M. SEWARD.

DIES FOR FORGING THE FEET OF CARRIAGE DASH-FRAMES.

No. 171,956. Patented Jan. 11, 1876.

fig. 1

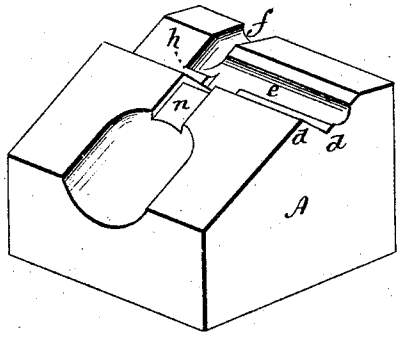


fig. 2

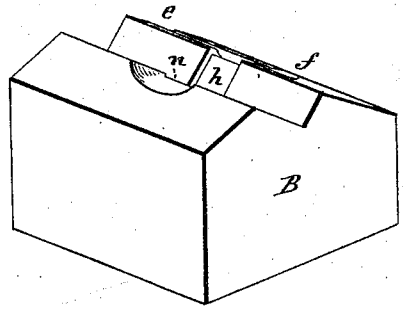


fig. 3

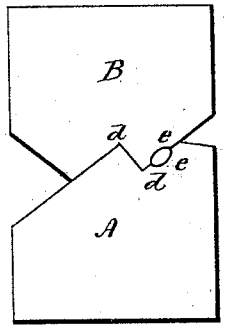


fig. 4

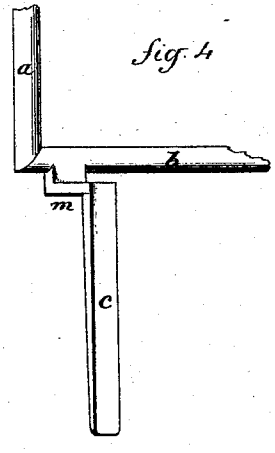
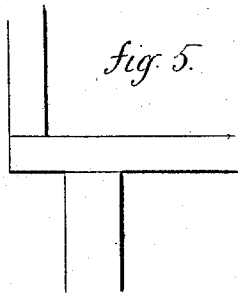


fig. 5.



Witnesses
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UNITED STATES PATENT OFFICE.

MOSES SEWARD, OF NEW HAVEN, CONNECTICUT.

IMPROVEMENT IN DIES FOR FORGING THE FEET OF CARRIAGE DASH-FRAMES.

Specification forming part of Letters Patent No. **171,956**, dated January 11, 1876; application filed December 15, 1875.

To all whom it may concern:

Be it known that I, MOSES SEWARD, of New Haven, in the county of New Haven and State of Connecticut, have invented a new Improvement in Dies for Forging Dash-Feet; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, perspective view of one part; Fig. 2, perspective view of the other part of the die; Fig. 3, end view of the two parts as set together; Fig. 4, the article to be produced; Fig. 5, the blank as prepared for the operation of the dies, enlarged.

This invention relates to an improvement in dies for forging that part of a carriage dash-frame commonly termed the "foot"—that is to say, one of the lower angles, and the strap extending down, by means of which the frame is secured to the carriage; and the invention consists in a pair of dies constructed to shape and finish the blank, as more fully hereinafter described.

The article, as shown in Fig. 4, consists of one arm, *a*, and a second part, *b*, at right angles to the first. From the latter part an arm, *c*, turns from the part *b* of the frame, and then downward, so as to form a shoulder near the part *b*. This forms the left-hand angle and foot of a dash-frame, the right-hand angle being the reverse of this. This arm is furnished to the carriage-smith, who welds the balance of the frame to the parts *a* and *b*, to give to the dash-frame the required extent and shape.

The blank is first prepared, as seen in Fig. 5, the parts *a*, *b*, and *c* all in substantially the same plane, and brought nearly to the shape in transverse section required.

A is the lower part of the die, and B the upper part. On the two parts there is a shoulder, *d d*, corresponding to the angular bend in the strap, and in the side above the lower angle of the shoulder there is a longitudinal cavity, *e*, corresponding to the part *b* of the frame, and at right angles to this is a cavity, *f*, corresponding to the right-angular or vertical part *a*. On the shoulder or part *d d* there is a cavity, *h*, and then on the surface leading outward from that cavity another corresponding cavity, *n*, at right angles, or nearly so, to the cavity *h*. The cavity *h* corresponds to the shoulder or bend *m* of the foot, and the part *n* to the strap *c*.

The blank, Fig. 5, is laid over the lower part of the die, so that the part *a* of the blank will lie in the cavity *f*, and the part *b* into, or substantially in, line with the cavity *e*. This brings the strap over the upper angle *d d*. Then the other part, B, of the die, which is formed with corresponding cavities, as shown in Fig. 2, is struck down upon the blank, bending it into the form of the cavities, and shaping the angles of the foot and frame, producing the article as seen in Fig. 4.

I claim—

The dies for forging dash-frame feet, constructed substantially as shown and described.

MOSES SEWARD.

Witnesses:

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