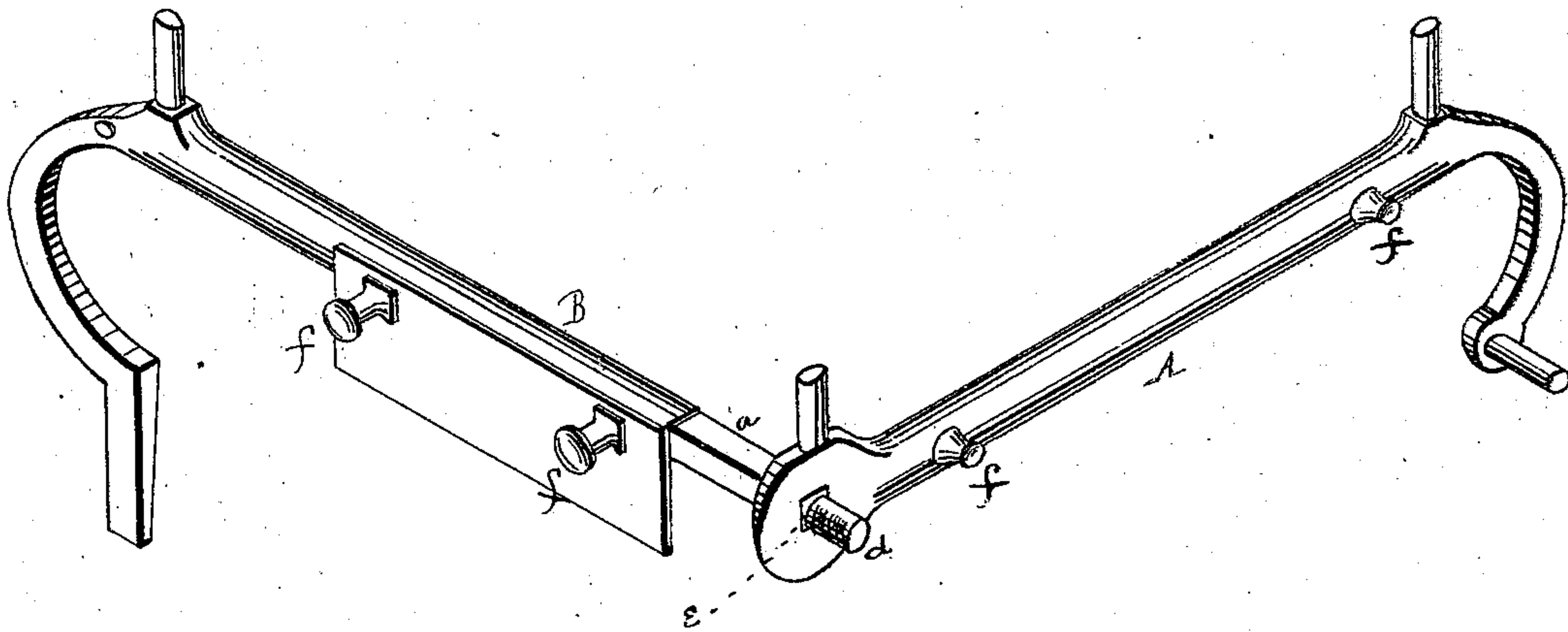


A. M. WHIPPLE.

SHIFTING RAILS FOR CARRIAGES.

No. 176,764.

Patented May 2, 1876.



WITNESSES.

J. H. Schott,
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UNITED STATES PATENT OFFICE.

ARCHIBALD M. WHIPPLE, OF NORTH ADAMS, MASSACHUSETTS.

IMPROVEMENT IN SHIFTING-RAILS FOR CARRIAGES.

Specification forming part of Letters Patent No. 176,764, dated May 2, 1876; application filed April 7, 1876.

To all whom it may concern:

Be it known that I, ARCHIBALD M. WHIPPLE, of North Adams, in the county of Berkshire, and in the State of Massachusetts, have invented certain new and useful Improvements in Shifting-Rail for Carriages; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

My invention consists in constructing a shifting-rail for carriage-tops in sections, so that it can be cast or forged and joined together at the seat-corners without weakening the rail, the said joint to be concealed by the prop-blocks and back-stay. By constructing the rail in sections it may be made adjustable to seats of different lengths, thereby making it an article of trade or manufacture, which it has not been heretofore. When forged whole they are not adjustable to different-sized seats; hence, carriage-makers have always forged and fitted each and every rail to the seat for which it was especially designed. My invention avoids this necessity. It enables me to cast the rails of malleable iron, which greatly diminishes the cost, renders them adjustable to seats of different lengths, secures a uniform distance between the point which receives the bow-irons and the point which receives the joint, thereby always securing a certain and fixed shape to the top without cutting and fitting each and every bow, which is unavoidable when the distance between the joints varies. My method of joining these sections strengthens the shifting-rail at the weakest point, where the iron

which receives the joint and the prop-block (and on which the whole top rests when it is down) joins the rail.

The annexed drawing is a perspective of one end rail and one section of the back rail.

A represents the end rail, and B the section of the back rail. The rear end of the end rail is provided with a square opening, *e*, into which passes the square end *a* of the back section. The prop-block passes over the square portion marked *a*, then comes the bow-iron, and then the end rail. The end marked *d* is provided with a screw-thread, over which a nut passes to secure the parts in place. The different lengths of seat will produce only narrower or wider space between the sections of the rails at their inner ends.

It will readily be seen that knobs or projections *f f* on the rails are cast with them, for the purpose of holding the top in place.

Having thus fully described my invention, what I claim is—

The combination, in a shifting-rail for carriages, of the back rail B, provided with the square end *a* and screw-tenon *d*, and the end rail A, provided with the square opening *e*, each having projections *f* cast thereon, and the back rail adjustable upon the end rail, all substantially as and for the purposes set forth.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 14th day of March, 1874.

ARCHIBALD M. WHIPPLE. [L. S.]

Witnesses:

J. ROCKWELL,

I. Q. ROBINSON.