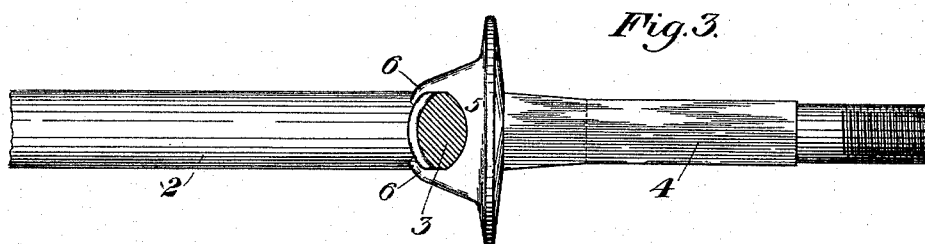
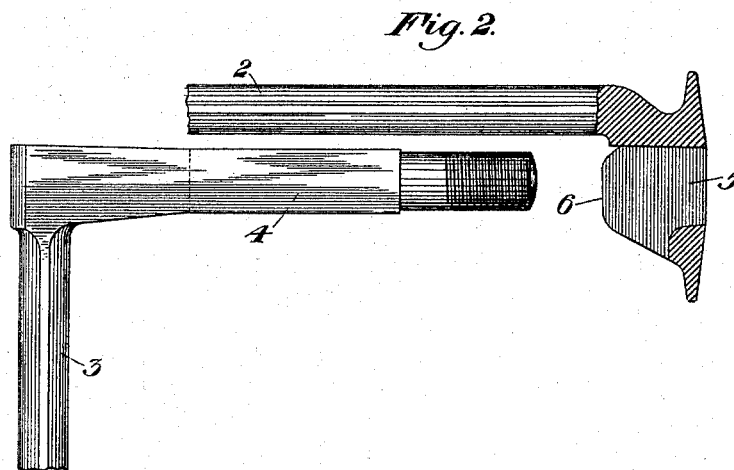
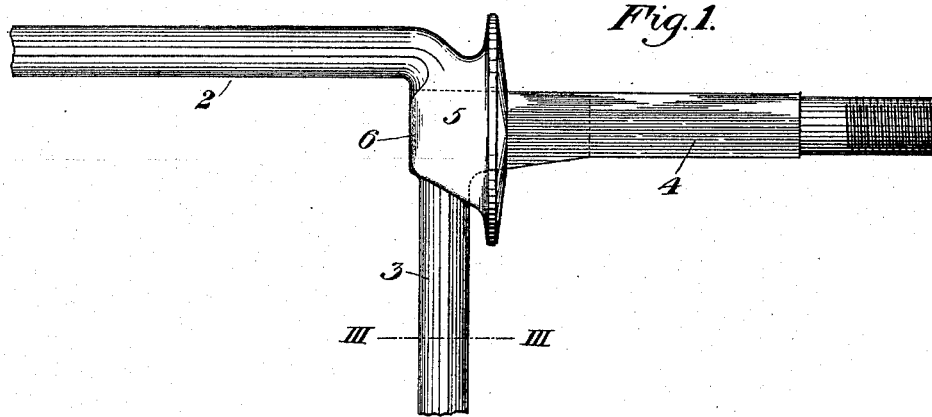


(No Model.)

H. C. SWAN.  
SHIFTING RAIL.

No. 526,507.

Patented Sept. 25, 1894.



WITNESSES

*A. M. Corwin*  
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INVENTOR

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# UNITED STATES PATENT OFFICE.

HENRY C. SWAN, OF OSHKOSH, WISCONSIN.

## SHIFTING RAIL.

SPECIFICATION forming part of Letters Patent No. 526,507, dated September 25, 1894.

Application filed December 30, 1893. Serial No. 495,236. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY C. SWAN, of Oshkosh, in the county of Winnebago and State of Wisconsin, have invented a new and useful  
5 Improvement in Shifting Rails, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

10 Figure 1 is a plan view showing the corner of my improved shifting rail,—that portion of the rail of which the prop forms a part,—and showing the joint by which two sections of the rail are connected. Fig. 2 is  
15 a plan view of the parts of Fig. 1, illustrating the manner of their connection; and Fig. 3 is a vertical section on the line III—III of Fig. 1.

The object of my invention is to provide an improved shifting-rail for vehicle-seats, which  
20 is made of separate parts so constructed and arranged as to be held together with great security. The construction is such as to enable the shifting-rail to be made of malleable cast-iron with as good results as regards economy  
25 and efficiency as if it were made of wrought metal.

In the drawings, 2 represents the back rail, and 3 one of the side rails which extends in a direction parallel with the end of the seat,  
30 and has at its rear end a transversely projecting arm or prop 4. At each end of the back rail is a socket 5, adapted to receive the prop-arm of the side rail, each socket having a hole extending through it so that the prop-  
35 arm can be inserted from the inner side. The hole in the socket and the interfitting portions of the prop-arm are made tapering so that they may fit neatly, and at the rear

end of the hole in the socket are flanges 6 which, when the parts are fitted together, can  
40 be bent over upon the side rail so as to lock them firmly and rigidly together, as shown in Fig. 3. The rails may be constructed of oval iron in the usual manner.

Modifications in the form, construction  
45 and relative arrangement of the device within the scope of my invention as herein defined, may be made by those skilled in the art.

I claim—

1. The combination of a back rail and side  
50 rail, one having a socket and the other having a projecting prop which fits in the socket, and said socket having on its inner edge a projection adapted to be bent over the end  
55 of the prop; substantially as described.

2. The combination of a back rail having  
at its end a socket with a lateral hole, and a side rail having a projecting prop extending  
60 transversely therefrom adapted to be fitted through the hole in said socket and to be secured therein; substantially as described.

3. The combination of a back rail having  
at its end a socket with a lateral hole, and a side rail having an end projecting prop extending  
65 transversely therefrom adapted to be fitted through said hole and to be secured therein by a projection at the end of the socket bent over said rail; substantially as  
described.

In testimony whereof I have hereunto set  
70 my hand.

HENRY C. SWAN.

Witnesses:

MARTIN O. SENSENY,  
EMIL W. JAITE.