E. D. CLAPP & F. VAN PATTEN.

BLANKS FOR SHIFTING RAILS OF CARRIAGES.

No. 194,293. Patented Aug. 21, 1877.

Fig. 1.

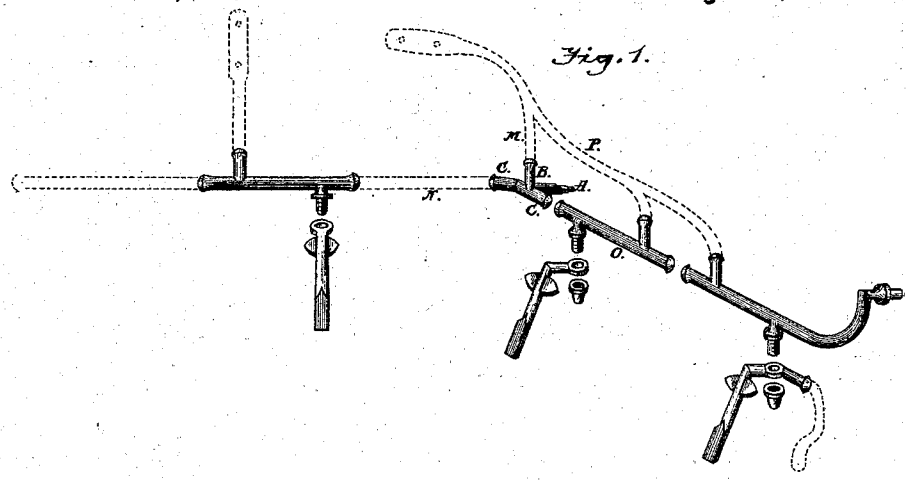


Fig. 2.

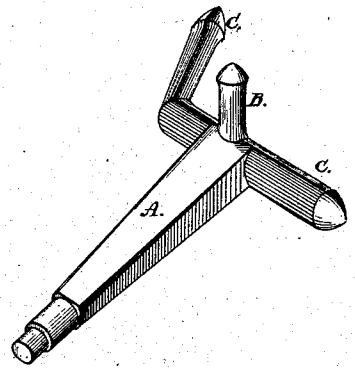


Fig. 3.

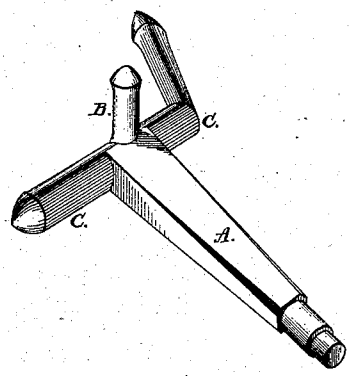
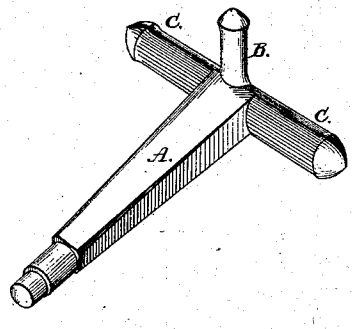


Fig. 4.



Witnesses;

Geo. H. Graham

John L. Kluber.

Inventors;

E. D. Clapp, and
Frederick Van Patten.

by

Munson & Philipp

Attorneys.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

EMEROUS D. CLAPP AND FREDERICK VAN PATTEN, OF AUBURN, NEW YORK.

IMPROVEMENT IN BLANKS FOR SHIFTING-RAILS OF CARRIAGES.

Specification forming part of Letters Patent No. **194,293**, dated August 21, 1877; application filed May 29, 1877.

To all whom it may concern:

Be it known that we, EMEROUS D. CLAPP and FREDERICK VAN PATTEN, of the city of Auburn, county of Cayuga, and State of New York, have invented certain new and useful Improvements in Forgings for Shifting-Rails of Carriages; and we do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification.

Figure 1 is a perspective view of half of the pieces that make a shifting-rail, showing the place where our forging is used. Figs. 2, 3, and 4 are perspective views of our forging.

Prior to our invention it was customary for carriage-blacksmiths to forge by hand the shifting-rail for carriages, welding the parts that are at angles to each other, and shaping the same in the ordinary expensive manner of doing this by hand. The welds so made were liable to be easily broken, and both they and the rest of the forging were seldom, if ever, smooth and symmetrical to the eye.

To lessen the expense of the manufacture of such shifting-rails, to make those portions where the different pieces are joined at an angle to each other strong, smooth, and symmetrical, is the object of our invention; and it consists in a forging, as will be more fully hereinafter described and claimed.

Our forging consists of the prop-iron holder A, having the lugs B and C, forming an integral part of the same. These are made out of one piece of iron, which is first upset and then shaped in dies to the form shown. The ends of the lugs are upset, so as to afford the necessary iron to make the welds to the other part of the shifting-rail. By referring to Fig. 1 of the drawings it may be seen where this forging is used the lug B is welded to the truss M of the hand-rail P, and the lugs C to the forgings N O of the shifting-rail.

The forging may be made with one of the lugs C bent, as shown in Figs. 2 and 3, to form rights and lefts, or these lugs may be straight, as shown in Fig. 4, and be bent according to the taste of the carriage-blacksmith or the character of the carriage being ironed.

By the use of our forging at least two of the most difficult parts of the shifting-rail, more symmetrical to the eye, smoother and stronger than can be made by hand, are ready for use by the blacksmith, and at a cost much less than if made by hand.

Having thus described our invention and the merits it possesses, what we claim as new, and desire to secure by Letters Patent, is—

As a new article of manufacture, the forging consisting of the prop-holder iron A, having the lugs B and C, substantially as shown and described.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

EMEROUS D. CLAPP.
FREDERICK VAN PATTEN.

Witnesses:
HORACE T. COOK,
D. E. CLAPP.