

(No Model.)

H. A. THORPE & R. H. PFAFF.

CARRIAGE TOP PROP BLOCK.

No. 286,239.

Patented Oct. 9, 1883.

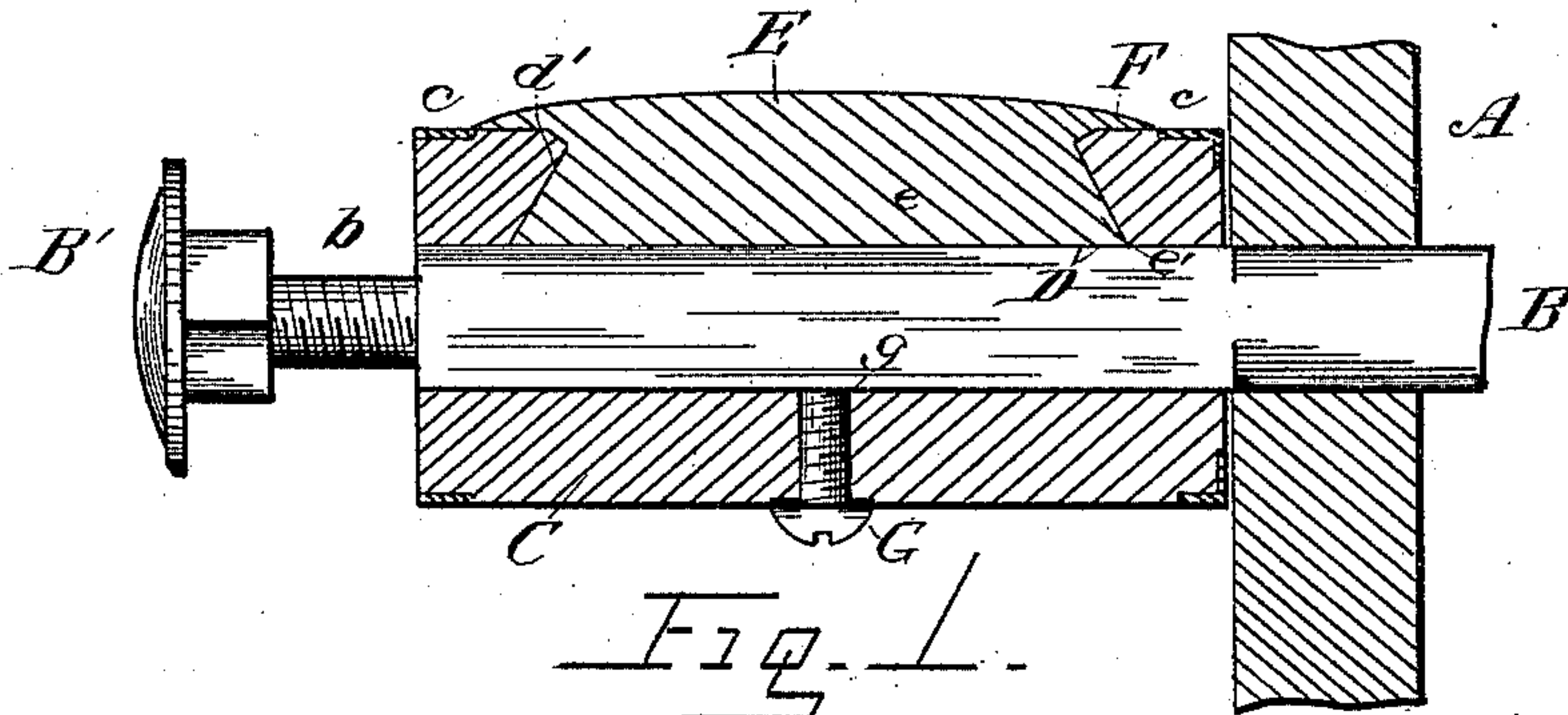


Fig. 1.

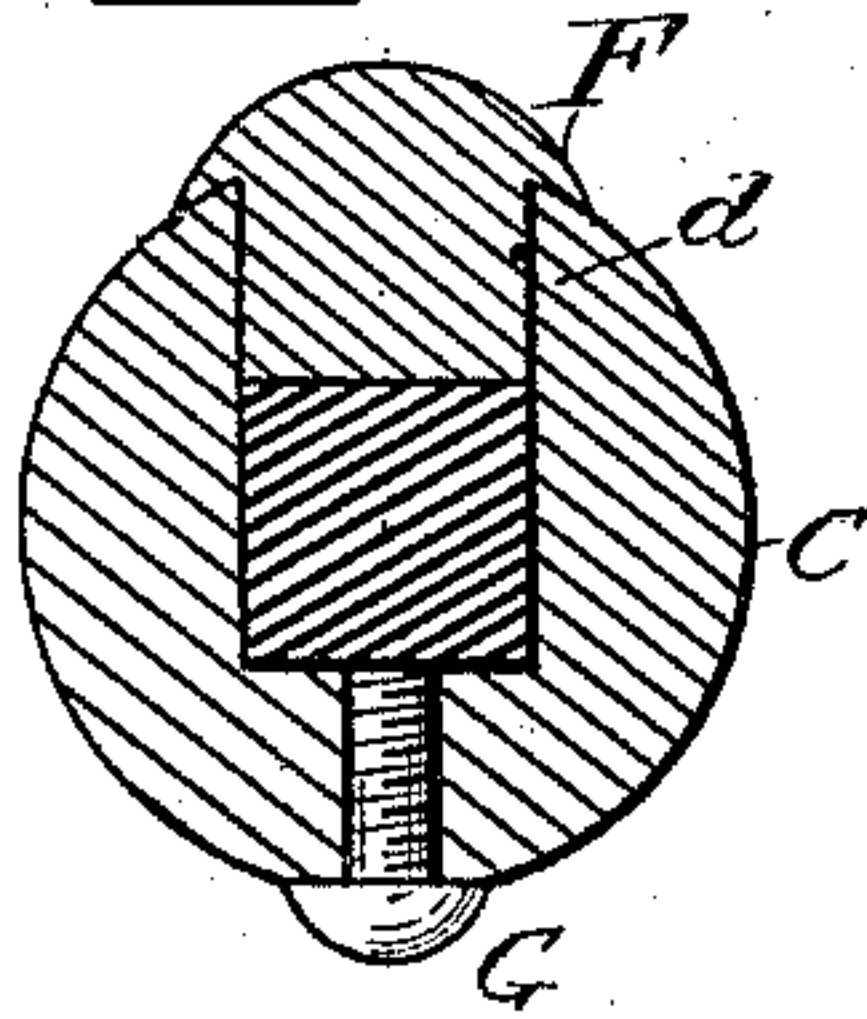


Fig. 2.

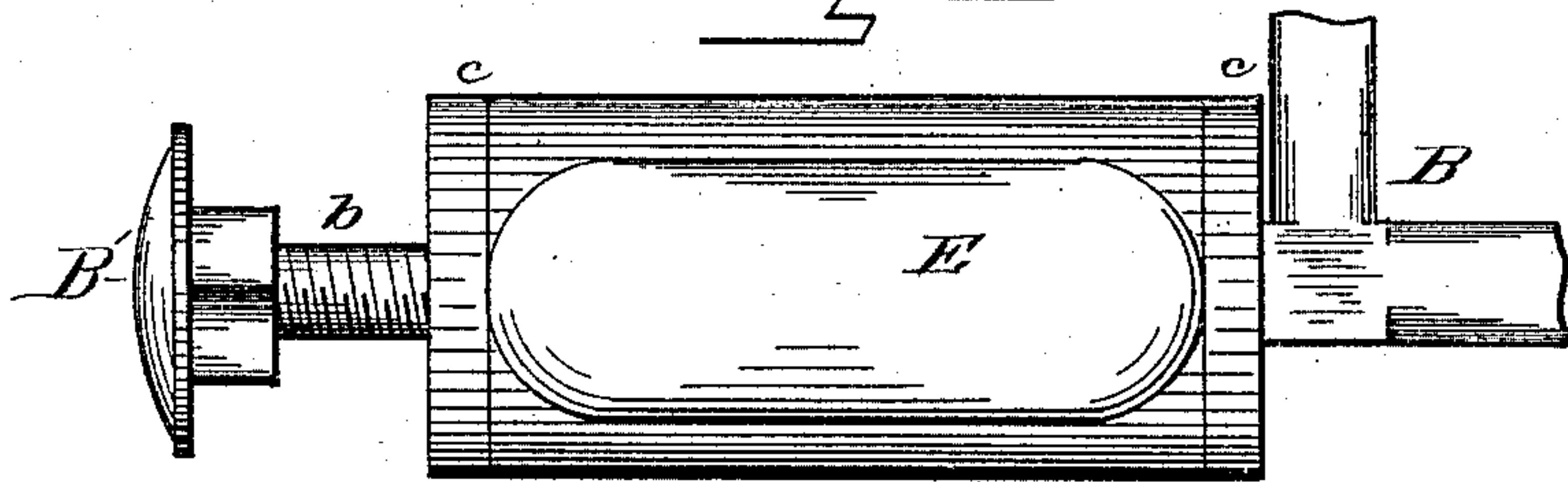


Fig. 3.

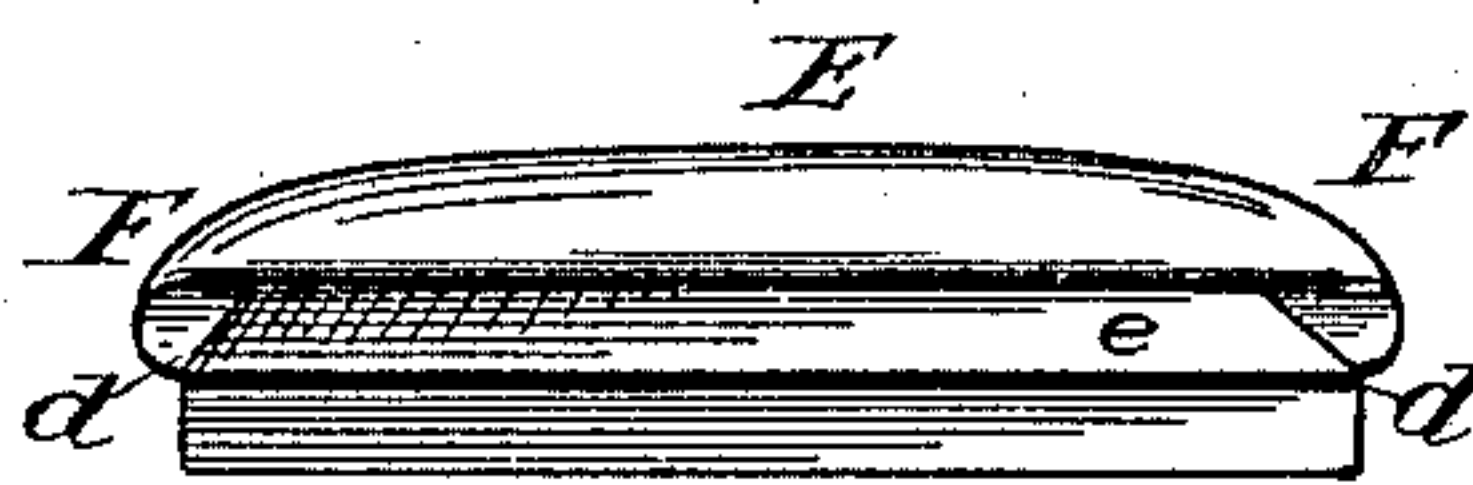


Fig. 4.

Witnesses:

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per

UNITED STATES PATENT OFFICE.

HENRY A. THORPE AND RUDOLF H. PFAFF, OF ASHTABULA, OHIO.

CARRIAGE-TOP PROP-BLOCK.

SPECIFICATION forming part of Letters Patent No. 286,239, dated October 9, 1883.

Application filed July 28, 1883. (No model.)

To all whom it may concern:

Be it known that we, HENRY A. THORPE and RUDOLF H. PFAFF, citizens of the United States, residing at Ashtabula, in the county of Ashtabula and State of Ohio, have invented certain new and useful Improvements in a Carriage-Top Rest or Prop Block; and we do 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 the letters and figures of reference marked thereon, which form a part of this specification.

Our invention relates to top-props for top-carriages and the like, and the novelty consists in the construction and arrangement of parts, together with their adaptation to the service required, as will be more fully hereinafter set forth, and specifically pointed out in the claims.

The object of the invention is to provide a device which shall be inexpensive of manufacture, efficient, effective, and durable in service, and simple in operation; one which shall provide novel and useful means for securing the cushion upon which the back bow of the top rests in the prop-block, and also means for preventing the rattling of the block upon its bearing-shank.

To these and other ends the invention consists, essentially, in the mechanisms fully illustrated in the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a central longitudinal section; Fig. 2, a transverse section; Fig. 3, a plan view, and Fig. 4 a perspective view of the cushion detached.

Referring to the drawings, in which similar letters of reference indicate like parts in all the figures, A designates the rail of a carriage, having a rectangular spindle, B, with a threaded portion, *b*, upon which operates the nut B'. Upon the rectangular portion of this spindle is hung the prop-block C, which is formed of wood, paper, or composition, said block having at each end a ferrule, *c*. Formed

in this block, and connecting with the longitudinal central aperture, is a recess, D, having vertical sides *d*, and undercut ends *d'*. This recess is designed to receive and hold, by the inherent spring of the material, a rubber cushion, E, having a body, *e*, with beveled ends *e'*, to correspond with the recess D *d'*, and having also an oval cap, F, which corresponds with and rests upon the outer surface of the block surrounding the recess. The cushion E, by reason of its form and material, is readily sprung into the recess D, as the beveled portions are transverse to its length, and the cushion may easily be bent in that direction. The recess does not extend the full length of the block, nor to the ferrules *c*, so that the cushion has a substantial bearing at both ends. This form and adaptation of the cushion and recess we place much importance upon. It is designed as an improvement upon a known construction, in which the sides are beveled, and the cushion has to be forced longitudinally in a dovetailed groove, one of the ferrules being removed for that purpose. The body of the cushion extends inward far enough to have a firm bearing against the spindle B, and upon the opposite side of the block is a threaded aperture, *g*, in which operates a set-screw, G. This set-screw G, being forced inward, bears against the spindle B, and forces said spindle against the flexible springy body of the cushion, which not only presses the inclines of the cushion and block together to hold the cushion in place, but also prevents rattling of the block on the spindle. To this latter feature also we attach importance.

We are fully aware of the construction set forth in Patent No. 67,371, of 1867, and such is not sought to be covered in this application.

Having thus fully described our invention, what we claim, and desire to secure by Letters Patent of the United States, is—

1. In combination with the prop-block having recess with undercut ends, the cushion having body *e* with beveled ends, and having also the oval cap, the said cushion being

adapted to be sprung into position, as set forth.

2. In combination with the block C, spindle B, and cushion E, having its body *e* bearing against said spindle, the set-screw G,
5 adapted to act against said body *e*, to prevent rattling, as set forth.

In testimony whereof we affix our signatures in presence of two witnesses.

HENRY A. THORPE.
RUDOLF H. PFAFF.

Witnesses:

N. W. SIMONS,
R. W. CALVIN.