

No. 780,537.

PATENTED JAN. 24, 1905.

P. J. STOMBS.
TOP PROP FOR CARRIAGES.
APPLICATION FILED MAR. 11, 1904.

Fig. 1.

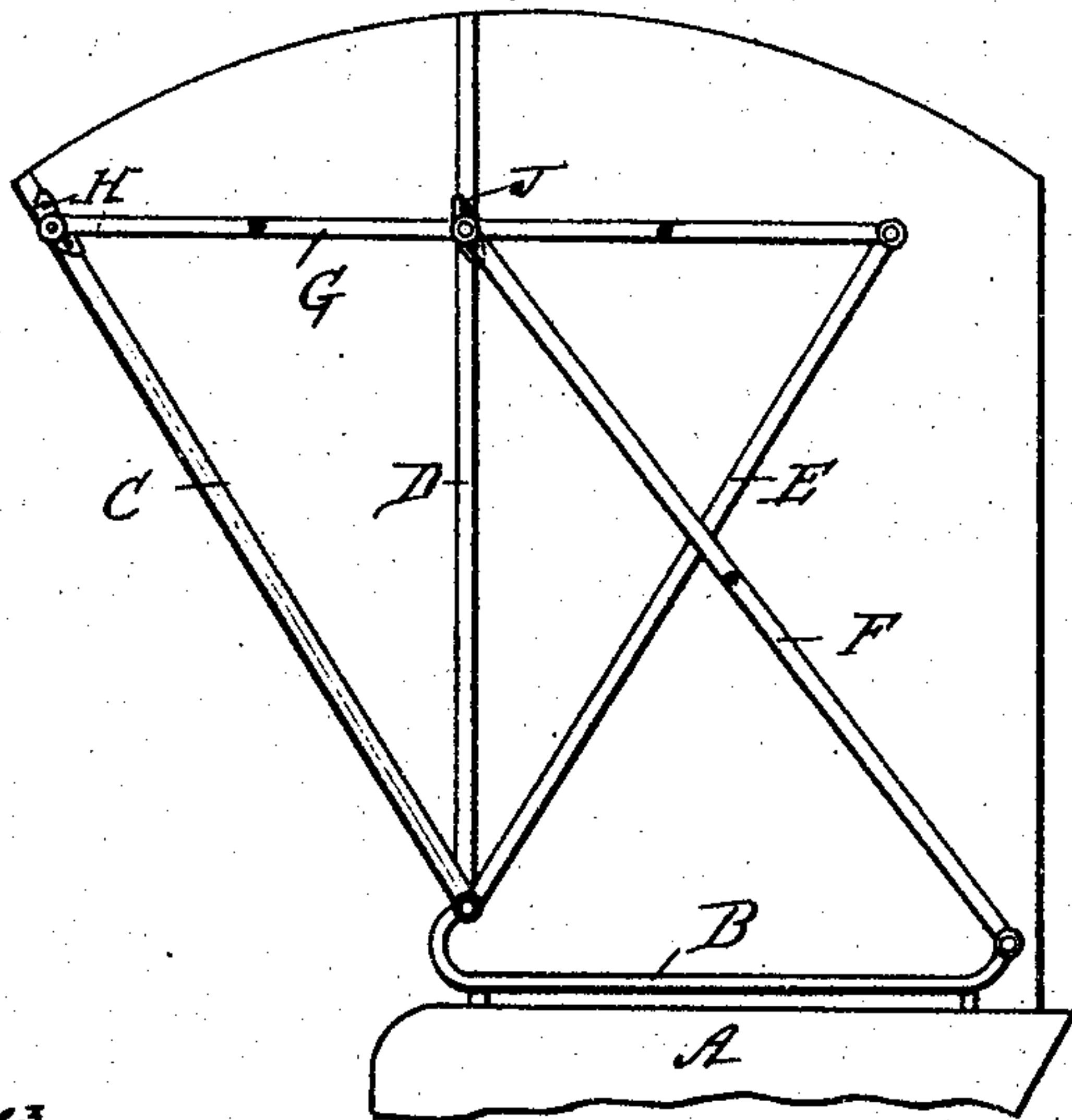


Fig. 2.

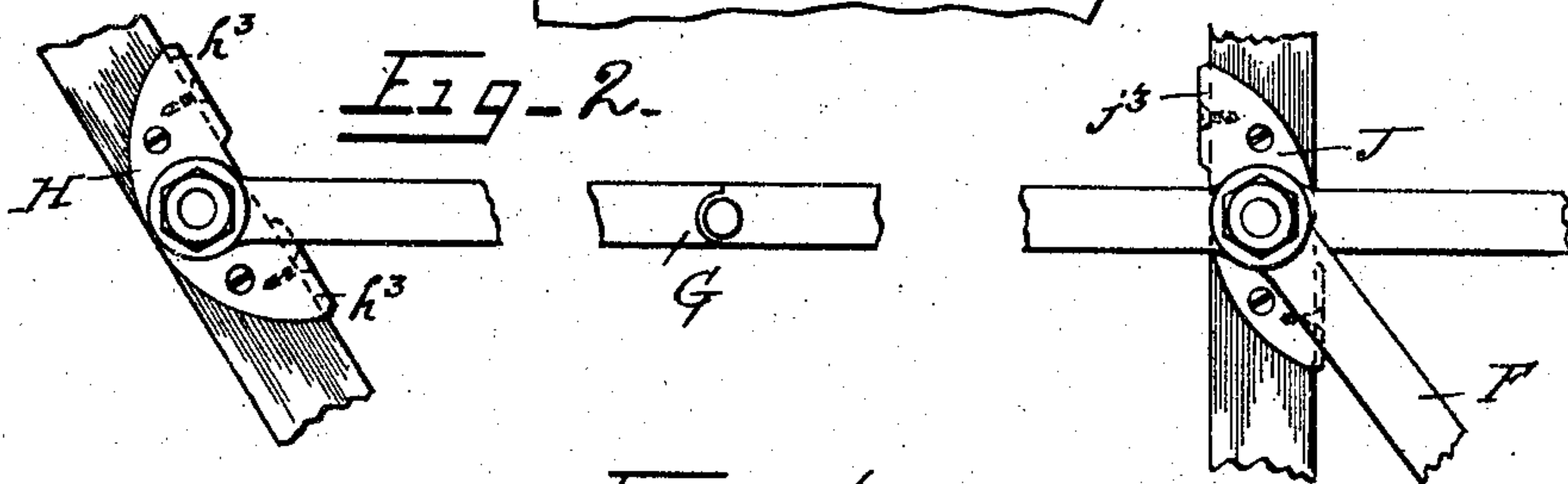


Fig. 3.

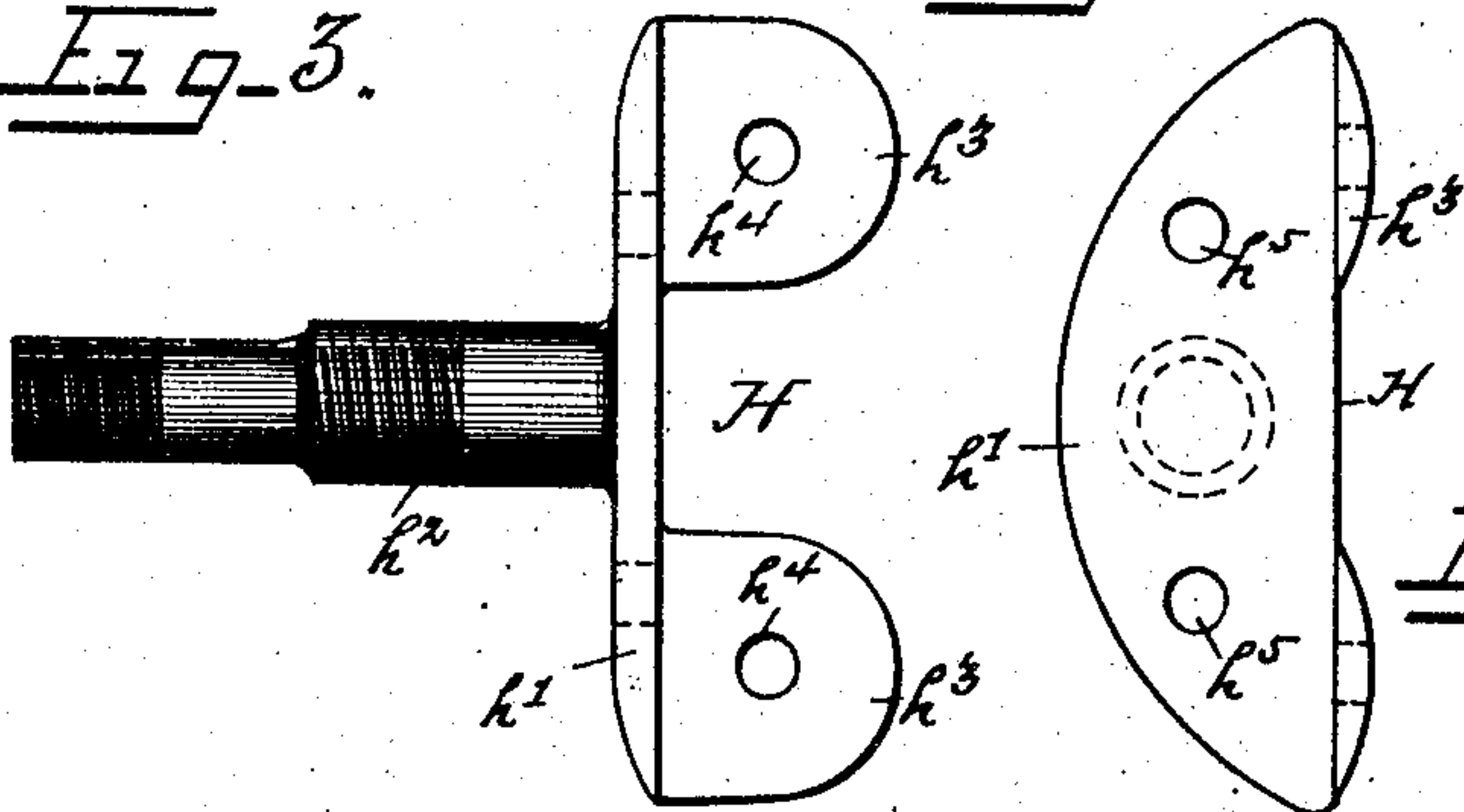


Fig. 4.

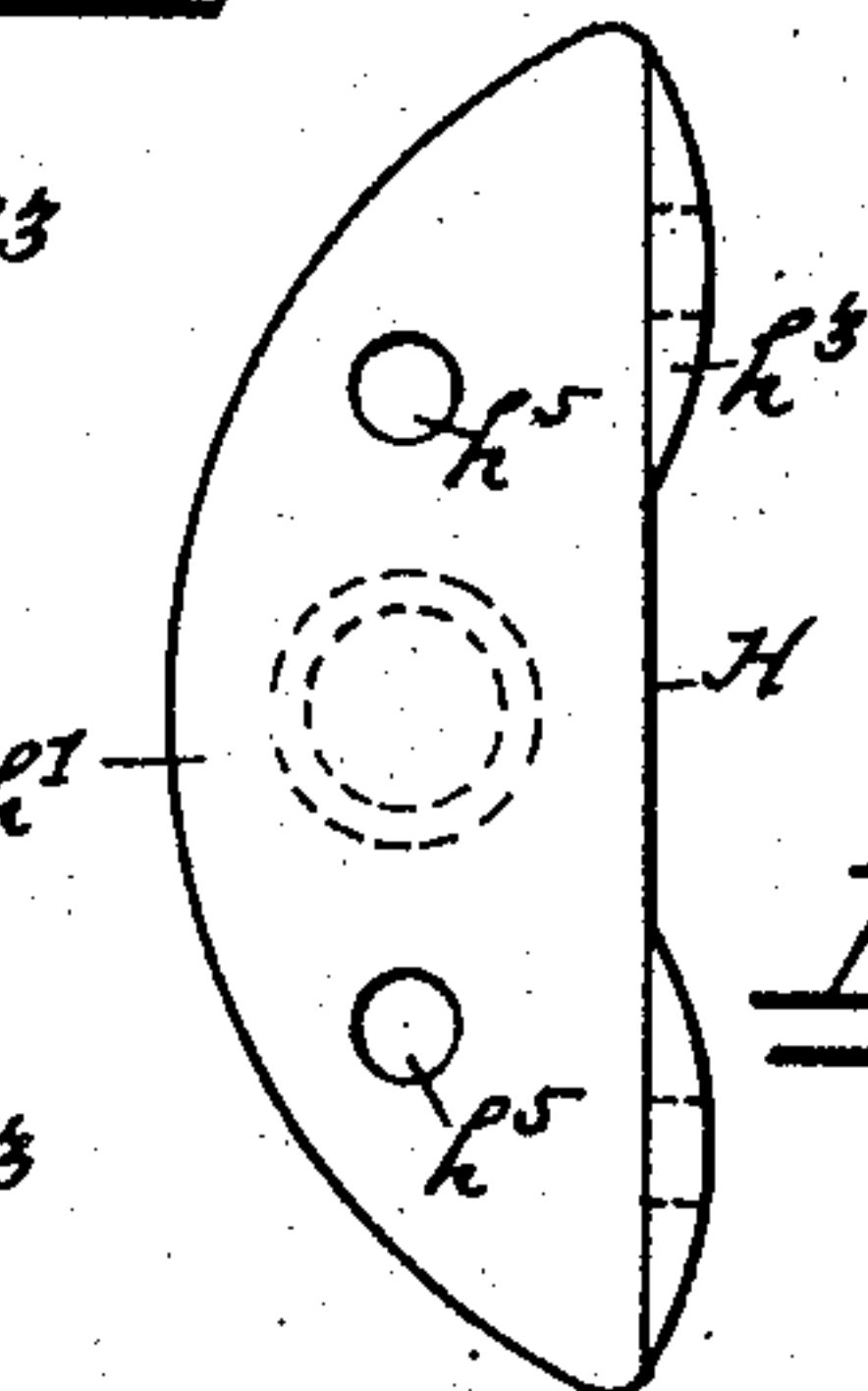
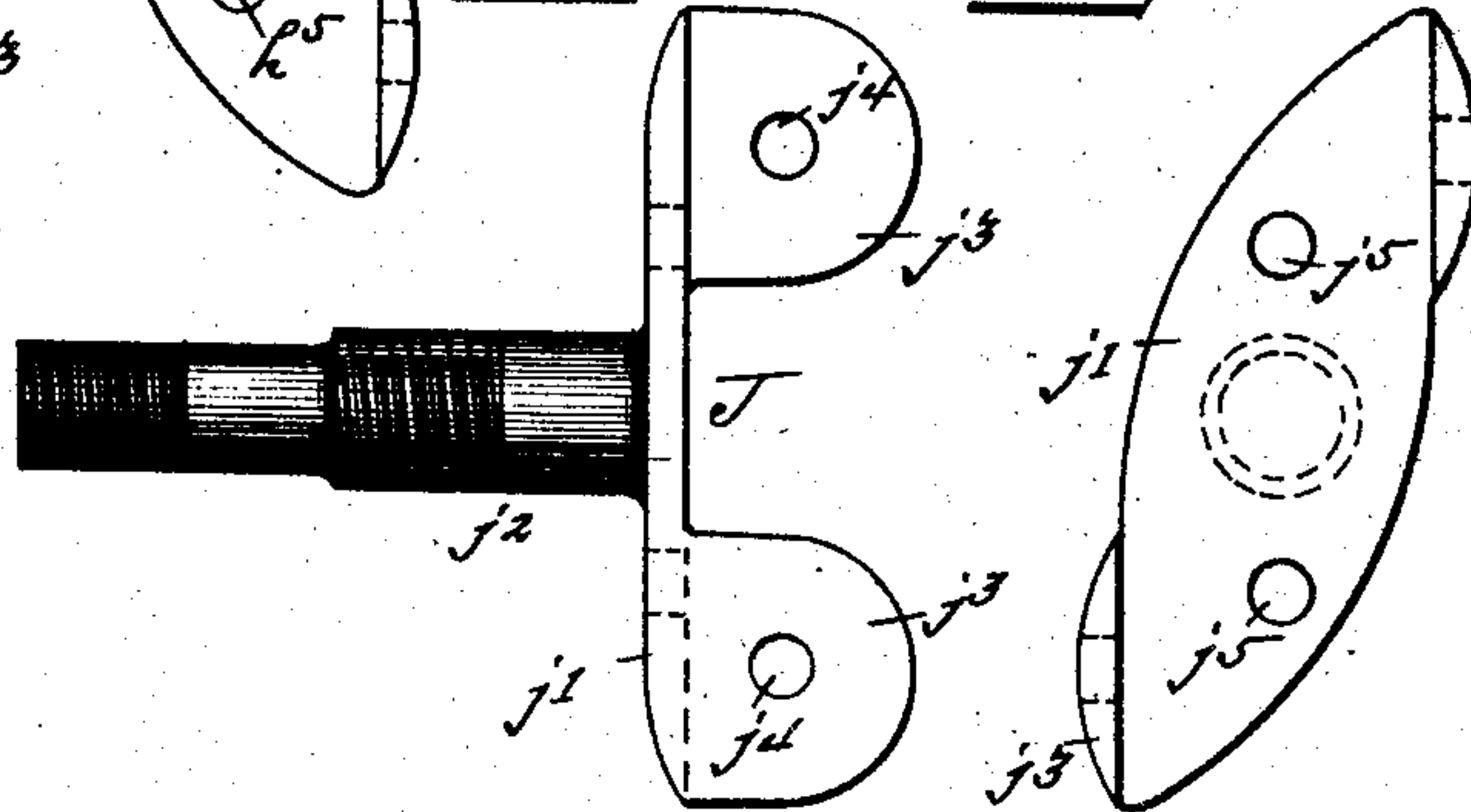


Fig. 5.

Fig. 6.



Witnesses

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UNITED STATES PATENT OFFICE.

PHILLIP J. STOMBS, OF ROCK ISLAND, ILLINOIS.

TOP-PROP FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 780,537, dated January 24, 1905.

Application filed March 11, 1904. Serial No. 197,612.

To all whom it may concern:

Be it known that I, PHILLIP J. STOMBS, a citizen of the United States, residing at Rock Island, in the county of Rock Island and State of Illinois, have invented certain new and useful Improvements in Top-Props for Carriages, of which the following is a specification.

My invention relates to improvements in carriage-top props, the objects of which are to provide a simple, strong, and inexpensive prop that will not work loose from the strain or constant jar of the vehicle when in use and one that may be fitted to bows of various diameters without change. I accomplish such objects by the construction described in this specification and shown in the accompanying drawings, in which—

Figure 1 is a side elevation of the frame of a carriage-top supplied with my improved top-prop. Fig. 2 is a side elevation of the top-prop and its attachments. Fig. 3 is a side view of the top-prop on an enlarged scale. Fig. 4 is a bottom plan view of same. Fig. 5 is a side elevation of a modified form. Fig. 6 is a bottom plan view of same.

A represents the seat-box of an ordinary carriage; B, the seat-rail; C, D, and E, respectively, the front, middle, and rear bows, all pivotally connected to the seat-rail B in the usual way. F is the side prop-joint, and G is the top prop-joint, all of which are well-known forms and arrangement.

The top-prop shown as H in Figs. 3 and 4 is formed with a base portion h' , from one side of which extends the usual pivot h^2 . From the opposite side of the base and at right angles thereto extend wings h^3 , through which are formed screw-holes h^4 . Through the base are screw-holes h^5 . The prop formed as above described is adapted to be secured to the front bow by screws which pass through the holes h^5 into the face of the bow and by other screws which pass through the holes into the rear side of the bow, the base and wings forming members which closely embrace the adjacent portions of the prop, as shown in Fig. 2. As the thrust or strain on the prop

H is transmitted by the joint G on the rear side of the prop, the wings serve to resist same, and thus the prop is maintained in place more rigidly and effectively than where it is attached merely to the face of the prop, as in the ordinary construction.

The prop shown as J in Figs. 5 and 6 is formed with base j' , pivot j^2 , and with wings j^3 on opposite edges of the base and at the ends of the latter. These wings extend at right angles from the base and are provided with screw-holes j^4 , and in the base are other screw-holes j^5 . The prop so formed is attached to the bow D by screws which engage the face and the front and rear sides of the bow, thus bracing the prop against thrust from both sides, and especially against the twisting action resulting from the coöperating side prop-joint F and the top prop-joint G.

In addition to securing a firmer and more lasting attachment my improved prop is less liable to break, as the lateral wings strengthen the base.

While I have shown and prefer to use the two forms of prop together, as indicated in Fig. 2, as they readily coöperate, it will be apparent that they may be used interchangeably.

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

1. A carriage-top prop composed of a base provided with a pivot, and formed with flanges extending at right angles from opposite edges of said base, said flanges having screw-holes therethrough, substantially as shown.

2. A carriage-top prop composed of a base provided with a pivot, and formed with flanges extending at right angles from opposite edges of the base and at the ends of the base, substantially as described.

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

PHILLIP J. STOMBS.

Witnesses:

T. F. LAVELLE,
G. C. WENGER.