(No Model.)

F. SCHREIDT.

VEHICLE TOP PROP.

No. 301,926. Patented July 15, 1884.

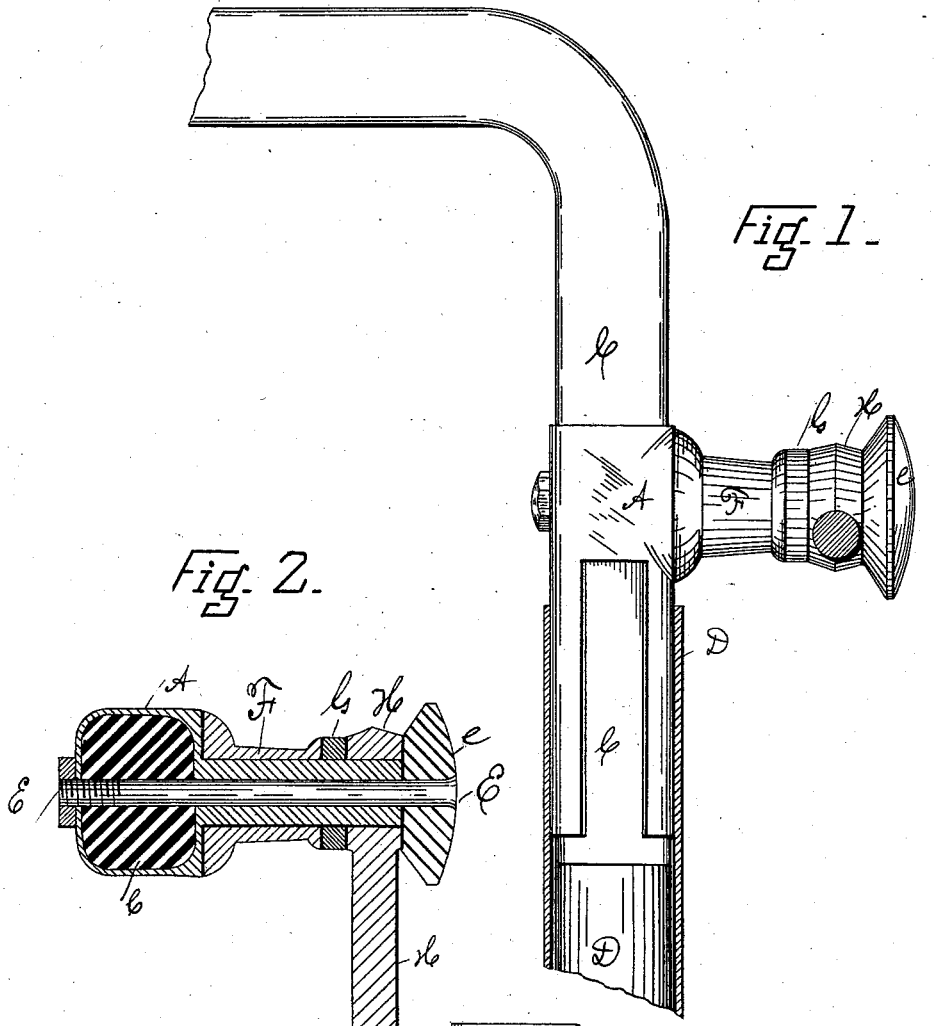

Fig. 1.

Fig. 2.

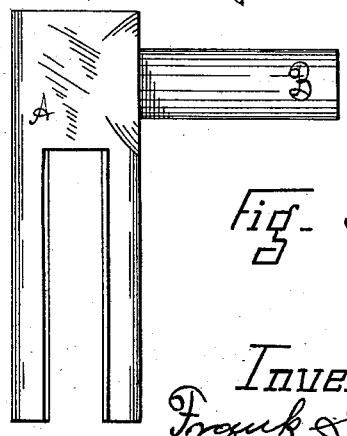

Fig. 3.

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FRANK SCHREIDT, OF MANSFIELD, OHIO, ASSIGNOR TO THE SCHREIDT & MILLER COMPANY, OF SAME PLACE.

VEHICLE TOP-PROP.

SPECIFICATION forming part of Letters Patent No. 301,926, dated July 15, 1884.

Application filed December 31, 1883. (No model.)

To all whom it may concern:

Be it known that I, FRANK SCHREIDT, a citizen of the United States, residing at Mansfield, in the county of Richland, State of Ohio, have invented certain new and useful Improvements in Vehicle-Top Joints, of which the following is a specification.

The object of my invention is a prop-iron for vehicle-top joints which can be cheaply constructed and readily applied for use without the use of screws or extraneous fastenings, and will, when applied, strengthen the bow instead of weakening it, as is now the case with common prop-irons, which are secured to the outside of the bow by screws.

I will first fully describe the invention and mode of using the same in connection with the accompanying drawings, and then particularly point out its novel features in the claims.

Figure 1 is an edge elevation of a buggy-bow to which my invention is applied. The metal bow-socket is shown in longitudinal section. Fig. 2 is an axial section of the device through line *x x* of Fig. 1. Fig. 3 is an edge elevation of the ferrule and prop-iron detached.

Like parts are represented by similar reference-letters wherever they occur throughout the different views.

The ferrule A and prop-pin B are preferably cast in one piece and of malleable metal, the part A being tubular to receive the ends of the bow C. The lower end of the ferrule is slotted to admit of its ready adjustment in the upper end of the metal bow-socket D, and also to save metal. The pin B is perforated, and the perforation continued through the rear wall of the ferrule to receive the wrought-metal screw-pin E, which passes through the bow and prop-iron to secure the parts together. The head *e* of the pin E may be brass, malleable metal, or other suitable metal, cast in any suitable shape or design upon the pin E. The exterior of ferrule A, surrounding the base of the prop-pin B, is flat, to furnish a seat for the customary prop-pillar F. G is the rubber washer, between which and the head *e* the top-joint H is held.

In applying my device I first insert the slotted end of the part A into the upper end of the bow-socket D, then force the bow C down to place, after which the bow is perforated to register with perforation in the prop-iron A B. The prop-pillar, washer, and joint are placed in the usual manner, and secured by passing the pin E through the prop-pin bow and ferrule and tightening it up by means of the nut upon the inside. The nut may be secured against unscrewing by upsetting the end of the pin E or putting on a jam-nut. The shape of the part A will of course be varied to suit the different styles of bow and bow-socket, and, if desired, the ferrule may be made in two parts, divided longitudinally through the edge to be clasped around the bow by the screw E *e* and tightening-nut. Indeed, the ferrule and pin B may be made separately. In such case it would be better to cast the parts B and F together and form the ferrule of sheet metal.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination, in a vehicle top-prop, of the ferrule A and prop-pin B with bow C and pin E *e*.

2. The top-prop for vehicles, consisting of the tubular part A and perforated prop-pin B.

FRANK SCHREIDT.

Witnesses:

L. A. ARMENTROUT,

GEORGE BRINKERHOFF.