

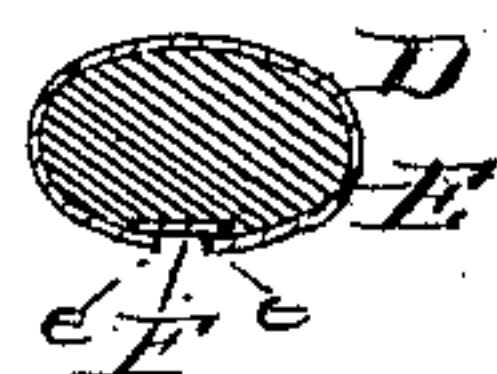
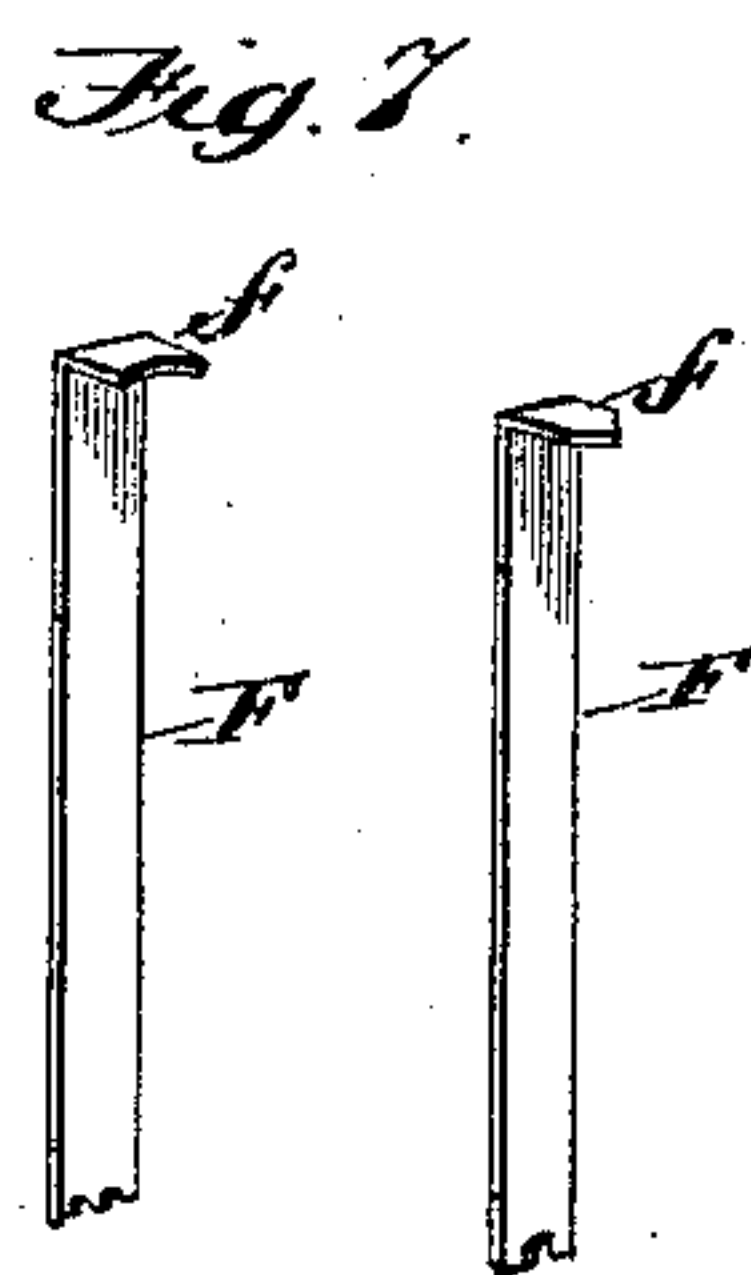
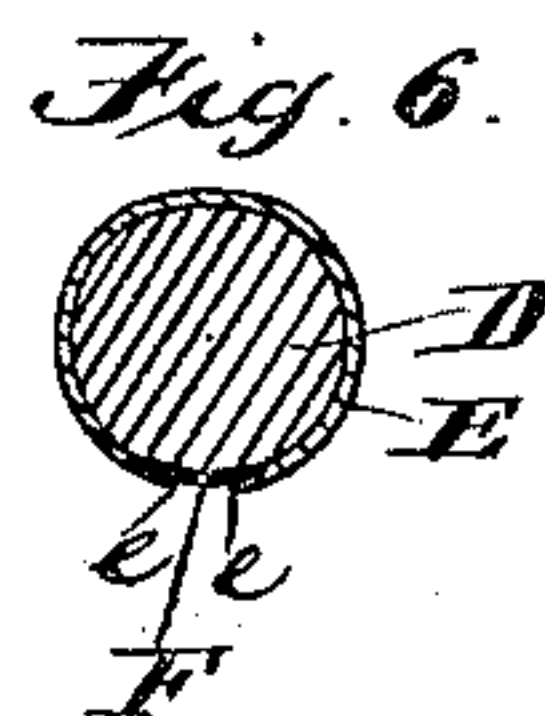
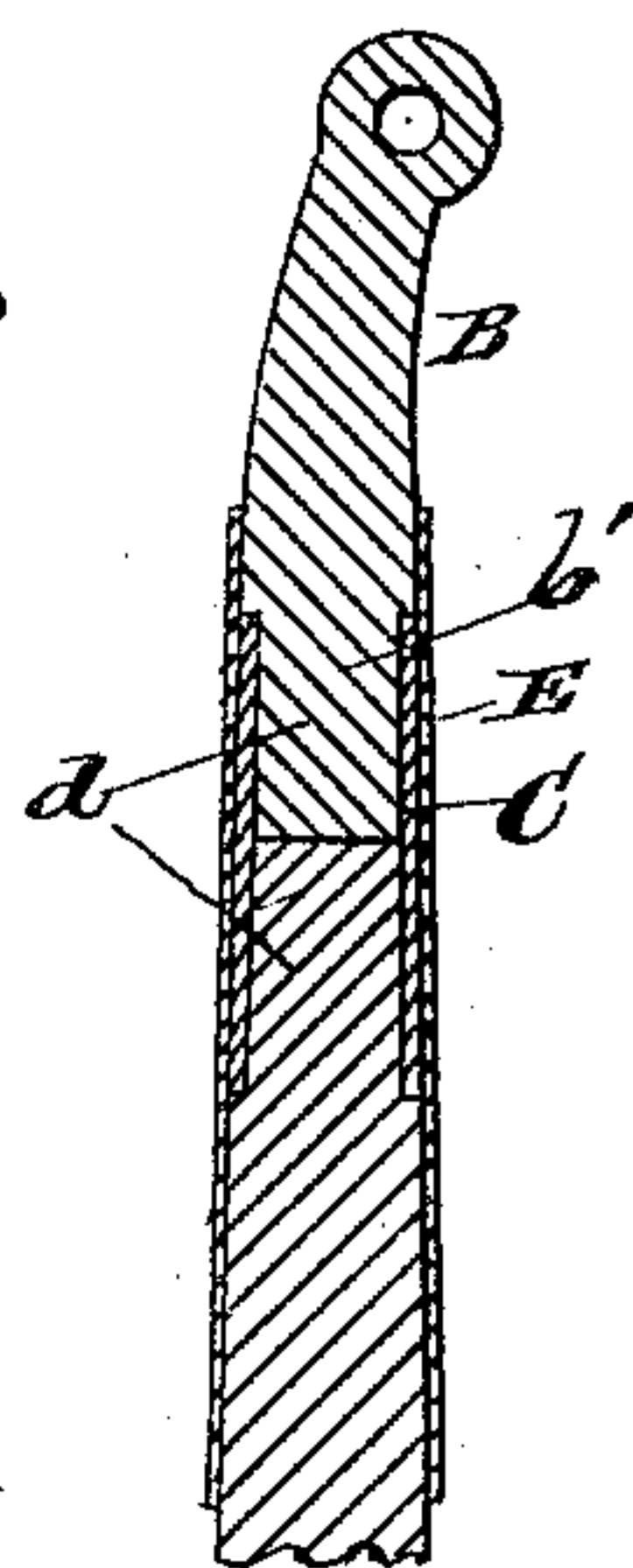
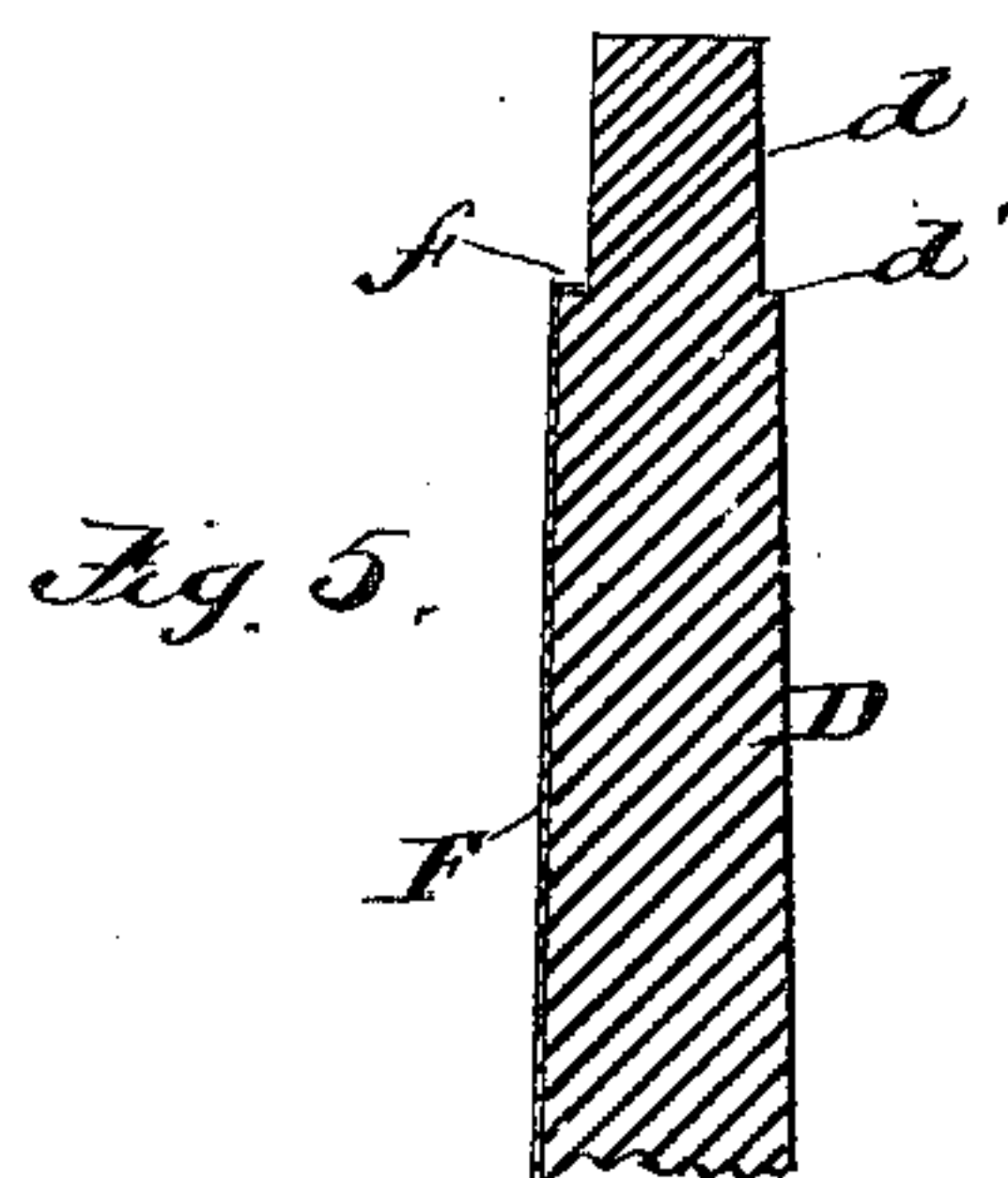
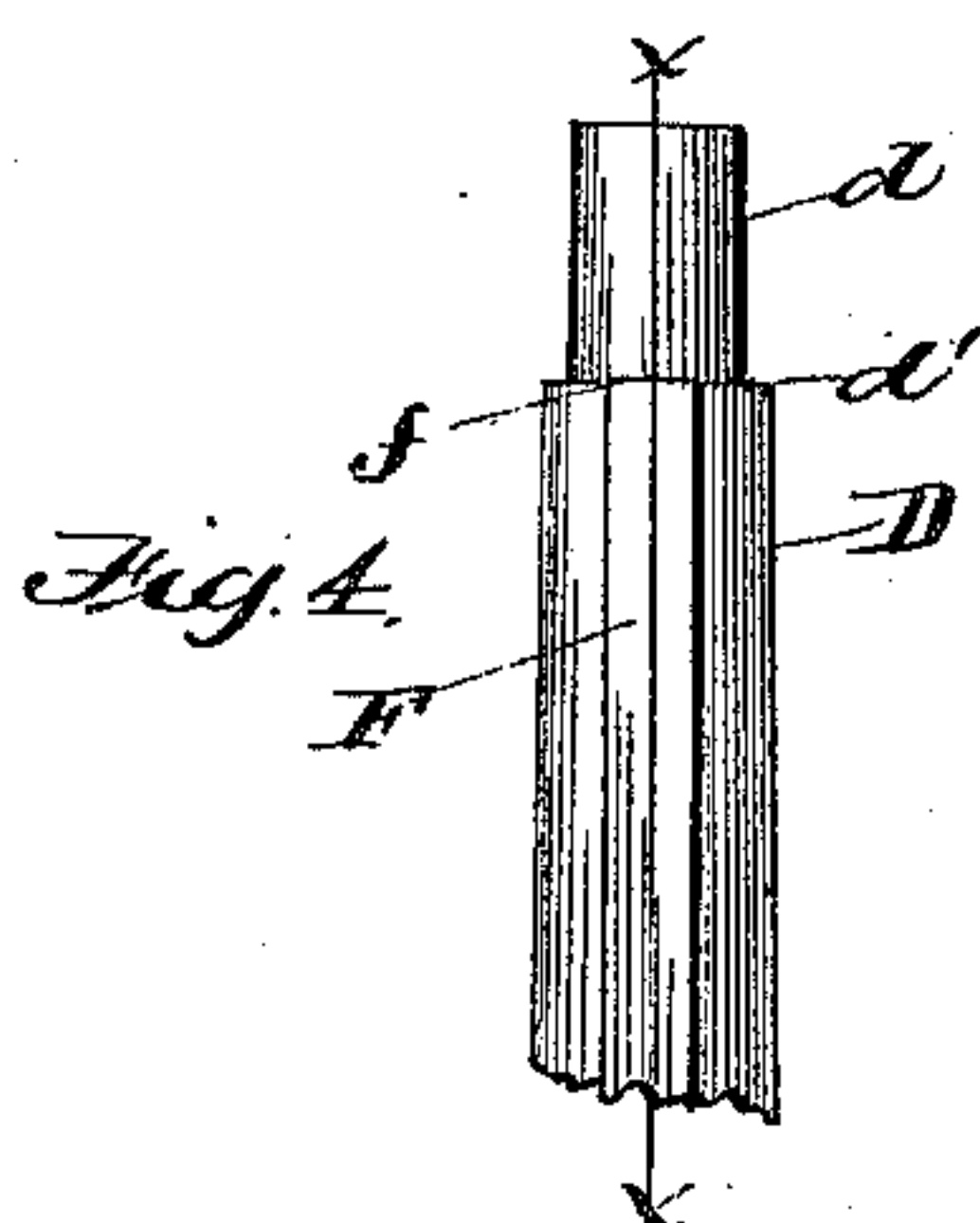
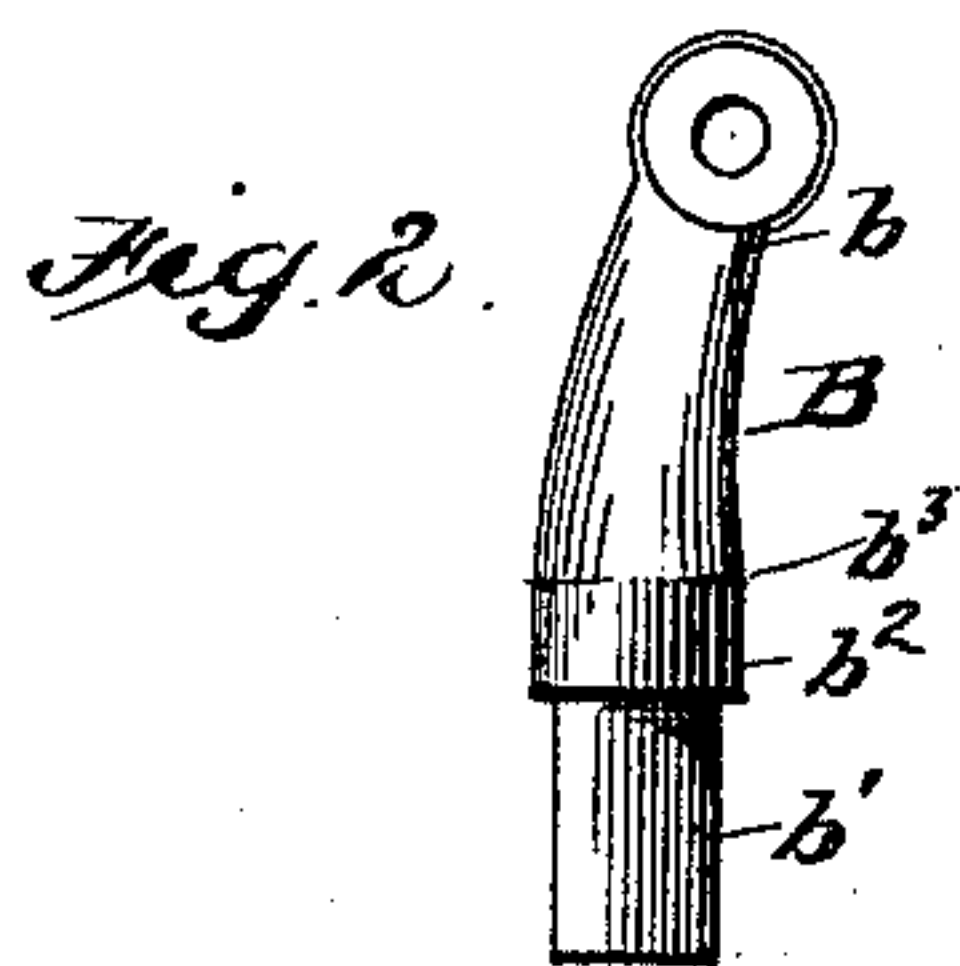
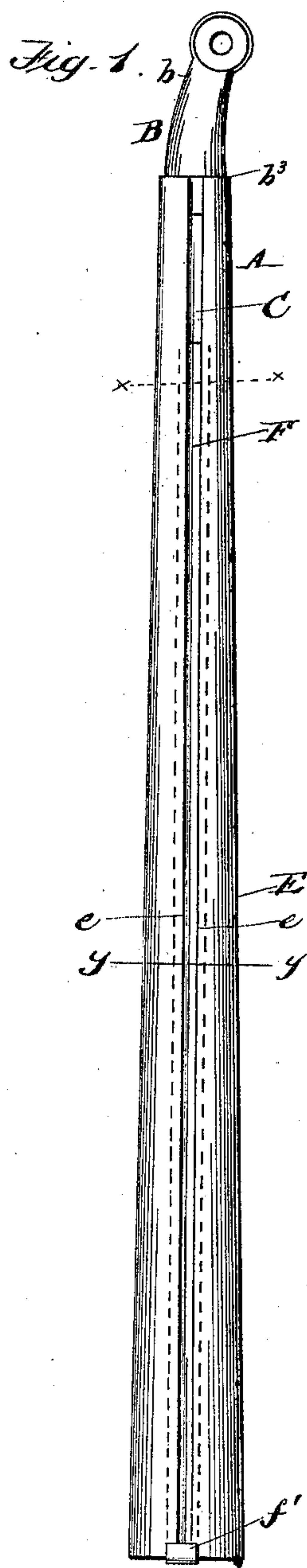
(No Model.)

R. H. PFAFF.

CARRIAGE TOP.

No. 298,774.

Patented May 20, 1884.



Attest:

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UNITED STATES PATENT OFFICE.

RUDOLF H. PFAFF, OF ASHTABULA, OHIO.

CARRIAGE-TOP.

SPECIFICATION forming part of Letters Patent No. 298,774, dated May 20, 1884.

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

To all whom it may concern:

Be it known that I, RUDOLF H. PFAFF, a citizen of the United States, residing at Ashtabula, in the county of Ashtabula and State of Ohio, have invented certain new and useful Improvements in Carriage-Tops; and I 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.

My invention relates to carriage-bows; and it has for its object the provision of means for strengthening the same at the joint between the side section thereof and the slat-iron, whereby a very strong and durable joint is secured; also, to the construction of a cover or case which is adapted to be neatly finished, and thereby save the expense of the usual leather covering.

To this end it consists in the arrangement and combination of the various parts, substantially as hereinafter more fully described and claimed.

Similar letters in the several drawings denote similar parts in said drawings.

Figure 1 represents a view of the complete bow. Fig. 2 represents a view of the slat-iron detached from the bow. Fig. 3 represents a longitudinal section of the ferrule that connects the filler and slat-iron. Fig. 4 represents a portion of the filler detached. Fig. 5 represents a longitudinal section on the line x of Fig. 4. Fig. 6 represents a transverse section on the line xx of Fig. 1. Fig. 7 represents views of the lower end of the metal strip that covers the joint in the metallic case. Fig. 8 represents a longitudinal section through the lower end of the carriage-bow when completed. Fig. 9 represents a cross-section on the line y of Fig. 1.

In the drawings, A represents an inverted bow, provided at its lower end with a slat-iron, B, the lower end thereof being in the usual form, as shown at b , that fits into the lower end of a ferrule, C, the outer surface of which is flush with the outer surface of a portion, b^2 , of the slat-iron B. The ferrule C may be made

in a solid ring or split from top to bottom, as shown in Fig. 3.

D represents the wooden core or filler, provided at its lower end with a tenon, d , which fits into the upper end of the ferrule C. 55

It will be observed that by the construction described the filler D and slat-iron B are strongly connected together.

E represents a metallic case or cover, which, with a metallic strip hereinafter described, forms a tube or case which entirely incloses the wood filler. The edges e of the case E do not meet, the space which separates them being covered by a metallic strip, F, which is placed upon the filler D in such a position that when it is inserted in the case it will lap said edges, as shown. The lower end of the strip F is provided with a lip, f , at an angle to the body of said strip, to keep the strip in position, as hereinafter described. 70

The various parts of the bow above described are connected together in the following manner, to wit: The stud or tenon b' of the slat-iron B is placed within the lower end of the ferrule C, which is then inserted in the lower end of the case or tube E, the extreme lower end of said tube E passing over the part b^2 of the slat-iron to a point, b^3 , when the parts named are welded together. The metal strip F is now placed upon the filler D, which is provided with a lip, f , to take over the shoulder d' of the filler, when both filler and strip are inserted into the metallic case. When the filler D is in the case, the projecting end of the strip F is turned down upon the outside of the metal case E, covering the end of the joint or space between the edges of the case, as shown at f' , Fig. 1. 85

It will be observed that the joints between the filler and the ferrule and that between the ferrule and the slat-iron will be covered by the lower end of the metal case E, and will be thus greatly strengthened and supported. 90

It will also be observed that the strip F will be prevented from moving out of proper position when the filler is inserted into the case to form a finish, or rather an unbroken metallic covering for the filler. When the edges of the case are rolled down upon the strip, as shown in Fig. 6, the bow can be japanned, lacquered, 100

or otherwise given a neat and tasty finish, thereby saving the expense of the usual leather covering.

5 The advantages of the above-described construction will be readily seen and appreciated by those skilled in the art to which my invention appertains.

10 Changes in the construction and form of parts hereinbefore specially described can be made without departing from the principle or sacrificing the advantages of my invention—as, for instance, the strip F need not be bent over the edge of the metal case.

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

20 1. In a carriage-bow the combination, with a filler and a slat-iron having a stud, of a ferrule, the outer surface of which is flush with the slat-iron, and a metallic case or cover which extends over the slat-iron below its stud and is welded thereto, substantially as and for the purpose described.

2. In a carriage-bow, the combination of the slat-iron, ferrule, filler, and a metallic case or cover with a strip of metal, as and for the purpose set forth. 25

3. In a carriage-bow, the combination of a slat-iron, ferrule, filler, and a metallic case or cover with a strip of metal having an ear which takes upon a shoulder of said filler, whereby the joint between the edges of the case is covered and finished, substantially as shown and described. 30

4. In a carriage-bow, the combination, with a filler and a slat-iron having a stud, of a ferrule the outer surface of which is flush with the slat-iron, and a metallic case which extends over the slat-iron and is welded thereto, substantially as and for the purpose set forth. 35 40

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

R. H. PFAFF.

Witnesses:

JOSEPH FORREST,
H. J. BERNHARD.