

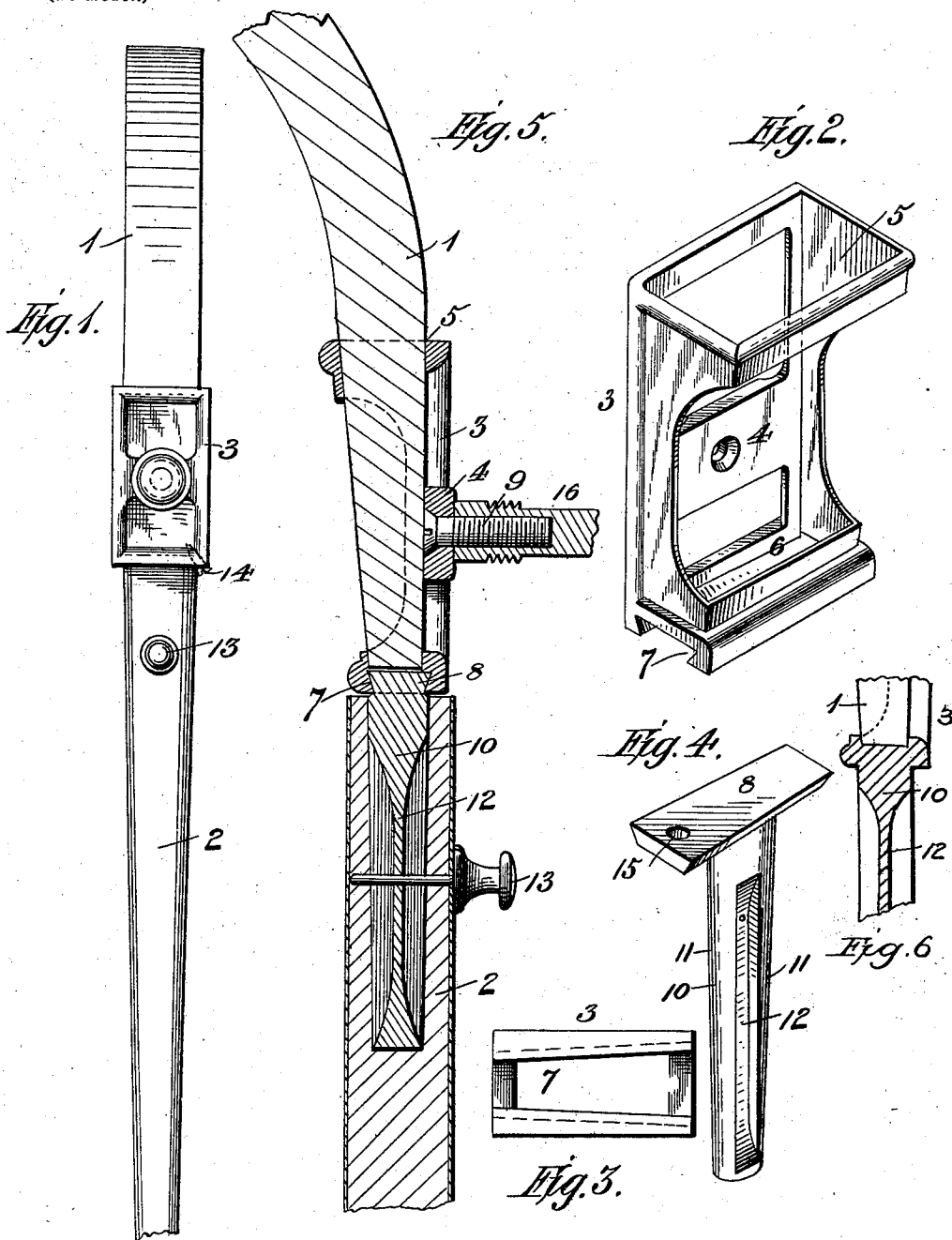
No. 687,637.

Patented Nov. 26, 1901.

C. H. LAMBERT.
BOW SOCKET FOR CARRIAGE TOPS.

(Application filed Mar. 17, 1901.)

(No Model.)



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CHRISTIAN H. LAMBERT, OF RUSHVILLE, INDIANA.

BOW-SOCKET FOR CARRIAGE-TOPS.

SPECIFICATION forming part of Letters Patent No. 687,637, dated November 26, 1901.

Application filed March 17, 1900. Serial No. 9,087. (No model.)

To all whom it may concern:

Be it known that I, CHRISTIAN H. LAMBERT, a citizen of the United States, residing at Rushville, in the county of Rush and State of Indiana, have invented new and useful Improvements in Bow-Sockets for Carriage-Tops, of which the following is a specification.

My invention relates to bow-sockets for carriage-tops; and the objects of the same are to provide simple and efficient means for connecting and disconnecting the bows from the top-props and to make a joint which will be reliable when connected and which may be disconnected and packed in a small space for shipping.

Another object is to provide a device of this kind which will be strong and efficient in use and which will materially reduce the labor in the production of buggy-tops and assembling the parts thereof.

I attain these objects by means of the construction shown in the accompanying drawings, in which—

Figure 1 is a side view of a portion of a bow, a top-prop, and a socket made in accordance with my invention for connecting said two parts. Fig. 2 is a perspective view of the bow-socket. Fig. 3 is a bottom view thereof, showing the tapering dovetail groove for the dovetail wedge secured to the top of the prop. Fig. 4 is a perspective view of the dovetail wedge and showing the shank which holds it in place in a socket in the top-prop. Fig. 5 is a vertical section through the socket, bow, and prop. Fig. 6 is a detail sectional view of a modified form of my invention drawn on a reduced scale.

Like numerals designate like parts wherever they occur in the different views of the drawings.

In said drawings the numeral 1 designates a carriage-top bow, and 2 a top-prop. The ends of the bow 1 are slightly reduced in thickness and are fitted into the bow-sockets 3, as shown in the drawings. The sockets each consist of an open frame having a central cross-bar 4, the upper rectangular socket 5, and the lower rectangular keeper 6 for the end of the bow. A dovetail groove 7 is formed on the bottom of the keepers 6, and this groove tapers from one end to the other to form a wedge-shaped recess for the wedge-

piece 8. A threaded bolt 9 may be formed on or secured to the cross-bar 4, and this bolt forms the pivotal point for the top-support. The wedge-piece 8 tapers to conform to the longitudinal contour of the groove 7, is dovetail shape in cross-section, and is held in a socket in the upper end of the prop 2 by a shank 10, said shank consisting of the bead 11, surrounding the shank, and the thin intermediate web 12. When this shank is driven into its socket in the end of the prop 2, the knob 13 is driven through the prop and through the thin web 12, and the shank is thus held firmly in place. When the wedge-piece 8 is slid into the groove 7, a screw 14 is passed through an aperture 15 near the end of the wedge 8 and into the end of the bow 1, the parts being thus firmly held in place. A collar 16 is fitted over the bolt 9.

As shown in Fig. 6, the bow-socket 3 and the shank 10 are formed integrally, and for some classes of work this is a very desirable structure. The shank 10 may be secured to the prop 2 in the same manner as shown in Fig. 5, and the bowl 1 is also attached to the socket 3 in like manner.

From the foregoing it will be seen that by the use of my invention a reliable joint is made between the bow and prop and that the two parts may be readily detached for shipping. It will also be noted that the socket is connected to the bow without the use of threaded bolts and that the device as a whole is simple in construction, may be quickly assembled, and is reliable and efficient in use.

Having thus fully described my invention, what I claim is—

1. A carriage bow-socket comprising a rectangular open frame to fit the lower end of a carriage-top bow, and a shank extending from the lower end of said socket, said shank having a thin central web, through which a drive-knob is adapted to be forced to hold the shank on the socket, substantially as described.

2. A carriage bow-socket comprising a rectangular frame fitted to the end of the bow, a wedge-shaped dovetail groove in the bottom thereof, and a dovetailed wedge secured to the upper end of a top-prop, said wedge adapted to be engaged in the groove and held therein, substantially as described.

3. A carriage bow-joint consisting of a

socket fitted to the end of the bow, a wedge-shaped groove in the end of said socket, a dovetailed wedge secured in the end of the prop, said wedge having a shank provided with a web through which a drive-knob is forced to hold the shank in its socket, substantially as described.

4. In a device of the class described, the combination with a prop consisting of a tube and a body or filling, of a section or member having a shank embedded in the body or filling and provided with a reduced portion, whereby the shank of a button or knob may be driven through it, substantially as described.

5. In a device of the class described, the

combination with a prop, of a section or member having a shank embedded in the prop and provided with opposite longitudinal grooves forming a reduced portion, and a knob or button provided with a shank arranged transversely of the top and driven through the reduced portion of the shank of the section or member, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

CHRISTIAN H. LAMBERT.

Witnesses:

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T. G. DRILL.