

(No Model.)

G. L. ARTZ.
TOP PROP FOR CARRIAGES.

No. 283,553.

Patented Aug. 21. 1883.

Fig. 1.

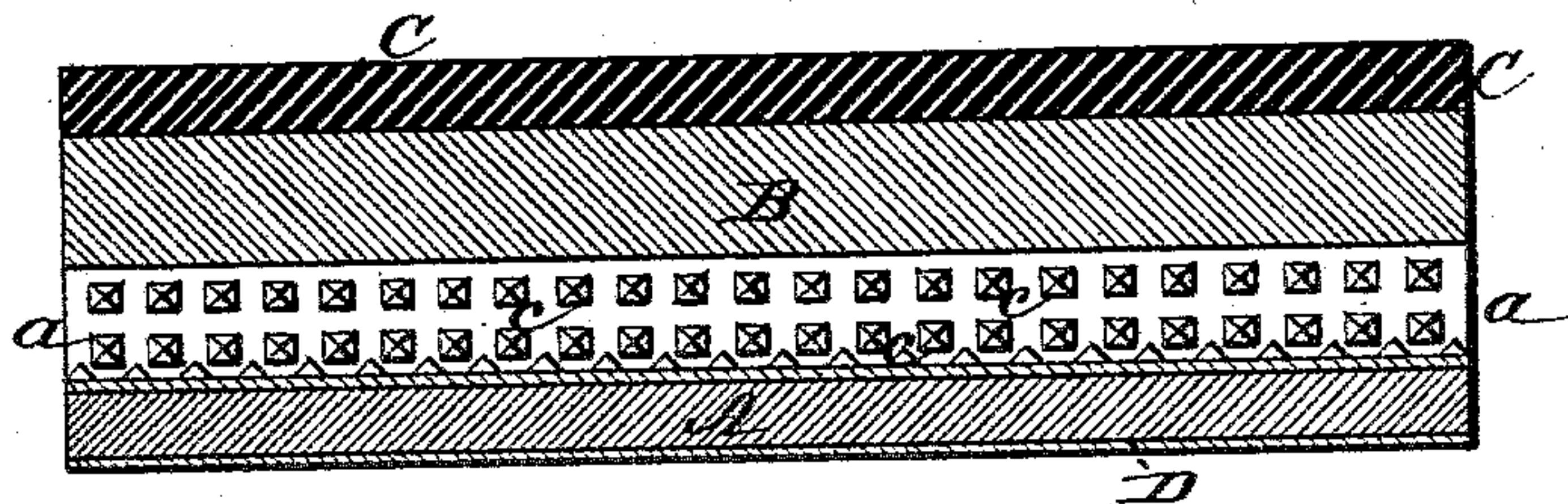


Fig. 2.

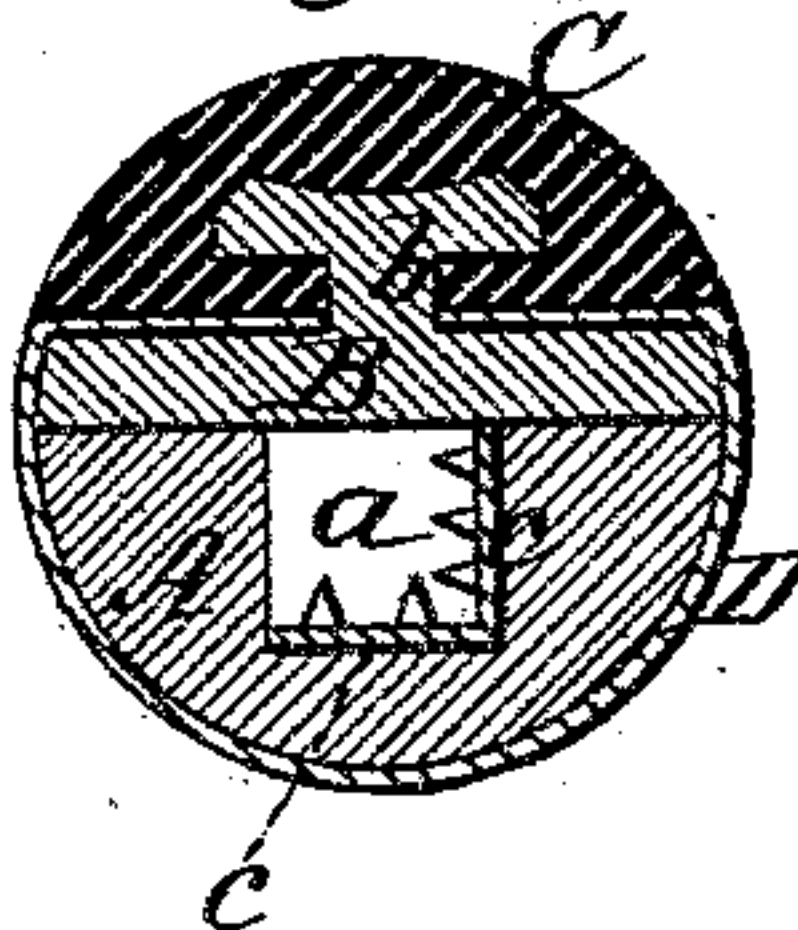


Fig. 3.

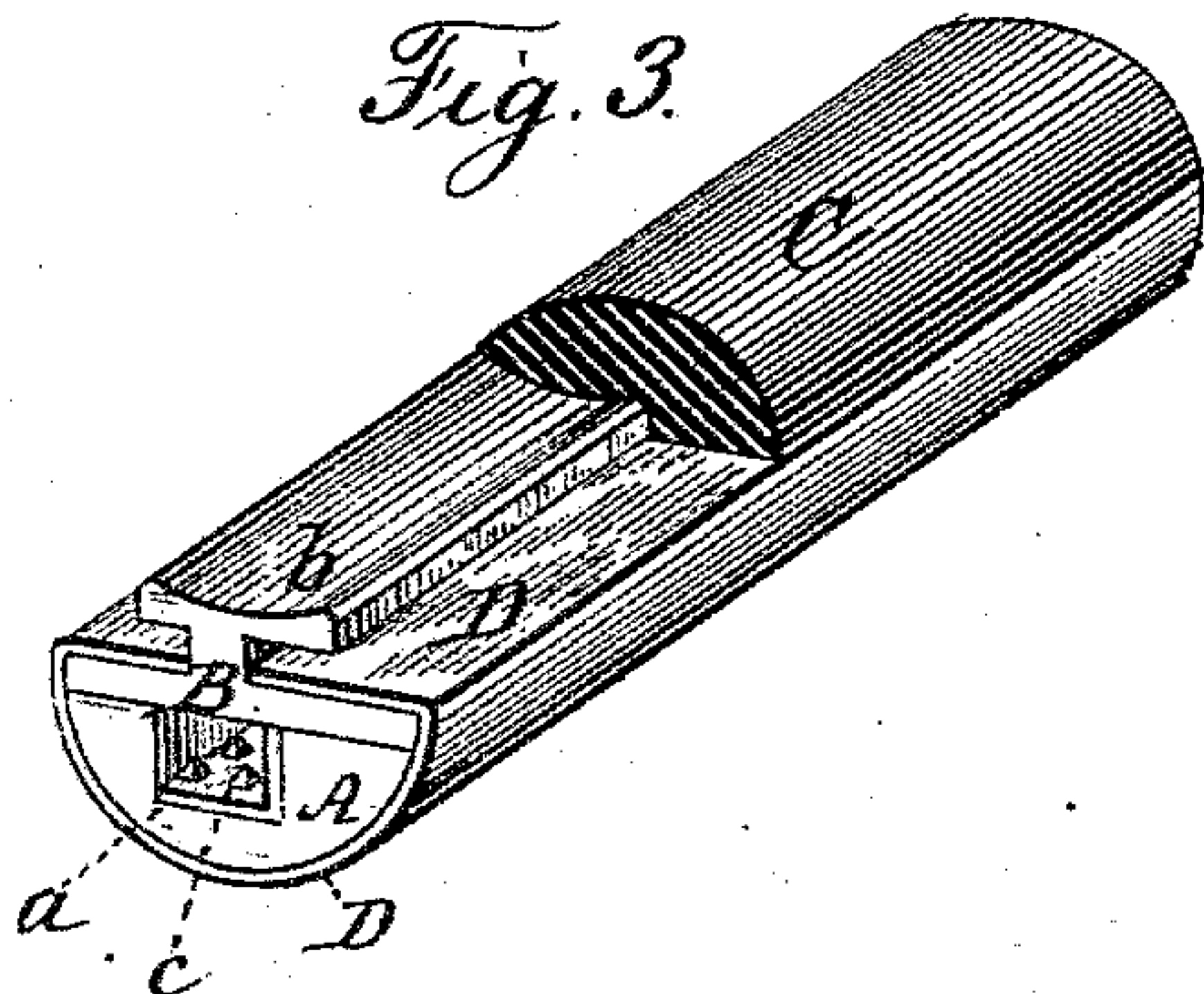
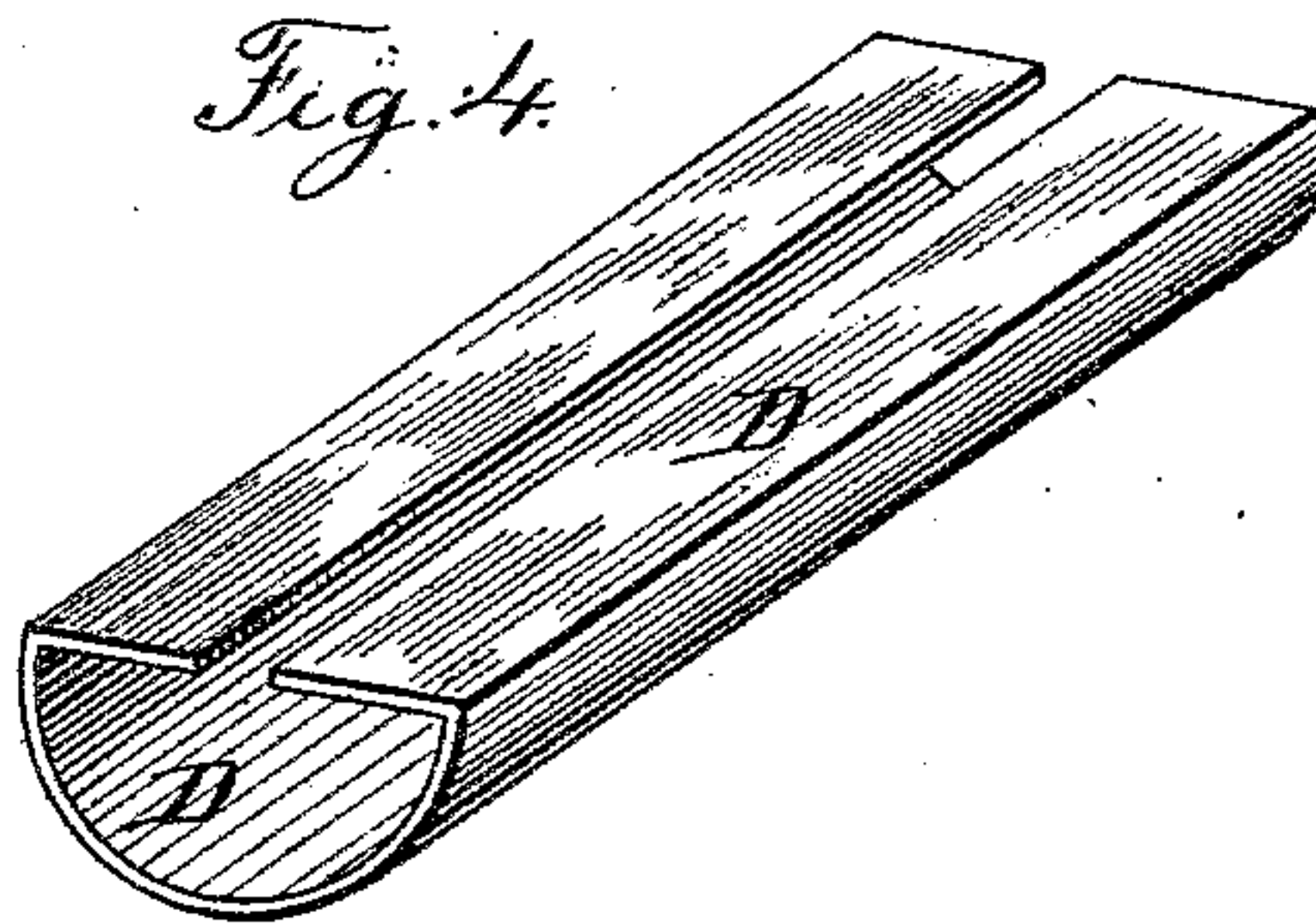


Fig. 4.



Attest:

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UNITED STATES PATENT OFFICE.

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TOP-PROP FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 283,553, dated August 21, 1883.

Application filed June 14, 1883. (No model.)

To all whom it may concern:

Be it known that I, GEORGE L. ARTZ, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented new and useful Improvements in Top-Prop Blocks for Carriages, of which the following is a specification.

My invention relates to the class of top-prop blocks generally sold to the trade, and which are usually driven over the prop-iron in the construction of the vehicle. When made of wood, they have been found objectionable, because of their tendency to split or break when driven over the prop-iron. When made of rubber only, they were found unnecessarily expensive, and when made with a wooden bottom section, having a dovetailed head over the bored prop-hole to receive a rubber cushion, these objections were only aggravated.

The object of my improvements is to perfect a prop-block of a construction analogous to this last-mentioned form, which shall avoid the danger of splitting, and be manufactured at reasonable cost. I do this by making the wooden part or blank of two sections to avoid the boring of the hole, the bottom section having a recess grooved out longitudinally, which is covered by the top section, carrying a dovetailed or T head, over which the rubber cushion is drawn. I also line the recess, on one or more sides, with ribbed surfaces of rubber, to prevent the prop-iron from gripping or sticking to the sides as the block is driven over it, and to produce a firm hold without binding hard enough to split or break the parts. This construction is fully hereinafter described with reference to the accompanying drawings, wherein—

Figure 1 represents, in longitudinal section, a top-prop embracing my improvements; Fig. 2, a cross-section thereof; Fig. 3, a perspective showing the top rubber, and Fig. 4 a perspective view of the elastic sheath.

A is the lower section of the wooden blank, and B the upper section, the former being grooved to form the recess *a*, for the reception of the prop-iron, and the latter properly formed with a longitudinal T-head, *b*, both sections being sawed from lumber of suitable

length and thickness, and glued together or otherwise fastened. This T-head, as shown in the drawings, runs the whole length of the block, and is preferably of the form shown—that is, having the cross of the T slightly depressed on its top for the rubber to sink into. The rubber cushion C is cut or cast of a shape in section so as to be drawn over and bind in with this head-strip. I also slip over the joined sections of the blank a rubber sheath, D, as shown clearly in Figs. 3 and 4.

I may finish the made block seen in Fig. 3 by varnishing, or by a covering of leather or composition. I saw the blank strips out of lumber of the proper thickness, groove the bottom section, as described, turn into proper shape, and cut the strips to the proper length for the block. As is easily understood from the description and drawings, this method obviates all necessity for boring a hole for the prop-iron, and that, in connection with furnishing a cushion for the bows of the top to rest upon, is the object accomplished by my improvement.

The recess *a* is lined with strips, *c*, of ribbed or projecting rubber on one or more sides, to grip the iron and avoid splitting, as before mentioned. The fibers or grain of the wood are crossed in the construction described, rendering it almost impossible to split the block. The finished block is driven over the prop-iron, and the connections made in the usual manner.

I claim—

1. A top-prop block for vehicles, in which the rubber cushion is drawn over and held by a T-head on the top section of a wooden blank of two joined sections, the lower one of which is grooved longitudinally, to form, in connection with the top one, a hole or recess for the prop-iron, the parts being constructed and arranged substantially as described, for the purpose set forth.

2. In a top-prop block for vehicles, the combination, with the rubber cushion C and the top section, B, (of a wooden blank of two sections,) having a T or dovetailed head, *b*, of the bottom section, A, having the recess *a*, and an elastic sheath, D, substantially as and for the purpose set forth.

3. In a top-prop block composed of a top
rubber cushion for the bows, and a wooden
blank having a hole or recess for the prop-
iron, the said hole provided with a surface of
5 ribbed or projecting rubber, *c*, substantially
as and for the purpose set forth.

In testimony whereof I have hereunto set my

hand in the presence of two subscribing wit-
nesses.

GEORGE L. ARTZ.

Witnesses:

CHARLES TAPPAN,
J. W. MOONEY.