(Model.)

C. WRIGHT.

Slat Iron for Vehicle Bows.

No. 241,578. **Patented May 17, 1881.**

FIG 1

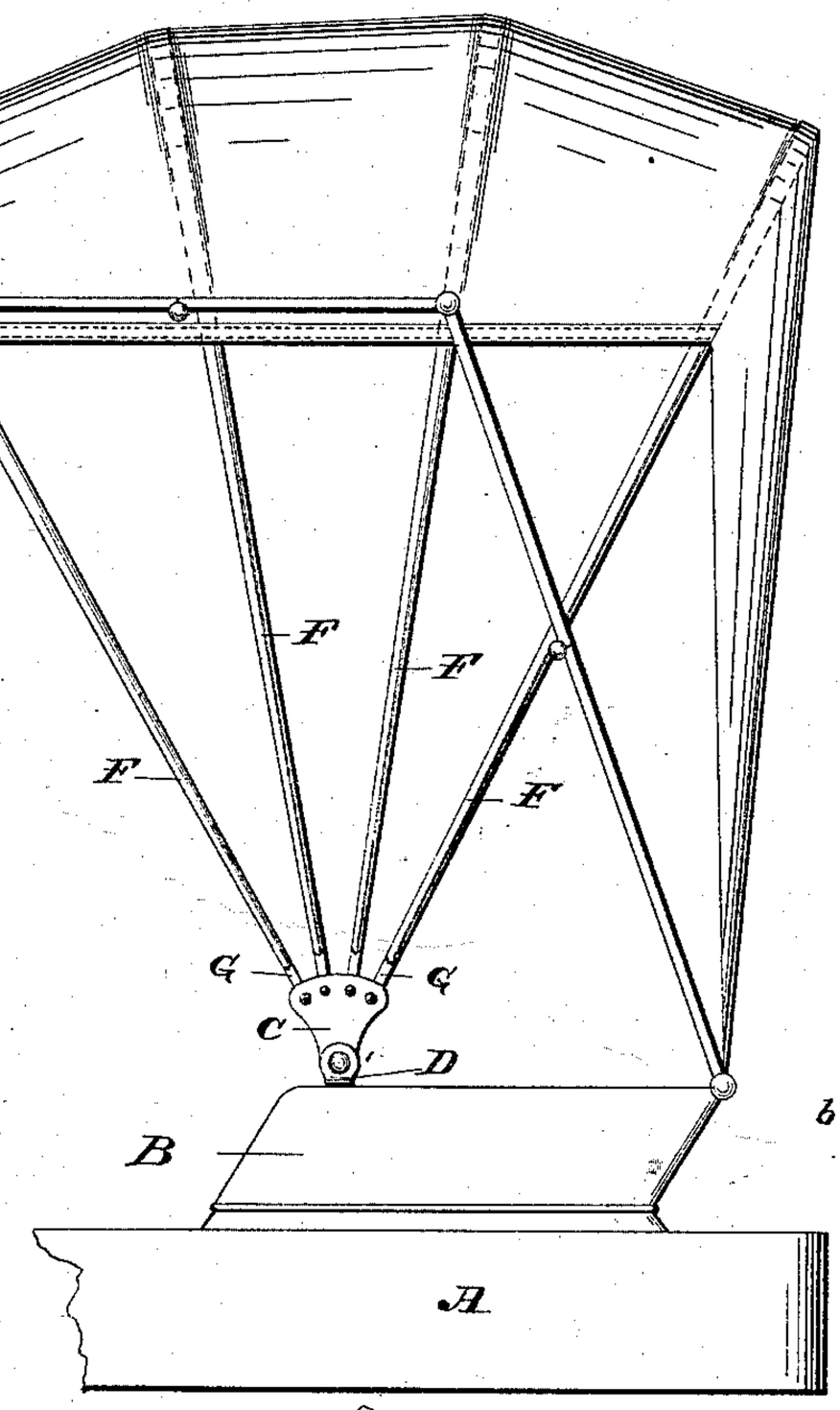


FIG 3

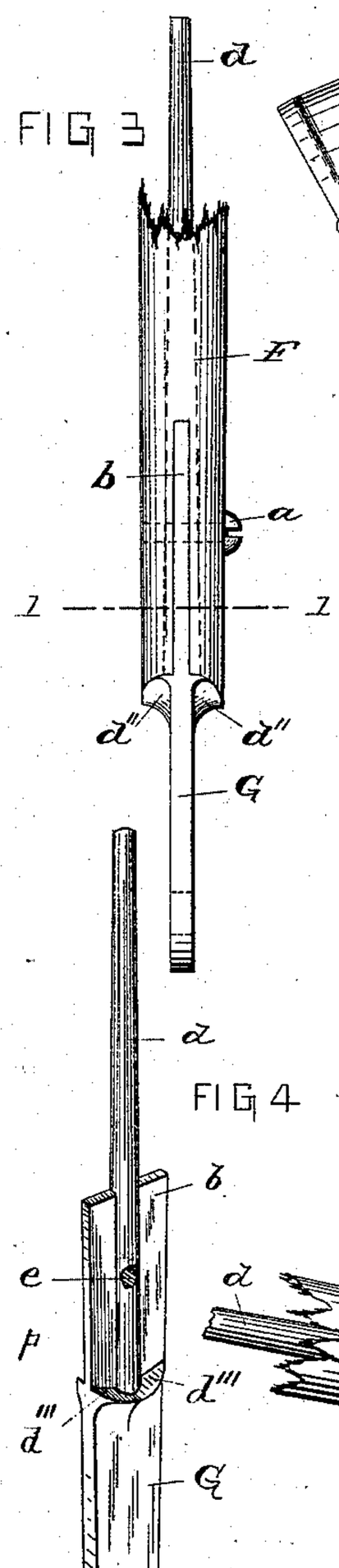


FIG 5

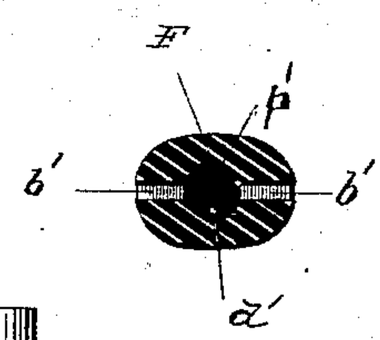
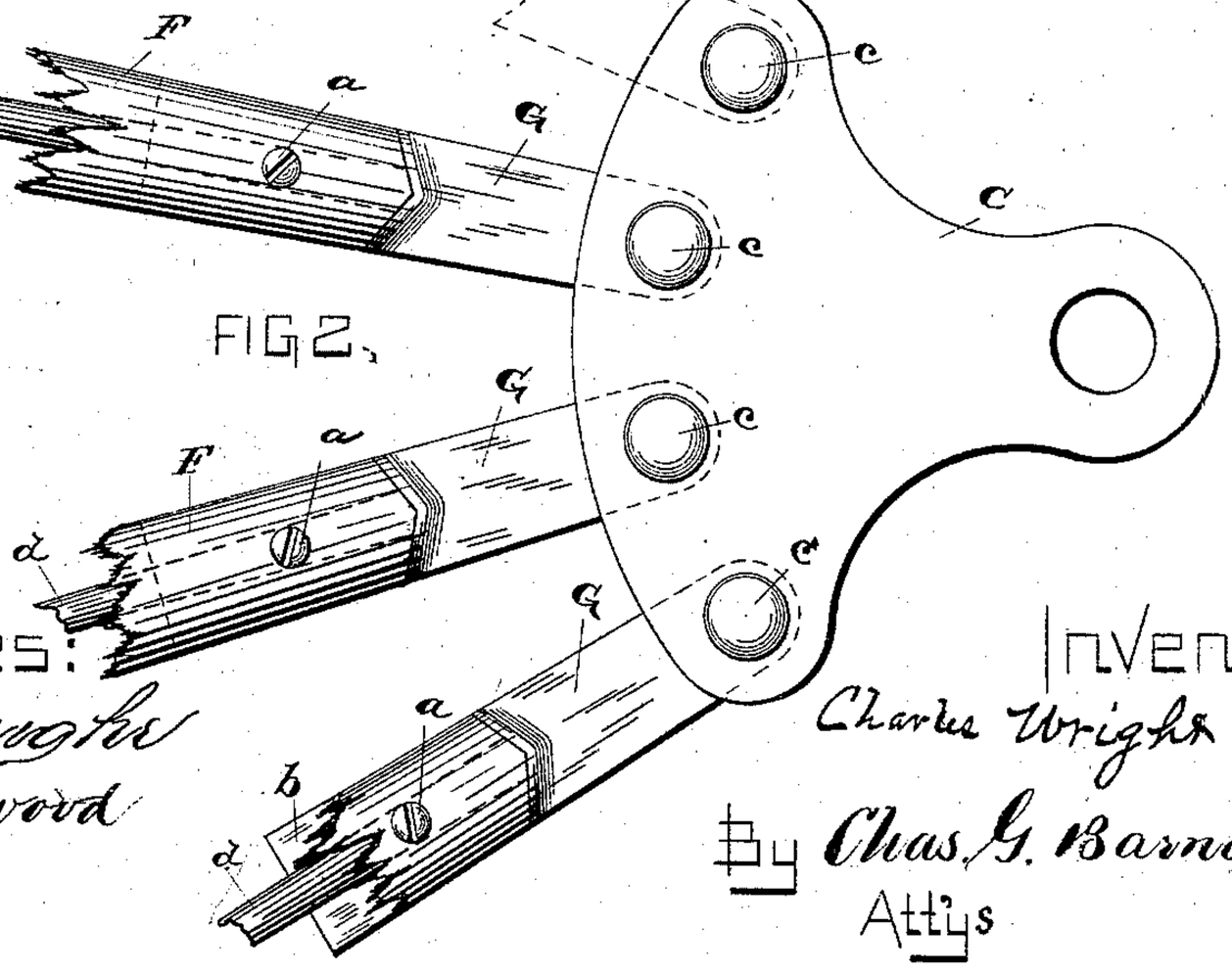


FIG 4

FIG 2.



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Atty's

UNITED STATES PATENT OFFICE.

CHARLES WRIGHT, OF FINDLAY, OHIO.

SLAT-IRON FOR VEHICLE-BOWS.

SPECIFICATION forming part of Letters Patent No. 241,578, dated May 17, 1881.

Application filed September 6, 1880. (Model.)

To all whom it may concern:

Be it known that I, CHARLES WRIGHT, a citizen of the United States, residing at Findlay, in the county of Hancock and State of Ohio, have invented certain new and useful Improvements in Slat-Irons and Wooden Bows for Carriages, Buggies, and other 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 appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to slat-irons and bows for buggies and other vehicles; and it consists, essentially, of a slat-iron having a flanged tang and a central cylindrical extension, the tang being adapted to fit an opening or slot in the bow, and the extension also being adapted to fit a suitable recess formed in the said opening of the bow.

It further consists in a flanged slat-iron having a notched shoulder inclined from the outside edges to the center and projecting outwardly, so that the shoulder will be wider than the main portion of the slat-iron.

It further consists in a bow having a notched end to fit the shoulder of the slat-iron, an opening to receive the flanged tang of the iron, and a recess in the opening at the lower end of the bow to receive the cylindrical projection or extension of the slat-iron, the opening for the tang extending entirely across the body of the bow.

It further consists in details of construction that will be hereinafter more fully set forth in the specification and pointed out in the accompanying drawings, in which—

Figure 1 is a side elevation of a buggy-top with bows and slat-irons embodying my improvements. Fig. 2 is a plan view, partly in section, showing the slat-iron with the bow resting in the notched shoulder of the slat-iron. Fig. 3 is a side elevation of same, showing the tang extending from side to side of the bow, and the extension extending upward into the bow. Fig. 4 is a side elevation of the slat-iron, and Fig. 5 a section on the line 1 1, Fig. 3, showing the method of inserting the slat-iron in the bow.

Similar letters of reference indicate similar parts in the several figures.

Referring more particularly to the drawings, G represents the slat-iron, having the shoulder d''', Fig. 4, with the notch inclined from the outside edge toward the center, and the under side, d'', of the shoulder flaring outwardly, so as to give a sufficient rest for the notched end of the bow F. Forming a part of the body of the slat-iron is a tang, b, and cylindrical projection d, provided with an opening, e, through which passes an ordinary holding screw or rivet. The bow F is formed with a notch at its lower end, so as to fit the shoulder of the slat-iron, and is cut through from side to side, so as to form an opening to receive the tang b, and this portion is also hollowed out slightly on each side, so as to form a recess up through said opening to receive the cylindrical part p, Figs. 4 and 5, of the slat-iron. This form of construction prevents the tang slipping and gives it a firm seat in the bow. The bow is still further perforated or hollowed out, so as to form a continuation of the recess of the slotted or divided part of the bow in order to receive the extension d of the slat-iron by which additional strength is given to the bow, and the slat-iron prevented from slipping or turning in the bow.

It will be noticed that the bow end fits flush with the notched shoulder of the slat-iron, and thus dispenses with metallic thimbles or leather covers to hide the joint or make a perfect-fitting joint, and gives to the joint a neat and finished appearance. The bows are secured to the sides of the buggy or vehicle in any well-known way.

This form of construction of the bow and slat-iron renders repairs easily and quickly made, as there is no necessity for putting on thimbles or leather pieces over the joint after the slat-iron is inserted in the bow.

I am aware that slat-irons have been made with an extension entering a slot in the bow; but I am not aware that one has heretofore been constructed as herein described.

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

1. A slat-iron for vehicles provided with a tang, *b*, and cylindrical projection *d*, entering a slot and opening in the bow, substantially as described.

2. A bow for buggies and other vehicles provided with a slotted or divided lower end constituting an opening to receive the tang of a slat-iron, channels along the walls of said opening, and a cylindrical opening extending up into the bow from the upper terminus of said channels, to receive a cylindrical extension of the tang, substantially as set forth.

3. A bow for buggies and other vehicles provided at its lower end with an opening formed from side to side of the bow, a recess extending up through said opening into the solid portion of the bow, and a notched shoulder at the lower end of the bow to rest on and fit flush with the notched shoulder of the slat-iron, substantially as described.

4. A slat-iron for vehicles provided with a tang and cylindrical projection, as described, and a notched shoulder with outwardly-flaring edges, substantially as described, and for the purpose set forth.

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

CHARLES WRIGHT.

Witnesses:

E. G. DE WOLFE,

JOHN APPLAS.