(No Model.)

H. D. POTTER.

CARRIAGE TOP PROP JOINT.

No. 600,089. Patented Mar. 1, 1898.

Fig. 1.

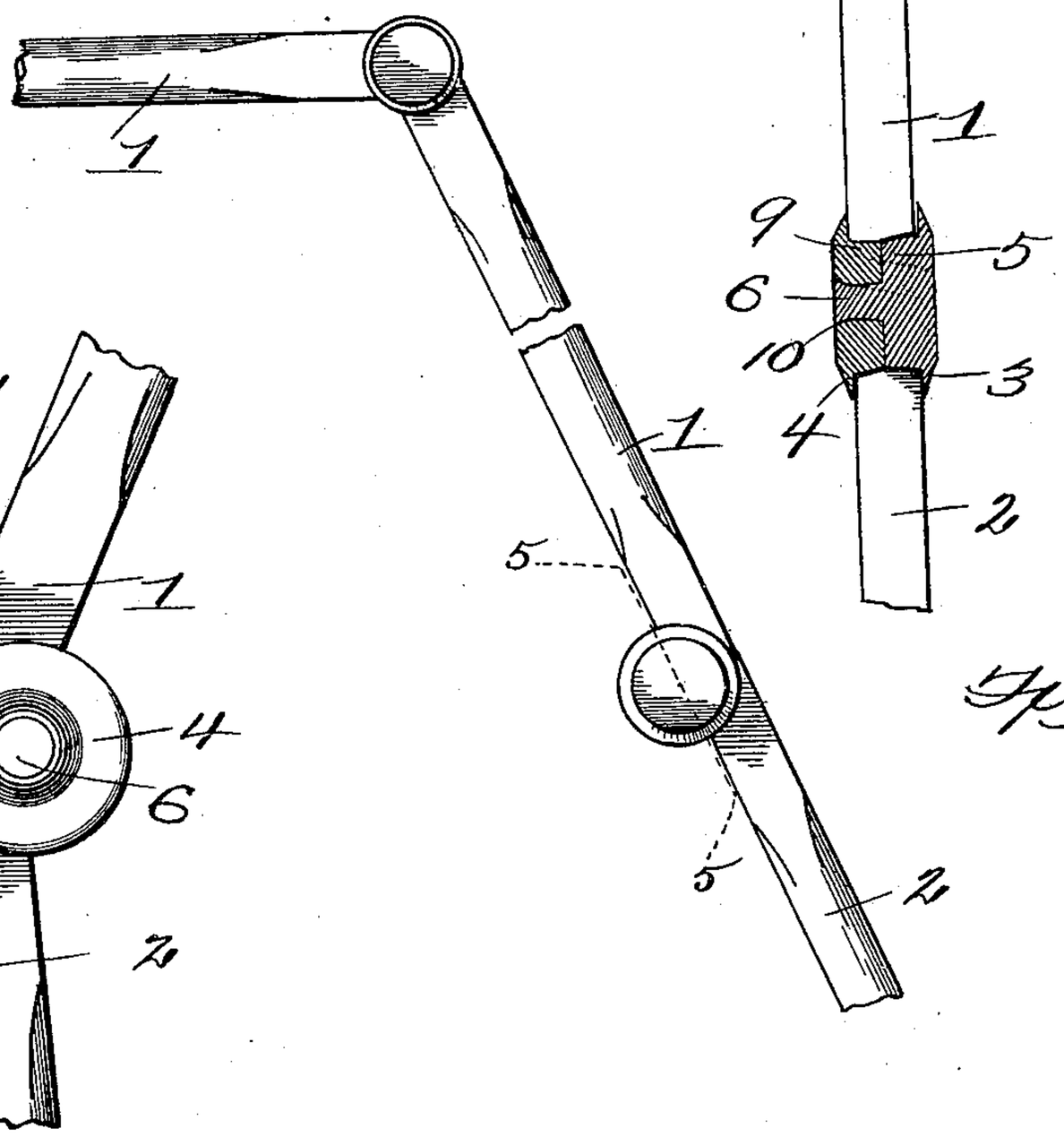
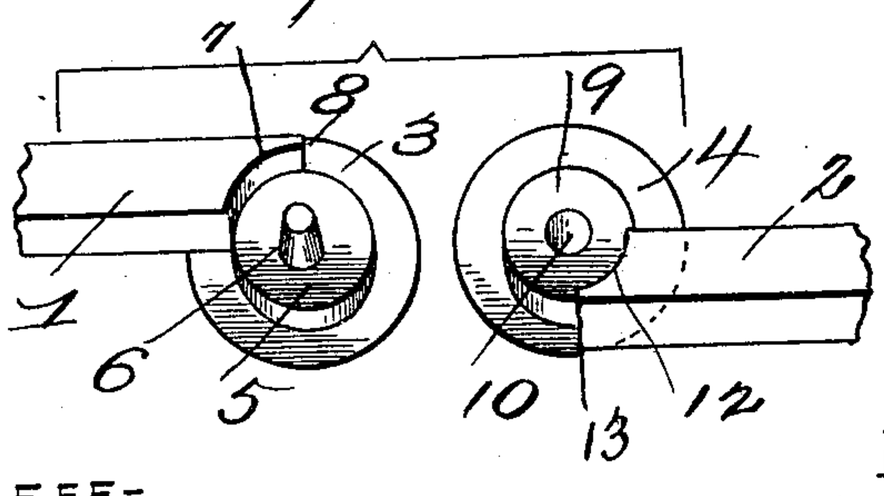


Fig. 3.

Fig. 4.

Fig. 2.



WITNESSES-

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UNITED STATES PATENT OFFICE.

HENRY D. POTTER, OF CORTLAND, NEW YORK.

CARRIAGE-TOP-PROP JOINT.

SPECIFICATION forming part of Letters Patent No. 600,089, dated March 1, 1898.

Application filed May 6, 1896. Serial No. 590,491. (No model.)

To all whom it may concern:

Be it known that I, HENRY D. POTTER, a citizen of the United States, residing at Cortland, in the county of Cortland and State of New York, have invented certain new and useful Improvements in Carriage-Top-Prop Joints; 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.

The invention relates to certain improvements in top-props for carriages, but more particularly in the construction of the joints thereof; and it has for its objects to provide a joint of such construction that it can be more cheaply made than heretofore, which will be more durable and stronger than the ordinary joints, and which will present a more finished appearance than such joints.

To this end the invention consists in making the pivots by which the ears of the respective prop-rods are pivotally connected integral with one of said ears and providing the ear of the other prop-rod with an eye for the pivot, each part being produced by drop-forging between suitable dies, as will be hereinafter more fully explained.

The objects heretofore mentioned are attained by means of the device illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of a portion of each of two prop-rods, showing my improved joint applied thereto; Fig. 2, a perspective view showing the formation of the pivotal end of each prop-rod; Fig. 3, a reverse side elevation of Fig. 1, and Fig. 4 a transverse vertical section on line 5 5 of Fig. 1.

Referring specifically to the several views, the numerals 1 and 2 indicate the respective parts of a carriage top-prop, and 3 and 4 the ears which form the knuckle of the joint. As shown in the present instance, the ear 3 is forged up so as to form a disk-shaped projection on the outer face of the prop-rod and is preferably beveled at its edge, so as to resemble the head of the rivet ordinarily used for prop-joints. With the disk-shaped projection is forged a boss 5, which forms one of the bearings upon which the knuckle turns, and a pivot 6, by means of which the parts of the knuckle are united. The end of the rod is formed with a segmental shoulder 7 and a straight shoulder 8, for the purpose hereinafter to be explained.

The ear 4 is formed similarly to the ear 3, being forged to form a disk-shaped projection on its inner face and with a bearing-boss 9 on the inner side of the disk-shaped projection. The ear in this instance is formed with a concentric aperture 10, and the end of the rod with a segmental shoulder 12 and a straight shoulder 13, corresponding to the shoulders at the end of the rod 1, before mentioned. The outer face of the ear is countersunk around the aperture to permit the end of the rivet to be headed flush with its face and give to it a finished appearance.

In arranging the parts the rivet of the ear 3 is inserted in the aperture in ear 4, projecting through it a sufficient distance to permit said rivet to be properly treated. When in position, the segmental shoulder of rod 1 rides upon the boss of the ear 4 and the segmental end of the rod 2 rides upon the periphery of the boss of the ear 3 when the two parts are twined upon each other. The shoulders 8 and 11, when the rods are straightened out to support the top, abut against each other and limit the movement at the knuckle, holding the rods in a rigid position.

The forging of the parts is done in the usual manner—by means of suitable dies and a drop-hammer—and as the parts come from the dies complete there is no drilling or after-finishing of the same necessary, thus rendering their construction extremely cheap, and as the parts of each rod are integral therewith a very strong and durable joint is obtained.

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

1. A carriage-top-prop joint comprising two rod-sections, each section formed with an ear having a raised bearing-boss of less diameter than the ear and integral therewith, one of said ears provided integrally with a pivot-pin and the other ear with an aperture adapted to receive the pivot-pin, so that when the sections are joined together by heading said pivot-pin, the face of one boss will ride upon the face of the other.

2. A carriage-top-prop joint comprising two rod-sections, each section formed with an ear

having a raised bearing-boss of less diameter than the ear and integral therewith, one of said ears provided integrally with a pivot-pin and the other ear with an aperture adapted to receive the pivot-pin, each rod-section having segmental and straight shoulders, so that when the two sections are joined together, by heading said pivot-pin, the face of one boss will ride upon the face of the other and the segmental shoulder of one section will turn upon the periphery of the boss of the other section, and between disk-shaped projections or flanges of the respective ears.

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

HENRY D. POTTER.

Witnesses:
JOHN W. SUGGETT,
WM. KENNEDY.