

D. W. WILSON.
CARRIAGE BOW REPAIRING DEVICE.
APPLICATION FILED APR. 27, 1908.

952,719.

Patented Mar. 22, 1910.



Fig. 1



Fig. 4



Fig. 2

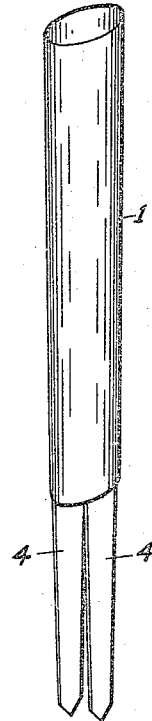


Fig. 3

WITNESSES:

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DAVID WILLIAM WILSON, OF SPOKANE, WASHINGTON.

CARRIAGE-BOW-REPAIRING DEVICE.

952,719.

Specification of Letters Patent. Patented Mar. 22, 1910.

Application filed April 27, 1908. Serial No. 429,574.

To all whom it may concern:

Be it known that I, DAVID WILLIAM WILSON, a citizen of the United States, residing at Spokane, in the county of Spokane and State of Washington, have invented a new and useful Carriage-Bow-Repairing Device, of which the following is a specification.

My invention relates to improvements in devices for repairing bows of buggies, carriages, automobiles, and the like, wherein a socket receives and incloses the broken end or ends of the bow, and secures the same together or to the bow-socket; and the object of my improvement is to provide a means for repairing a broken-bow without removing and replacing it with a new bow. I attain this object by the device illustrated in the accompanying drawing, in which—

Figures 1, 2 and 3 show different forms of the device used to attach a broken bow to the bow-socket, and Fig. 4 shows the application of Fig. 1.

Similar characters of reference refer to similar parts throughout the several views.

In repairing a bow broken at or near the point where the bow joins the bow-socket, I use one of the forms of my repairing device shown in Figs. 1, 2 and 3. The socket 1 (Figs. 1, 2 and 3) is designed to take the place of the original bow-socket, which is filled with the end of the broken bow. To one end of this socket is attached a projection, such as a tongue 2, Fig. 1; a screw 3, Fig. 2; or flanges 4, Fig. 3. This projection is forged to or attached solidly to the socket. The end of the broken bow remaining in the bow-socket is cut off flush with the end of the bow-socket. The end of the broken bow is shaped so as to fit tightly when driven into the repair socket, and is made of such a length that when the repair-socket is in place it will fill the space of the portion of the bow taken out. The repair-socket is fastened solidly to the bow-socket. Three ways of making this attachment are

shown in the drawing, but I do not desire to limit myself to the particular forms shown. If Fig. 1 is used, the wedge-shaped projection 2 is driven into the end of the bow remaining in the bow-socket; if Fig. 2 is used, the projection 3 is screwed into it; and if Fig. 3 is used, the flanges 4 are driven between the end of the bow remaining in the bow-socket and the bow-socket. After the repair-socket is in place, the end of the bow is then driven and fastened into the repair-socket in the usual manner. The repair-socket may be made in various lengths and shapes to meet different requirements.

Fig. 4 is a cross-section of a portion of a bow and bow-socket after having been repaired by repair-socket shown in Fig. 1. 5 is the end of the bow fitted into the repair-socket 1, and 2 is the wedge-shaped tongue driven into the end of the broken bow remaining in the bow-socket 6.

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

1. The combination with a carriage bow and bow-socket of a carriage bow repairing device consisting of a socket, and oppositely disposed means integral therewith to secure the socket to the filling of the bow-socket.

2. The combination with a carriage bow and bow-socket of a carriage bow repairing device consisting of a socket provided with an oppositely disposed tongue at the end thereof adapted to be driven into the filling of the bow-socket.

3. The combination with a carriage bow and bow-socket of a carriage bow repairing device consisting of a socket having a wedge shaped tongue projecting outwardly from the end thereof.

DAVID WILLIAM WILSON.

Witnesses:

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