(No Model.)

W. B. C. HERSHEY.

SHIFTING RAIL ATTACHMENT FOR CARRIAGES.

No. 305,309. Patented Sept. 16, 1884.

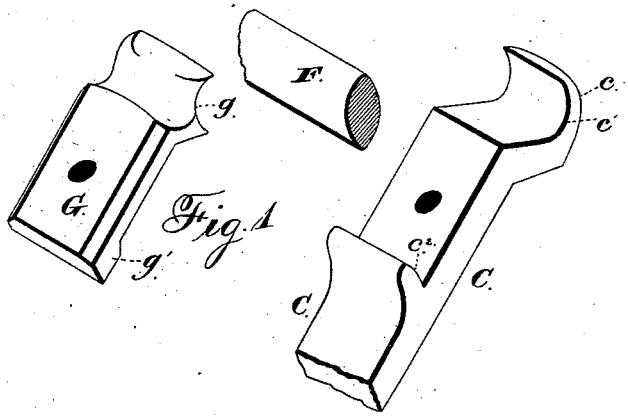
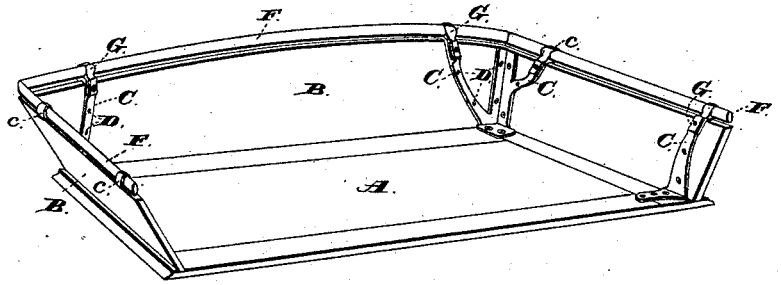


Fig. 1.

Fig. 2.



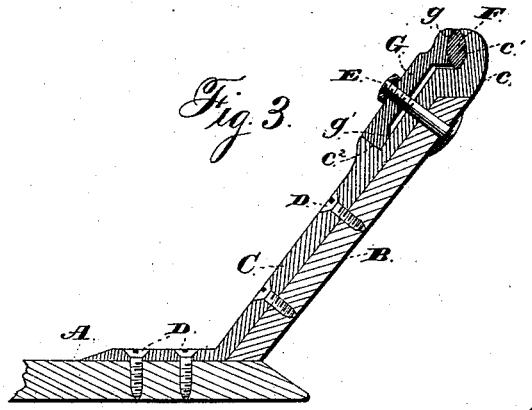


Fig. 3.

Witnesses:
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UNITED STATES PATENT OFFICE.

WILLIAM B. C. HERSHEY, OF COLUMBUS, OHIO.

SHIFTING-RAIL ATTACHMENT FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 305,309, dated September 16, 1884.

Application filed December 5, 1883. (No model.)

To all whom it may concern:

Be it known that I, WM. B. C. HERSHEY, of Columbus, in the county of Franklin, and in the State of Ohio, have invented certain new and useful Improvements in Combined Seat-Iron and Shifting-Rail Attachments for Carriage-Seats; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view of the parts of my device separated from each other. Fig. 2 is a like view of the same as applied to a wagon-seat, and Fig. 3 is a central longitudinal section of said parts and a cross-section of said seat.

Letters of like name and kind refer to like parts in each of the figures.

My invention is intended to facilitate the connection of a shifting-rail with a wagon-seat and to enable said rail to be firmly held in position, to which end it consists in the construction, arrangement, and combination of parts, as hereinafter described, and more specifically set forth in the claims.

It consists, further, in a seat-iron which is adapted to embrace the side and upper edge of a wagon-seat, and at its upper end is provided with shifting-rail-clamping jaws that are adapted to clasp a shifting-rail and to hold the same in position for use, substantially as and for the purpose hereinafter shown.

It consists, further, in a wagon-seat iron which at its upper end is provided with shifting-rail-clamping jaws that are drawn together and caused to grasp a shifting-rail by means of a bolt which passes transversely through said jaws and through the seat side, and also operates to confine the upper end of said seat-iron in place, substantially as and for the purpose hereinafter set forth.

It consists, further, in a seat-iron provided at its upper end with a stationary jaw for clamping a shifting-rail, in combination with a separable jaw and with a confining-bolt, substantially as and for the purpose hereinafter shown and described.

It consists, finally, in a seat-iron having at its upper end a fixed clamping-jaw, in combination with a separable clamping-jaw that at its tail end has a lug or bearing which is adapted to operate as a fulcrum, and with means, substantially as shown, whereby said jaws may be caused to clasp a shifting-rail, substantially as and for the purpose hereinafter specified.

In the annexed drawings, A represents the bottom, and B the side or back, of a wagon-seat of usual form, upon which is secured a seat-iron, C, that is preferably adapted to embrace the upper edge and inner face of said side and to extend a short distance over said bottom. Said seat-iron is secured in place by means of a number of wood-screws, D, that pass through the same into the contiguous wood, and a bolt, E, which passes through the upper end of said iron and through the upper portion of said side B.

From the outer side, at the upper end of the seat-iron C, a jaw, *c*, extends upward and inward and forms one-half of a bearing for a shifting-rail, F. The shape of the bearing-face *c'* of said jaw conforms to the transverse form of said shifting-rail, and may be one-half of a circle, an ellipse, a square, or a diamond, as desired.

Fitted upon the upper portion of the seat-iron C is a plate, G, which corresponds therewith in width and thickness, and extends below the bolt E to a distance substantially equal to the length of said iron above the same. The upper end of said plate extends over the corresponding end of said seat-iron, and is provided at such point with a face, *g*, that corresponds to the face *c'* of the jaw *c*, and, in connection therewith, forms a bearing that is adapted to receive the desired form of shifting-rail F. At the lower end, upon the inner face of said plate or jaw G, is provided a lug, *g'*, which is used for and operates as is hereinafter shown. The bolt E passes through the jaw G, as well as through the seat side B and seat-iron C, and if a shifting-rail, F, is placed between the clamping ends of said jaw and seat-iron, and said bolt is caused to draw the former toward the latter, said shifting-rail will be firmly clasped and securely held in position. The lug *g'* acts as a fulcrum for said jaw G, and enables the latter to operate most effectively in clamping said shifting-rail.

At the lower end of the movable jaw G a shoulder, c^2, is preferably provided upon the

seat-iron C, which shoulder corresponds in dimensions to the transverse area of said jaw at such point; but, if desired, said shoulder may be omitted.

By use of the device described the shifting-rail is more securely held in place than by the means usually employed, and, in addition thereto, is easily removed from and placed in position when desired.

Having thus fully set forth the nature and merits of my invention, what I claim as new is—

1. A seat-iron provided at its upper end with a stationary jaw for clamping a shifting-rail, in combination with a separable jaw having a squared-ended shank engaging and bearing against the squared lug or shoulder on the stationary jaw, and with a confining-bolt, substantially as and for the purpose shown and described.

2. A seat-iron having at its upper end a fixed clamping-jaw, in combination with a separable clamping-jaw that at its tail end has a lug which is adapted to operate as a fulcrum, and with means, substantially as shown, whereby said jaws may be caused to clasp a shifting-rail, substantially as and for the purpose specified.

3. A carriage-seat iron provided near its upper end with a squared shoulder or lug and at its upper end with a portion, C, having its inner face adapted to receive the shifting-rail and extending upward and outward at an angle to the face of the lug, in combination with a movable jaw adapted to be forced and held inward between portion C and the lug to clamp the rail between its upper end and said portion, substantially as shown and described.

4. In combination with the seat-iron provided with shoulder c^2 and end portion, C, having its face c' curved to receive the shifting-rail and extending at an angle to the face of the shoulder, the movable jaw G, having its lower end squared to engage the face of the shoulder and formed with the lug g on its under face, and at its upper end adapted to receive and bear against the rail, and the bolt E, substantially as shown and described.

5. In combination with the seat-iron provided with the stationary rail-receiving jaw, the movable jaw provided at or near one end with a lug resting on the shank of the stationary jaw and at the other formed to partially embrace the rail and hold it between itself and the stationary jaw, and the bolt passing through the two jaw-shanks, and the seat side adapted to fasten the upper end of the seat-iron and to cause the jaws to clamp the rail, substantially as shown and described.

In testimony that I claim the foregoing I have hereunto set my hand this 26th day of November, 1883.

WM. B. C. HERSHEY.

Witnesses:
FRED HEDDEN,
WM. BIRMINGHAM.