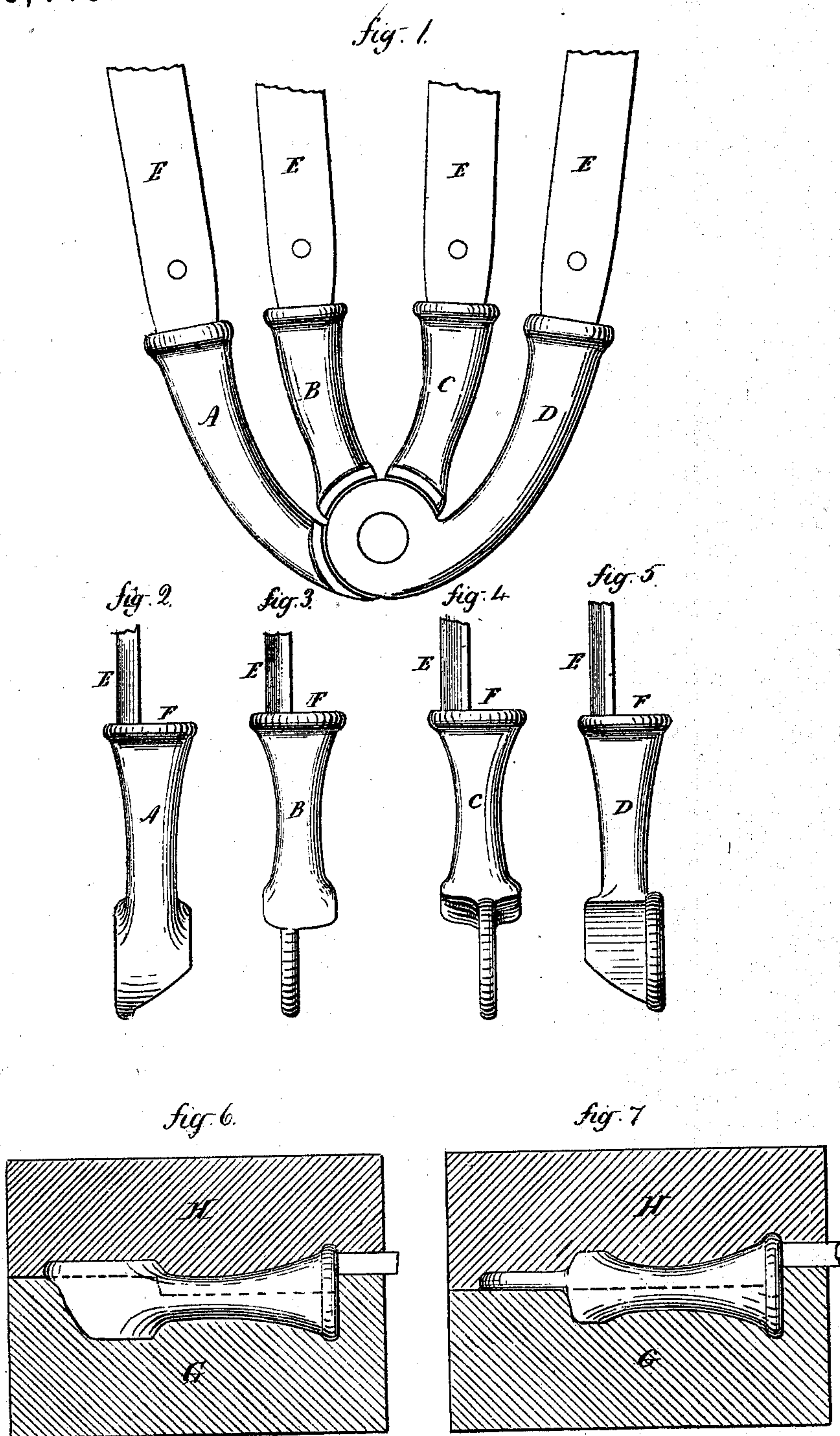


J. G. ENGLISH & E. F. MERSICK.

Slat-Irons for Buggy-Tops.

No. 146,440.

Patented Jan. 13, 1874.



Witnesses.
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UNITED STATES PATENT OFFICE.

JAMES G. ENGLISH AND EDWIN F. MERSICK, OF NEW HAVEN, CONN.

IMPROVEMENT IN SLAT-IRONS FOR BUGGY-TOPS.

Specification forming part of Letters Patent No. 146,440, dated January 13, 1874; application filed June 18, 1873.

To all whom it may concern:

Be it known that we, JAMES G. ENGLISH and EDWIN F. MERSICK, of New Haven, in the county of New Haven and State of Connecticut, have invented a new Improvement in Slat-Irons for Carriages; and we 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, a side view; Figs. 2, 3, 4, and 5, edge views of each of the four parts; and in Figs. 6 and 7, longitudinal central sections of the dies by which the parts are produced.

This invention relates to an improvement in that class of carriage-hardware known to the trade as slat-irons—that is to say, the irons which are attached to the lower end of the bows of a carriage-top, and which form the joint upon which the bows turn in lowering or raising the top—and particularly to that class in which the four parts are hinged upon one common pivot, such, substantially, as patented to Shelton and Tuttle, December 29, 1857. These have usually been constructed from cast metal made hollow, so as to be set onto the end of the bow. The object of this invention is to form these parts of wrought metal by means of suitable dies, and with straps extending up onto the surface of the bow, the end of the bow resting on a shoulder formed on the iron.

The iron is composed of four parts, A B C D, and these parts formed with tongues at their lower end, as seen in Figs. 2, 3, 4, and 5, so that, when set together, the irons are all in line, in substantially the manner shown in the Shelton and Tuttle patent before referred to. The two parts A B are the same as the parts

C D, except two are made for the right hand and two for the left. From each of these a strap, E, extends up, as seen in the drawings, to any required length, these being upon one side of the parts so as to form a shoulder, F, upon each, upon which the lower end of the bow sets, the strap extending up onto the bow, and perforated for screws or bolts, by which to secure the iron to the bow. The irons A, Fig. 2, are formed in a die, as seen in Fig. 6, G being the lower part and H the upper part, and so that, when the heated bar of iron is placed between the two dies and struck, it will be shaped for that part. The second iron, B, is formed in a similar die, Fig. 7, it only differing in shape as the joint portion differs. The dies for the other two irons, C D, are made, respectively, like Figs. 7 and 6, differing only that they are the reverse hand. The strap is then drawn out to any required length, or may be welded onto or otherwise extended.

By this construction, we are enabled to produce slat-irons of this character entirely from wrought metal, and at a cost little, if any, more than the common cast or malleable process.

We do not broadly claim a slat-iron in which the parts are jointed together so as to lie in the same plane, as such construction is found in the patent of Shelton and Tuttle, December 29, 1857.

We claim as our invention—

As an article of manufacture, a slat-iron consisting of the parts A B C D, formed with straps E, joined in the manner described, and formed by means of dies, substantially as set forth.

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Witnesses:

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