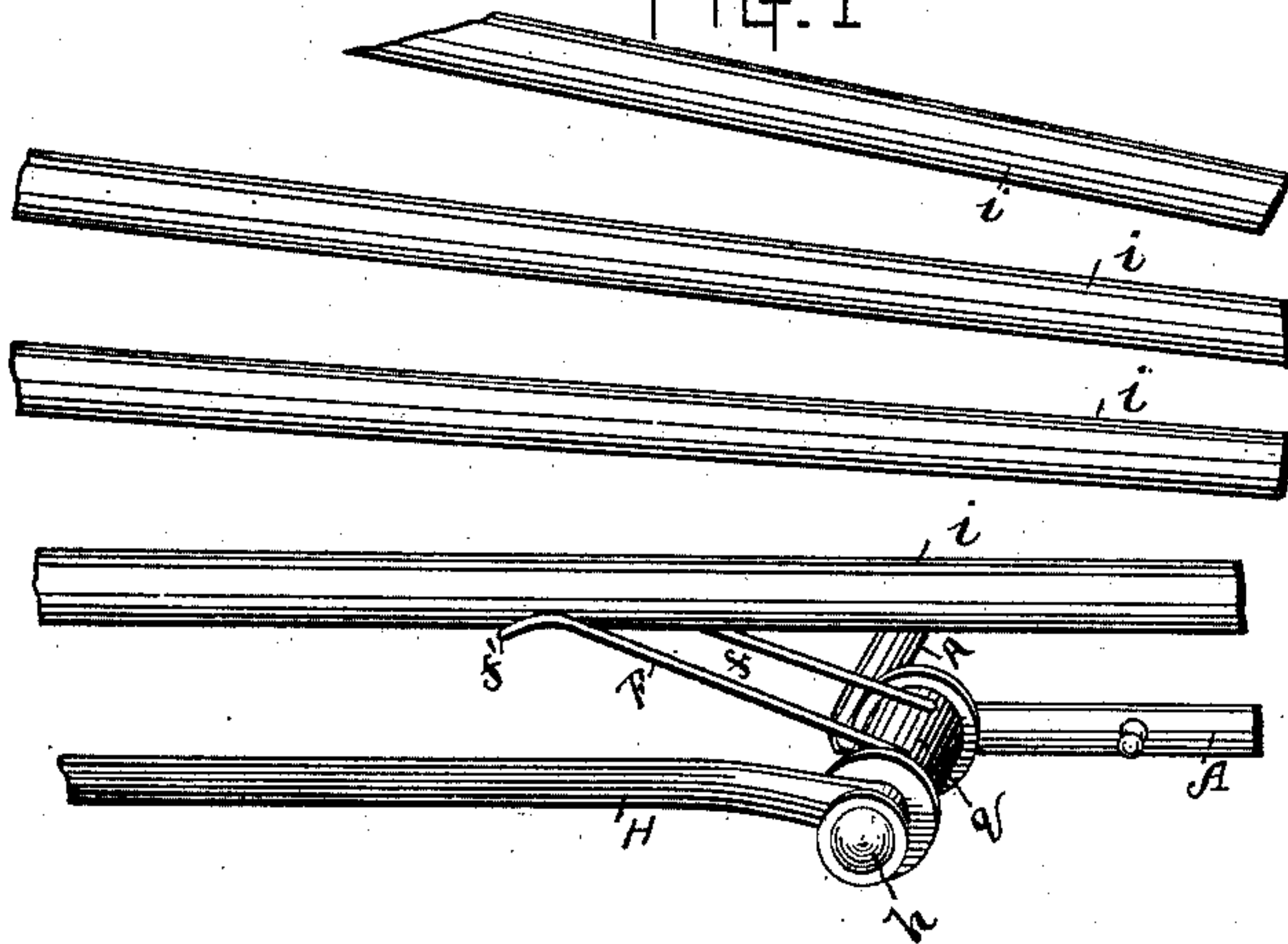


FIG. 2

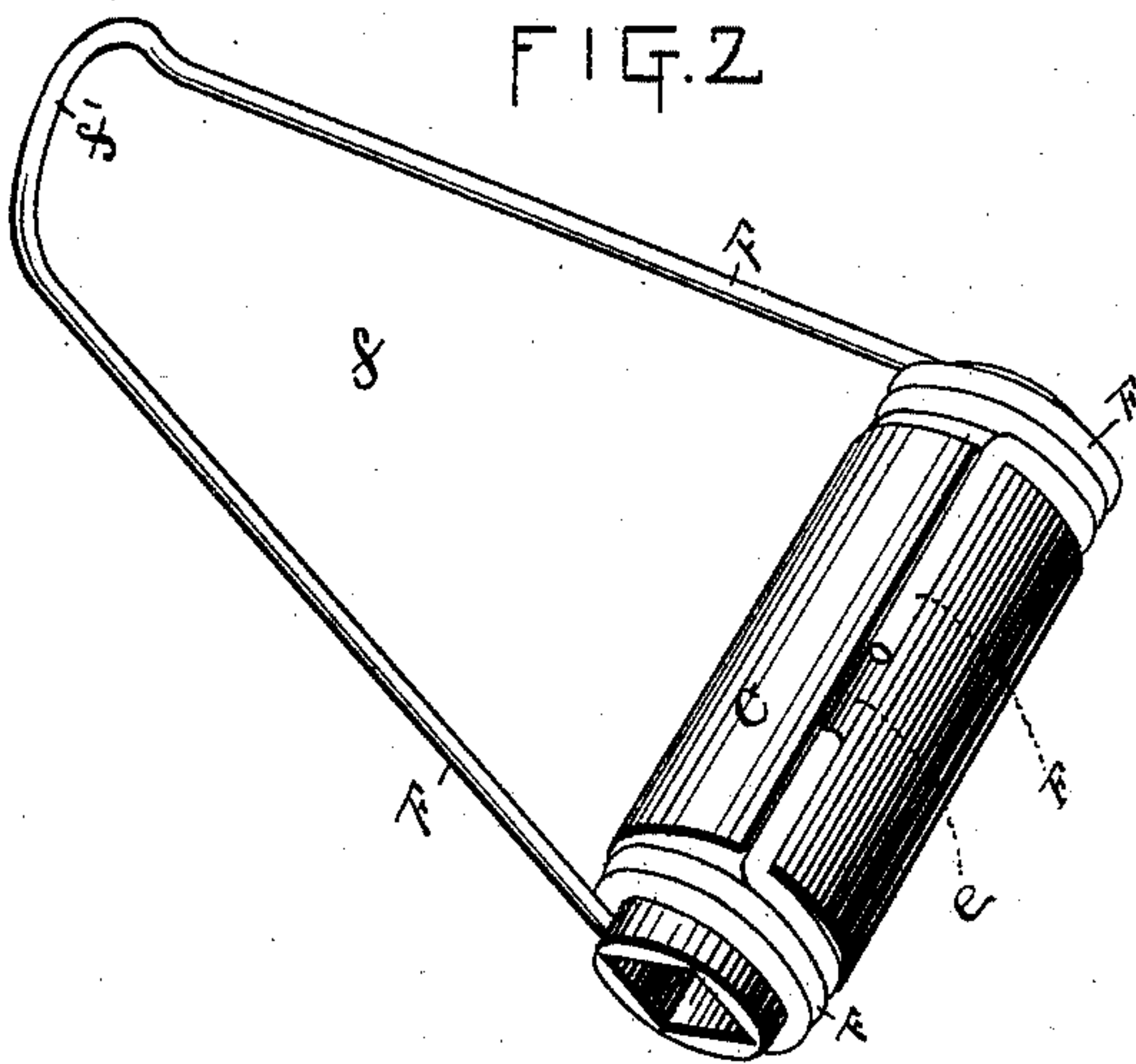
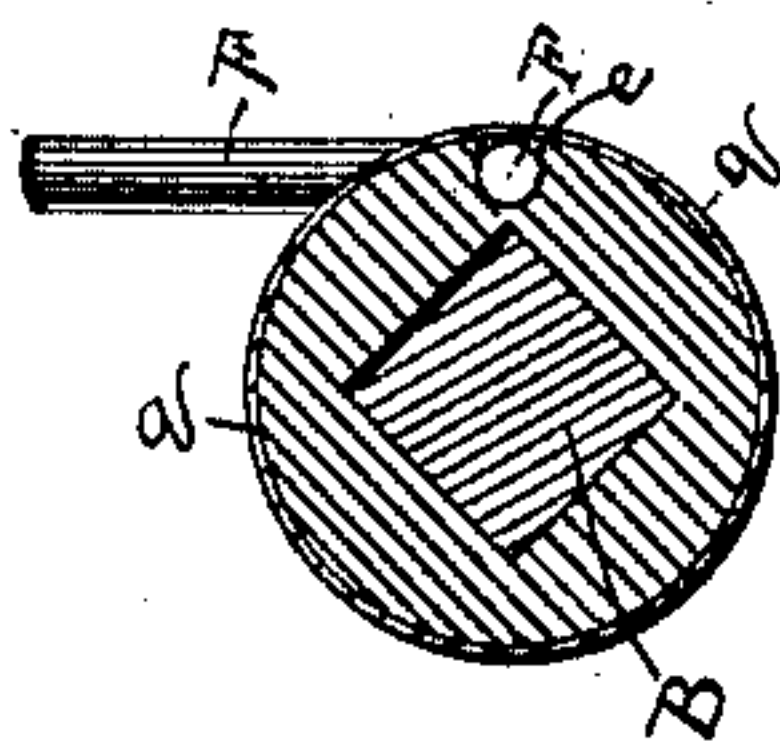


FIG. 3



WITNESSES:

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TOP-PROP FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 396,937, dated January 29, 1889.

Application filed May 7, 1888. Serial No. 273,145. (No model.)

To all whom it may concern:

Be it known that we, JOHN A. KASPAR and WALLACE B. CURTIS, citizens of the United States, residing at Pomeroy, in the county of Meigs and State of Ohio, have invented a certain new and useful Improvement in Attachments for Vehicle-Top Props, of which the following is a specification.

Our invention relates to attachments for vehicle-top props; and the objects of our invention are to provide a spring-support for the bows of vehicle-tops when the latter are folded, and to produce said support in a simple and inexpensive manner. These objects we accomplish in the manner illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view showing a portion of a vehicle-top frame having our improved top-support connected therewith. Fig. 2 is an inverted perspective view of said support, and Fig. 3 is a central transverse section of the top-prop sleeve.

Similar letters refer to similar parts throughout the several views.

A represents a portion of the shifting-rail of a vehicle having projecting therefrom and formed therewith in the usual manner a top-prop, B, of the usual form.

i indicates the top-bows, and H the top-brace.

C represents a cylindrical metallic sleeve having a central longitudinal hole there-through, said hole being squared or of such shape as to conform to the contour of the top-prop B. The outer periphery of this sleeve is cut away slightly near each of its ends to form circumferential shoulders *d*. The periphery of that portion of the sleeve between said shoulders is provided with a longitudinal slot or groove, *e*.

Connected with and made to project from the sleeve C in the manner hereinafter described is a spring-supporting frame, *f*, formed of a spring-wire, F, bent at the center of its length until approximately V-shaped. The rear portions of this wire F are connected with said sleeve by bending the ends of said

wire inwardly toward each other, having said inwardly-bent portions resting within the groove *e*, into which they extend from opposite ends, and having the adjoining rear portions of said wire coiled, respectively, about the ends of said sleeve, the inner coils bearing against the shoulders *d*. The outer and smaller end of the frame *f* is bent downwardly to form a concave head, *f'*, as shown.

One of the sleeves C having first been provided with a suitable covering, *g*, of patent-leather, or other desirable material, is slipped onto each of the top-props B of a vehicle, and the lower joint of the top-brace H, and a nut, *h*, are then secured in the usual manner on the outer end of the prop. The sleeves C are so placed upon the top-prop B as to cause the frame-wire F to project from the upper side of said sleeves and to extend obliquely upward and backward therefrom.

It will be seen that the vehicle-top being lowered the lower top-bows, *i*, will rest within the bent outer and upper end of the supporting-frame *f*, as shown in Fig. 1 of the drawings, instead of bearing upon the top-props B, as is usual, thus forming a spring-support for the vehicle-top, which will be depressed or raised by any motion of the vehicle-top which may be caused by jolting or otherwise. It will also be observed that the herein-described sleeve and support may be connected and applied to any vehicle having top-props, and that the spring-support herein shown and described will operate to prevent any breakage or damage to the bows or other parts of the top which might occur from the jolting or sudden dropping of the top.

We are aware that a support has been used wherein a supporting-wire is coiled within a sleeve having a slot therein, and having its ends projecting through said slot, and therefore do not claim, broadly, the combination of sleeve and supporting-wire.

Having now fully described our invention, what we claim, and desire to secure by Letters Patent, is—

In a vehicle-top prop, the combination, with
a sleeve, C, adapted to be made to inclose the
metal top-prop of a vehicle, said sleeve hav-
ing an external longitudinal groove, *e*, and
5 external shoulders near each end, of the wire
support *f*, having its ends coiled about the
said sleeve and terminating in the groove *e*,
and having its outer supporting portion bent

downwardly, substantially as and for the pur-
pose specified.

JOHN A. KASPAR.
WALLACE B. CURTIS.

In presence of—

I. H. LEE,
C. F. BRANCH.