

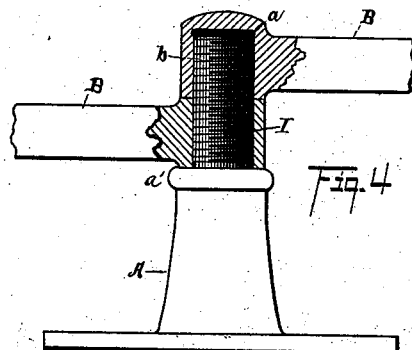
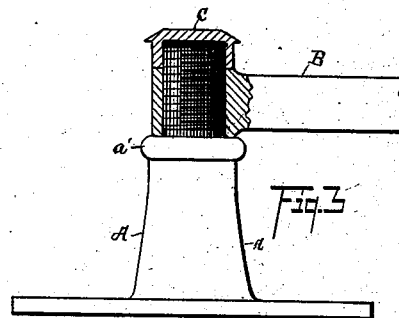
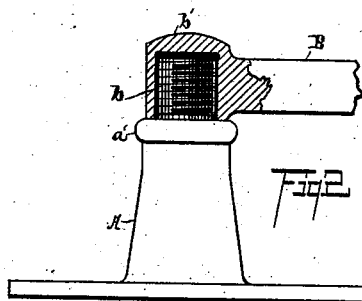
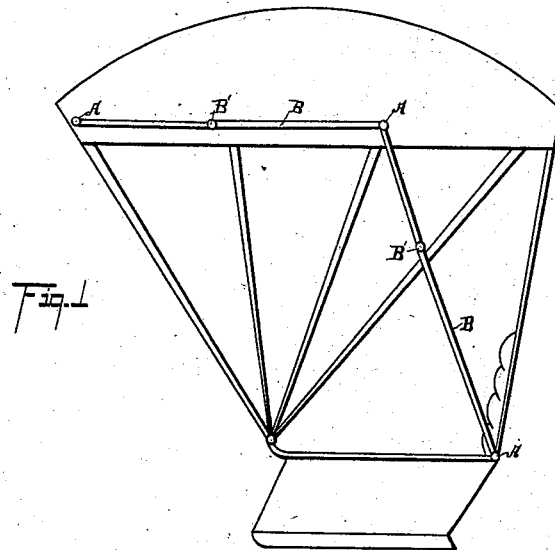
(No Model.)

J. G. PARSONS.

TOP PROP JOINT FOR VEHICLES.

No. 382,662.

Patented May 8, 1888.



WITNESSES.
C. B. Brown
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UNITED STATES PATENT OFFICE.

JOHN G. PARSONS, OF COLUMBUS, OHIO, ASSIGNOR OF ONE-HALF TO
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TOP-PROP JOINT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 382,662, dated May 8, 1888.

Application filed November 14, 1887. Serial No. 255,149. (No model.)

To all whom it may concern:

Be it known that I, JOHN G. PARSONS, of Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful
5 Improvements in Top-Prop Joints for Vehicles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use
10 the same.

My invention relates to improvements in top-prop joints, or so-called "top-braces," for vehicles, in which the eyes of the braces are screw-threaded internally and are screwed
15 onto the threaded ends of the top-props, to the end that retaining-nuts may be dispensed with and that these braces cannot accidentally become detached from the props.

In the accompanying drawings, Figure 1 is
20 a side elevation. Figs. 2, 3, and 4 are enlarged plans, partly in section.

A represents the top-props and B the braces, the latter having joints B', as heretofore. Heretofore the eyes of these braces have had
25 smooth bores and were held in place on the top-props by means of retaining-nuts. These nuts were loosened by raising and lowering the vehicle-top, and were so frequently "lost off" that at livery-stables usually a quantity of such
30 nuts and of these several varieties in use were kept on hand, and not a few persons, after an experience of tying on a brace with a string, or for want of a string finishing a ride with one or more braces dangling, have provided themselves with a few extra nuts, to be ready for
35 such contingencies.

My improvement consists in threading internally the brace-eyes b, and screwing the

same onto the threaded ends a of the top-props. The brace-eye may be capped over, as shown at
40 b', Fig. 2, or the eye may be left open, as shown in Fig. 3, in which latter case the cap-nut C may be employed to give a better finish than would be had with such open eye. Where the two braces connect with a top-prop in com-
45 mon, as shown in Fig. 4, the inner brace-eye may have a smooth bore and fit a smooth section of the top-prop, if so preferred, and in such case the outer brace-eye will of course hold the inner eye in place. The different
50 top-props may have, respectively, right or left hand threads arranged so as to bring the different brace-eyes, when the top is down, with sufficient force against shoulder a' to prevent the braces from rattling. When the top is up,
55 there is sufficient strain on these braces to prevent their rattling, and if these brace-eyes screw away from shoulders a' in raising the top the separation will be so slight as hardly to be noticeable. In assembling the parts the
60 braces are disconnected at joints B', these joints being again connected after the brace-eyes have been screwed onto the top-props.

What I claim is—

As an article of manufacture, top-prop
65 joints, or so-called "top-braces," for vehicles, the same having screw-threaded eyes for screwing onto the top-props, substantially as set forth.

In testimony whereof I sign this specification, in the presence of two witnesses, this 8th
70 day of November, 1887.

JOHN G. PARSONS.

Witnesses:

GEO. F. STAYNOR,
JOS. H. GEIGER.