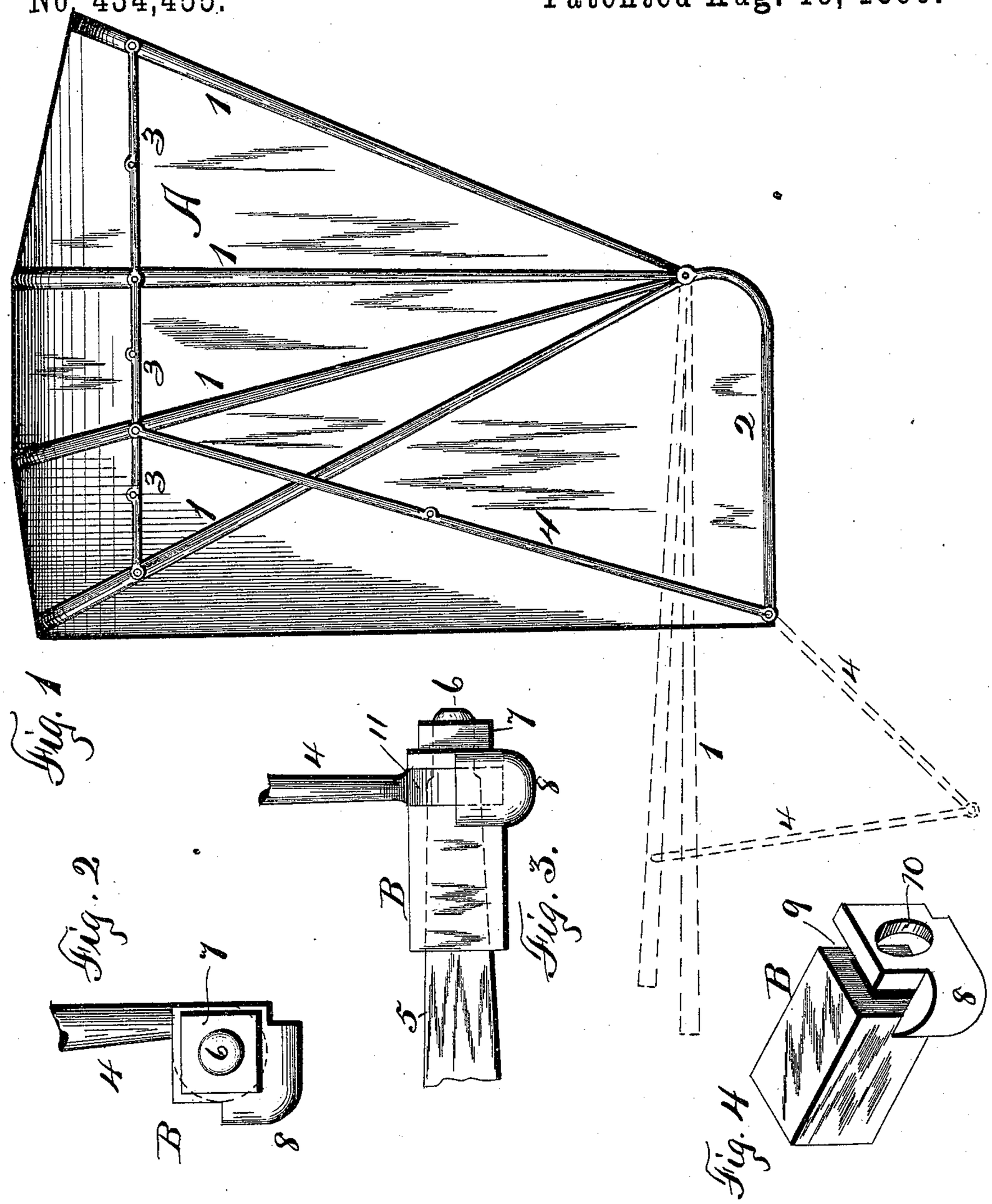
(No Model.)

# J. V. PAILCA.

## TOP PROP FOR CARRIAGES.

No. 434,455. Patented Aug. 19, 1890.




Witnesses.
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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

# UNITED STATES PATENT OFFICE.

JOSEPH V. PAILCA, OF SYRACUSE, NEW YORK.

## TOP-PROP FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 434,455, dated August 19, 1890.

Application filed December 16, 1889. Serial No. 334,139. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH V. PAILCA, of Syracuse, in the county of Onondaga, in the State of New York, have invented new and useful Improvements in Top-Props, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

My invention relates to the construction of carriage-tops, and especially to that of the top-props which support the top when it is lowered.

My object is to provide a top-prop mounted upon the arm which holds the lower end of the main brace and which will catch the brace at a certain point as it is lowered, so that the brace will support and carry the top when down.

My invention consists in the several novel features of construction and operation hereinafter described, and specifically set forth in the claims annexed.

It is constructed as follows, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of a four-bowed buggy-top raised up. Fig. 2 is an enlarged detail showing an end elevation of the top-prop and part of main brace. Fig. 3 is a side elevation of the same. Fig. 4 is an isometrical elevation of the top-prop detached.

A is a buggy-top provided with bows 1, pivotally mounted upon the front of the rail 2, and having the top braces 3, pivotally mounted upon the bows and centrally hinged, and a main brace 4, pivotally connected to a bow upon the top-brace pivot, and having its lower end pivoted upon an arm 5, integral with the rear end of the rail 2. The outer part of this arm is rectangular in form and somewhat tapered, as shown by the dotted lines in Fig. 3, and upon its outer end with a threaded stem 6, which fits through the hole in the main brace, and 7 is the nut securing the parts together.

B is the prop, consisting of a metallic block through which is an opening fitting over the arm 5, so that it cannot turn or twist thereon. This prop-block is provided with an offset 8 on the bottom extending part way upon the rear side, and a vertical slotway 9 is cut across the block, creating a vertical extension connected by the offset 8 to the body of the block and through the hole 10, creating a bearing from the stem 6, which passes through it, and the slotway 9 is cut concentric with the hole 10. The head 11 upon the lower end of the main brace fits freely in the slotway 9, the stem 6 passing through it, and this brace rotates freely upon the stem 6 or upon the arm 5, which is rounded off adjacent to the stem, until when the brace is thrown over back the shank adjacent to the head lies upon the top of the offset 8, which then supports the brace, and the brace supports and carries the top, as shown in Fig. 1 by the dotted lines.

What I claim is—

1. The combination, with the bows, body-rail, and main brace pivoted thereon, of a top-prop fitting over the rear arms of the body-rail and provided with a shoulder upon its outer end adapted to support the main brace and bows when let down, as set forth.

2. The combination, with the body-rail having a rear arm and the main brace pivoted thereon, of a top-prop fitting non-rotatably upon the arm and having a shoulder encountering the brace when it is let down, and means for securing the arm, brace, and prop together, as set forth.

3. The combination, with the arm of the body-rail and main brace pivoted upon the arm, of a top-prop having an offset shoulder and an offset bearing for the arm, the main brace fitting in the slotway between the arm-bearing and the body of the prop, as set forth.

In witness whereof I have hereunto set my hand this 20th day of November, 1889.

JOSEPH V. PAILCA.

Witnesses:

H. P. DENISON,

BESSIE H. DENISON.