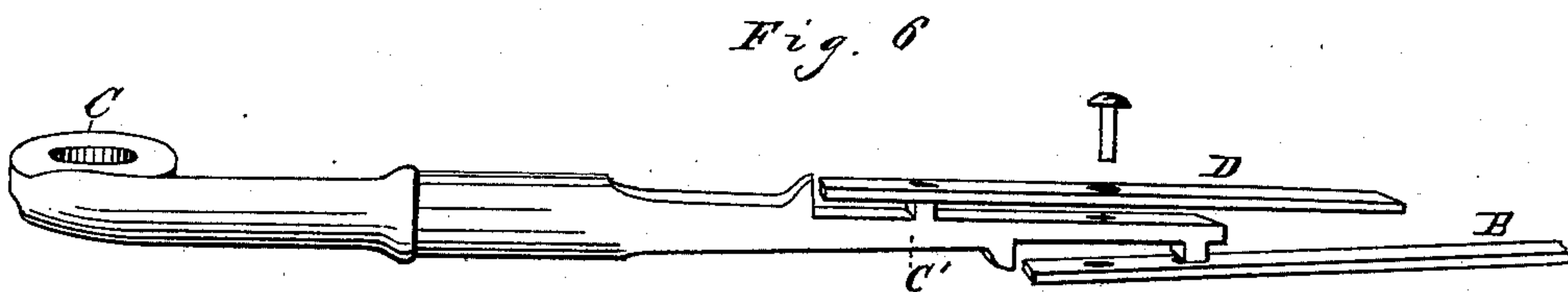
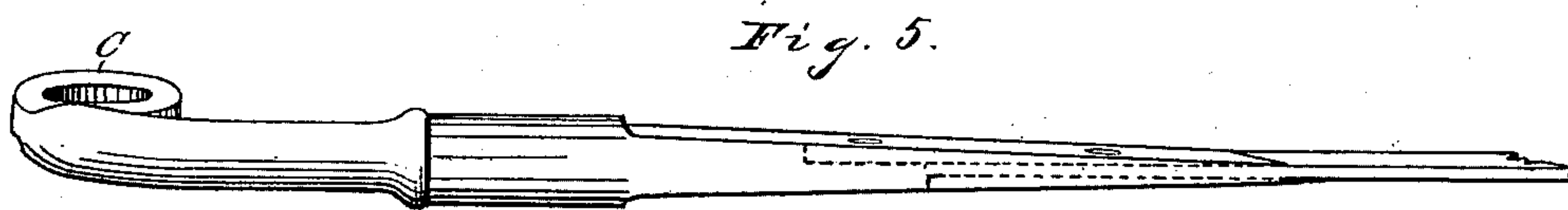
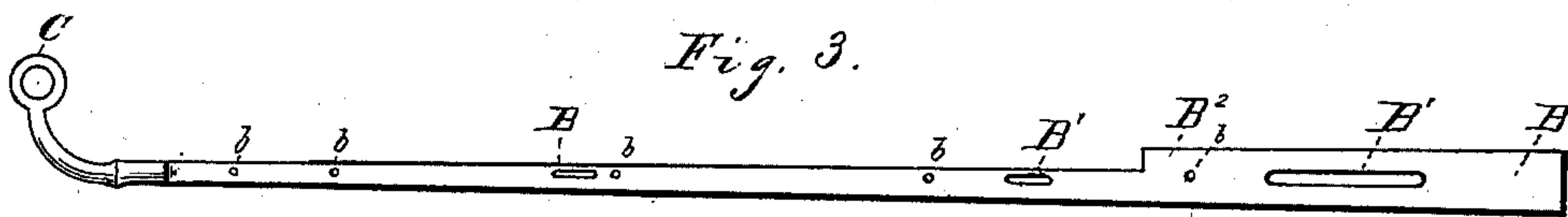
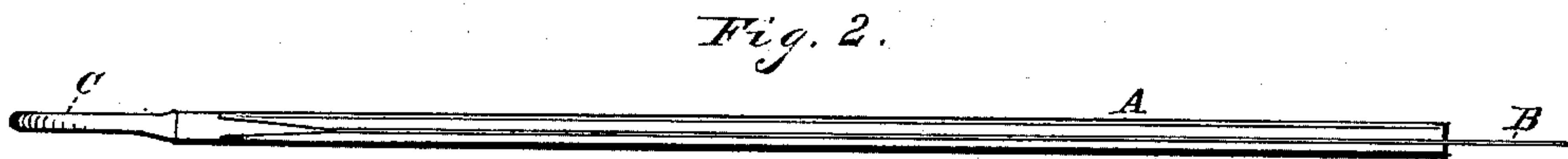
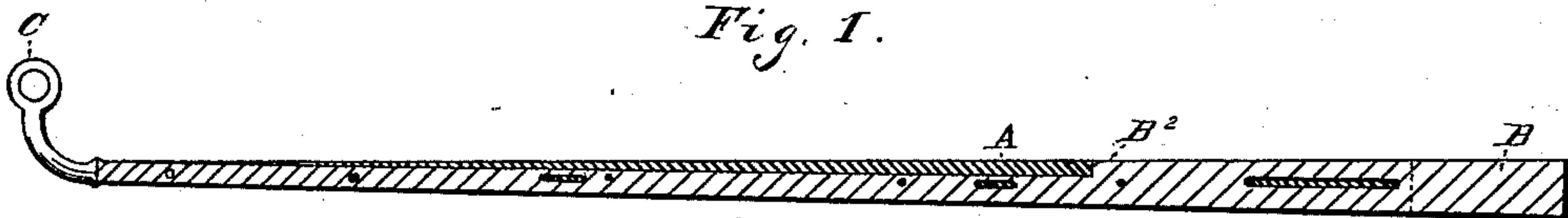


(No Model.)

J. C. SMITH.
CARRIAGE BOW.

No. 264,203.

Patented Sept. 12, 1882.



WITNESSES

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UNITED STATES PATENT OFFICE.

JAMES C. SMITH, OF ELYRIA, OHIO.

CARRIAGE-BOW.

SPECIFICATION forming part of Letters Patent No. 264,203, dated September 12, 1882.

Application filed July 28, 1881. (No model.)

To all whom it may concern:

Be it known that I, JAMES C. SMITH, of Elyria, in the county of Lorain and State of Ohio, have invented certain new and useful Improvements in Carriage-Bows; 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 it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to carriage-bows, and particularly to that class of carriage-bows that are provided with a slat-iron, by means of which they are strengthened; and it consists in the construction of the bow itself, the manner of attaching the eye-joint to the slat-iron, and in parts and combination of parts that will more fully hereinafter appear.

In the drawings, Figure 1 is a sectional view of a carriage-bow constructed according to my invention. Fig. 2 is a perspective view of one of the edges of the bow. Fig. 3 is a plan view of the slat-iron with the eye-joint attached. Fig. 4 is a perspective view of the opposite edge of the carriage-bow to that shown in Fig. 2. Fig. 5 is an isometric view of a portion of the slat-iron, showing the manner of attaching the eye-joint. Fig. 6 is a view in detail of the manner of uniting the eye-joint to the slat-iron.

In the said drawings, A represents the wooden portion of the carriage-bow, which I prefer to turn solid and mortise to receive the slat-iron, as shown in Fig. 3, thus forming the wooden portion of the bow of a single piece.

B represents the slat-iron, which is provided with holes *b*, through which rivets may pass for firmly securing the wooden portion A to the slat-iron. I also provide this iron with recesses *B'*, which will readily permit the passage of shanks of buttons to which the curtains are attached. These openings I prefer to make in an elongated form, so that they can be readily discovered when concealed by the wood and the buttons easily attached. This iron is also provided with an angular portion, *B''*, which is adapted to pass completely through the wooden portion of the bow, and which thus strengthens the upper portion, as it has a greater amount of metal.

C represents the eye-joint, which may be jour-

naled on the goose-neck of the shifting rail attached to the seat.

In Figs. 5 and 6 is shown the manner in which the eye-joints are attached to the slat-iron. The portion *C'* of the eye-joint is flattened and adapted to fit closely the slat-iron B. Upon the opposite side of the slat-iron I place a re-enforced piece, D, and rivet the flat portion *C'* of the eye-joint to the re-enforced piece D, with the slat-iron B between them. Subsequently the whole is placed in a forge and heated to a welding heat, when the three parts can be welded together, making a strong and firm union.

I am aware that heretofore carriage-bows have been made with a slat-iron extending the full length of the upright portion; but the wooden portion has always been of two separate parts and riveted to the slat-iron. This is objectionable upon many accounts. The wooden portion of these bows is usually turned and subsequently sawed in two, and unless the two portions can be brought together upon the opposite sides of the slat-iron the fit is not perfect and requires considerable work in order to make the two opposite sides correspond with each other, whereas by my invention the wooden portion remains in a single piece and requires no finishing after the slat-iron is riveted in place. The wooden portion of the bow, being in a single piece, adds strength to the bow, and when the bow is bent by any pressure it will return to its original position, whereas where the wooden portion is of two separate pieces, when the bow is bent the rivets are liable to slip, and thus the bow retain a bent position instead of returning to its original shape.

It is apparent that instead of the rivets being of separate pieces of metal they may be forged integral with the portion *C'* of the eye-joint or with the re-enforced piece D.

I propose to make these bows, cover them with leather, and place them in the market as an article of manufacture.

What I claim is—

1. A slat-iron, B, provided with a narrow portion extending partially through the wooden bow, and also a widened portion which extends entirely through the bow, and also with elongated recesses for the passage of the shanks of curtain-buttons, substantially as and for the purposes shown.

2. A slat-iron provided with an eye-joint attached thereto by means of rivets and a re-enforced piece, substantially as and for the purposes shown.

5 3. A carriage-bow consisting of a wooden portion, A, recessed to receive the slat-iron B, in combination with the eye-joint C, attached to the slat-iron by means of rivets, and a re-enforced portion, D, substantially as and for the
10 purposes shown.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JAMES C. SMITH.

Witnesses:

THOMAS HOWELL,
JOHN LANE.