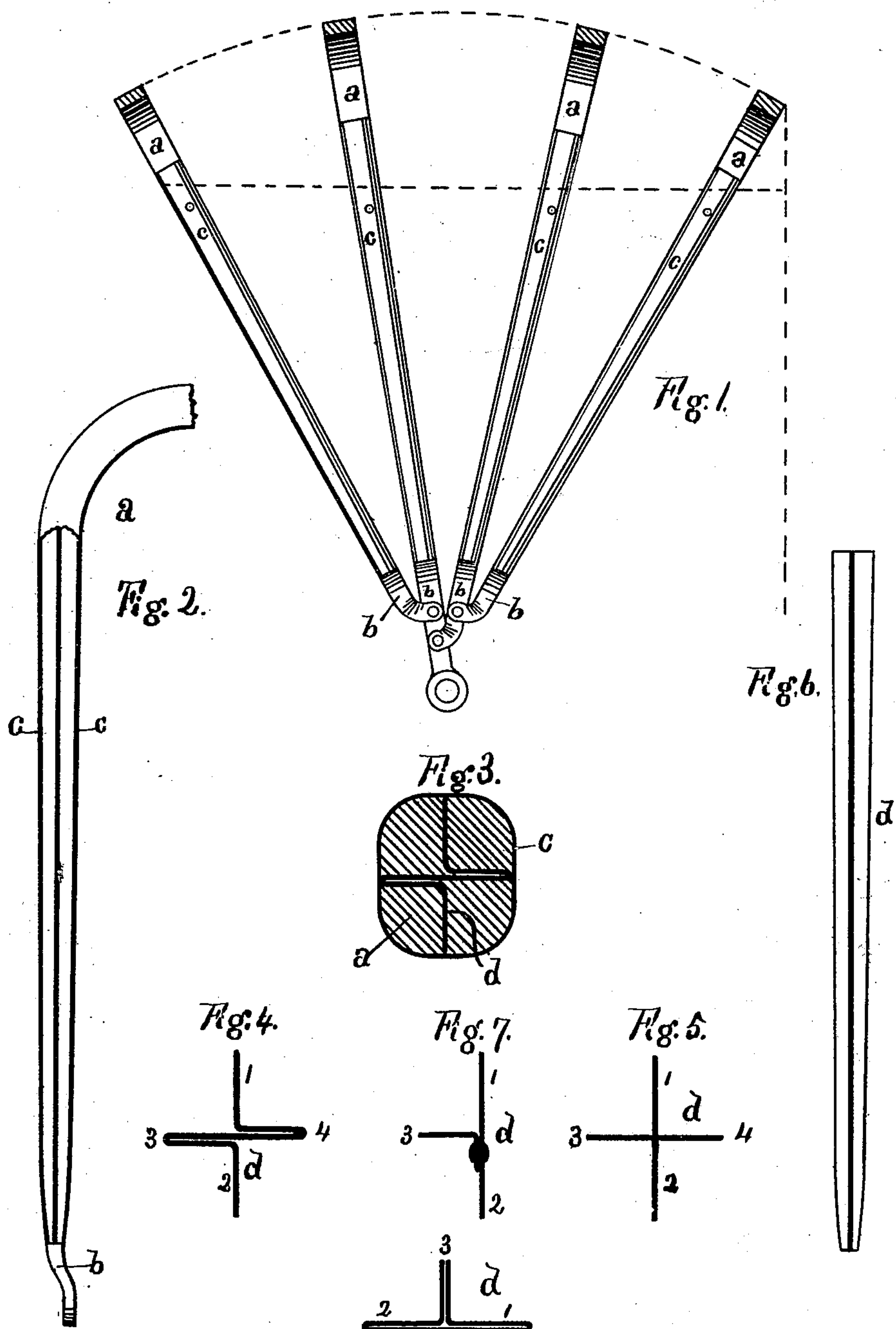


(No Model.)

F. D. PARRY.
Carriage Bow.

No. 233,873.

Patented Nov. 2, 1880.



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UNITED STATES PATENT OFFICE.

FELIX D. PARRY, OF AMESBURY, MASSACHUSETTS.

CARRIAGE-BOW.

SPECIFICATION forming part of Letters Patent No. 233,873, dated November 2, 1880.

Application filed July 24, 1880. (No model.)

To all whom it may concern:

Be it known that I, FELIX D. PARRY, of the town of Amesbury, State of Massachusetts, have invented an Improvement in Carriage-Bows, of which the following is a specification.

The object of my invention is to provide a rib to be inserted in the wooden body of a carriage-bow, which, in the configuration of its transverse section, resembles a cross or T, and which supports the bow when it is subjected to strain in either an edgewise or side direction.

The invention will, in connection with the annexed drawings, be fully described in the specification, and specifically defined in the appended claims.

Figure 1 shows, in elevation, the straight or standing part on one side of a set of bows mounted for use, the head of the bows being shown in vertical section. Fig. 2 is a detached elevation, showing one of the bows as viewed from the left of Fig. 1, the socket being shown in longitudinal section (in black lines) in order to show the rib. Fig. 3 is a section taken transversely through the bow, and showing the wooden body with my improved rib inserted therein, and also the inclosing-socket. Fig. 4 is an end view of my rib as folded from thin metal. Fig. 5 is also an end view of my rib as formed without folding. Fig. 6 is a side elevation of my improved rib. Fig. 7 represents a T-shaped rib in which the side flange is shown as riveted to the main part or blade. Fig. 8 represents a T-shaped flange formed by folding from thin metal.

In these views, *a* represents the standing portion of the bows. *b* represents the slat-irons by which the bows are pivoted. *c* is the metallic socket in which the wooden portion *a* and the rib are inserted, and *d* represents my improved rib, which is shown in Figs. 3, 4, 5 as formed with four longitudinal wings, 1 2 3 4, which diverge from a common center, as shown, so that when two saw-kerfs are cut lon-

gitudinally in the bow at right angles to each other, said rib may be inserted therein, as is shown in Fig. 3.

In Fig. 5 the rib is shown formed with each of its four wings of a single thickness of metal, while in Figs. 3 and 4 it is shown as folded and formed in longitudinal lines from a thin strip of metal of the requisite width, and when thus formed two of the wings, 3 4, are necessarily of double thickness, while the others, 1 2, may be of either single or double thickness.

In Fig. 7 the flange 3 is shown as riveted to the plate that constitutes the fore-and-aft or wider flanges 1 2, while in Fig. 8 all three of the flanges are represented as formed double by folding from thin metal. This rib may be formed as an extension of the slat-irons or separate therefrom, and of such length and thickness of metal as the strain upon the bows may render necessary, and with such taper in its length as will conform to the bow and socket, and it serves not only to sustain the bow when the top is turned back, or when it is subjected to other strain in a fore-and-aft direction, but it also secures the bow from injury from side pressure or strain in such direction.

I claim as my invention—

1. A re-enforcing rib for carriage-bows having the four wings, substantially as specified.

2. A re-enforcing rib for carriage-bows having the four wings and folded from a sheet of thin metal, substantially as specified.

3. The combination of bow *a*, socket *c*, and the rib *d*, having the radial wings 1 2 3 4 inserted in the bow and inclosed by the socket, substantially as specified.

4. A re-enforcing rib for carriage-bows, formed with a plate or blade to be inserted in a kerf in the bow, and with a rib or ribs projecting at right angles to such plate, substantially as specified.

FELIX D. PARRY.

Witnesses:

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