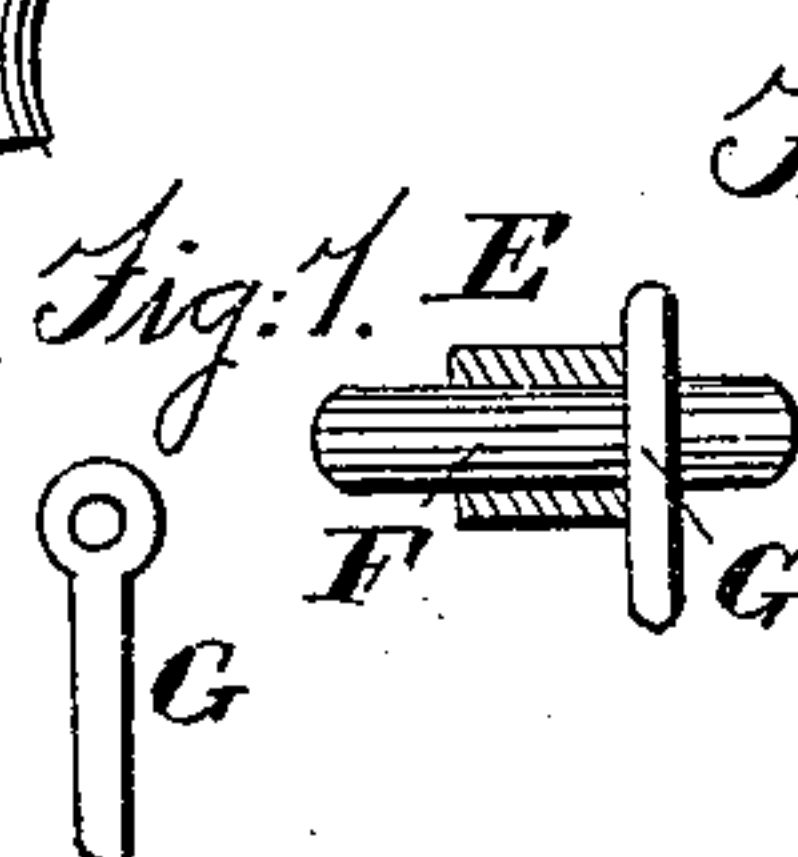
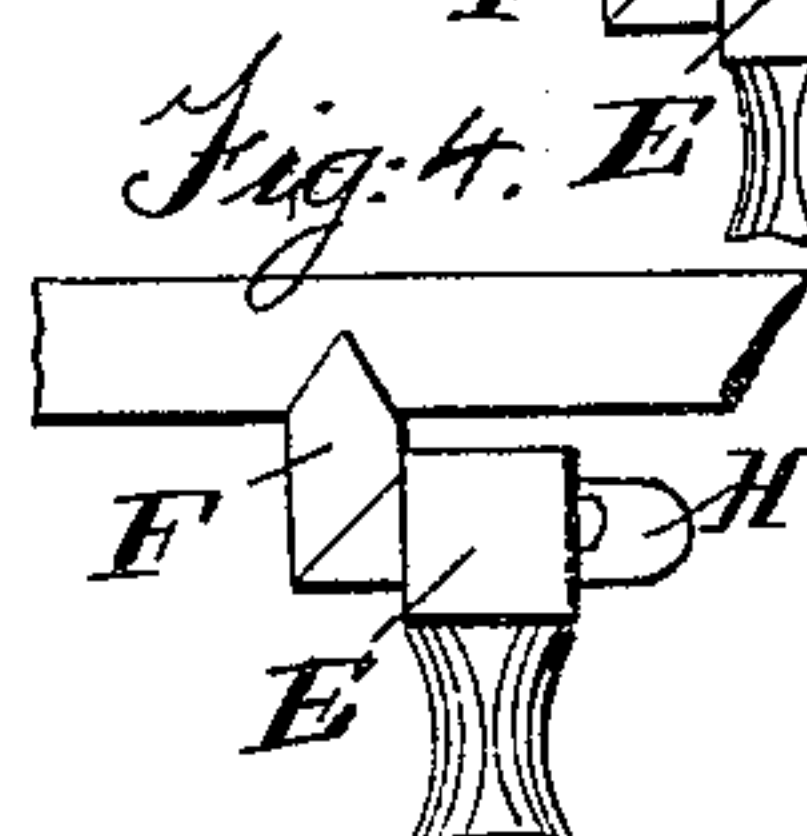
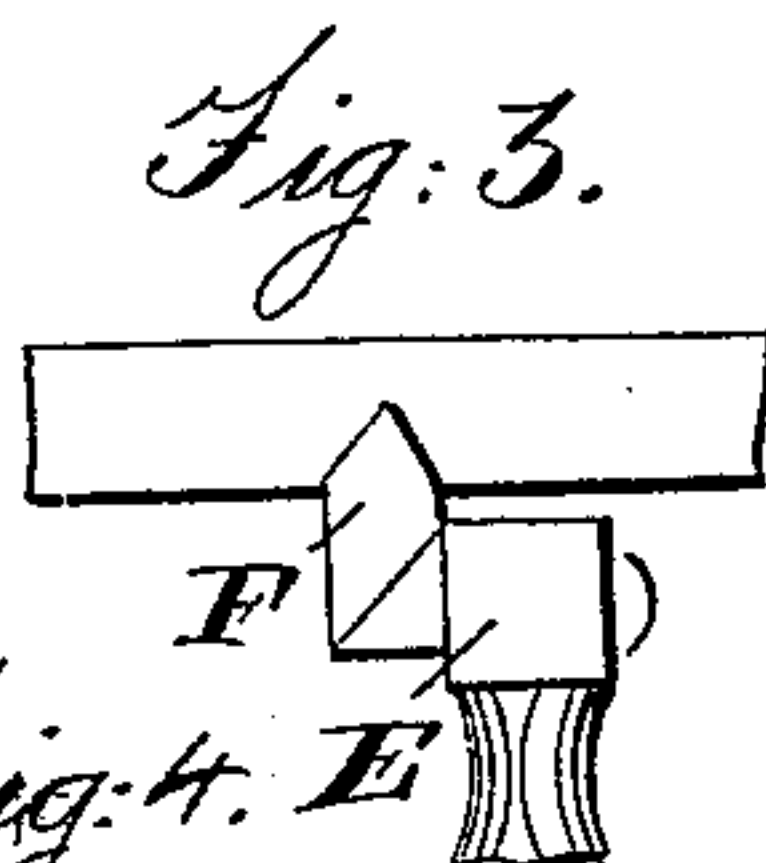
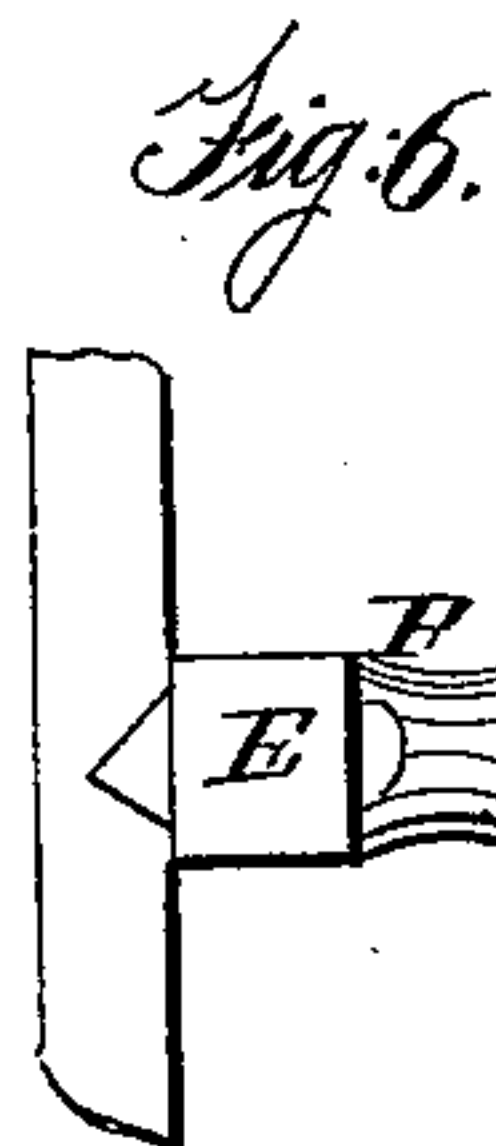
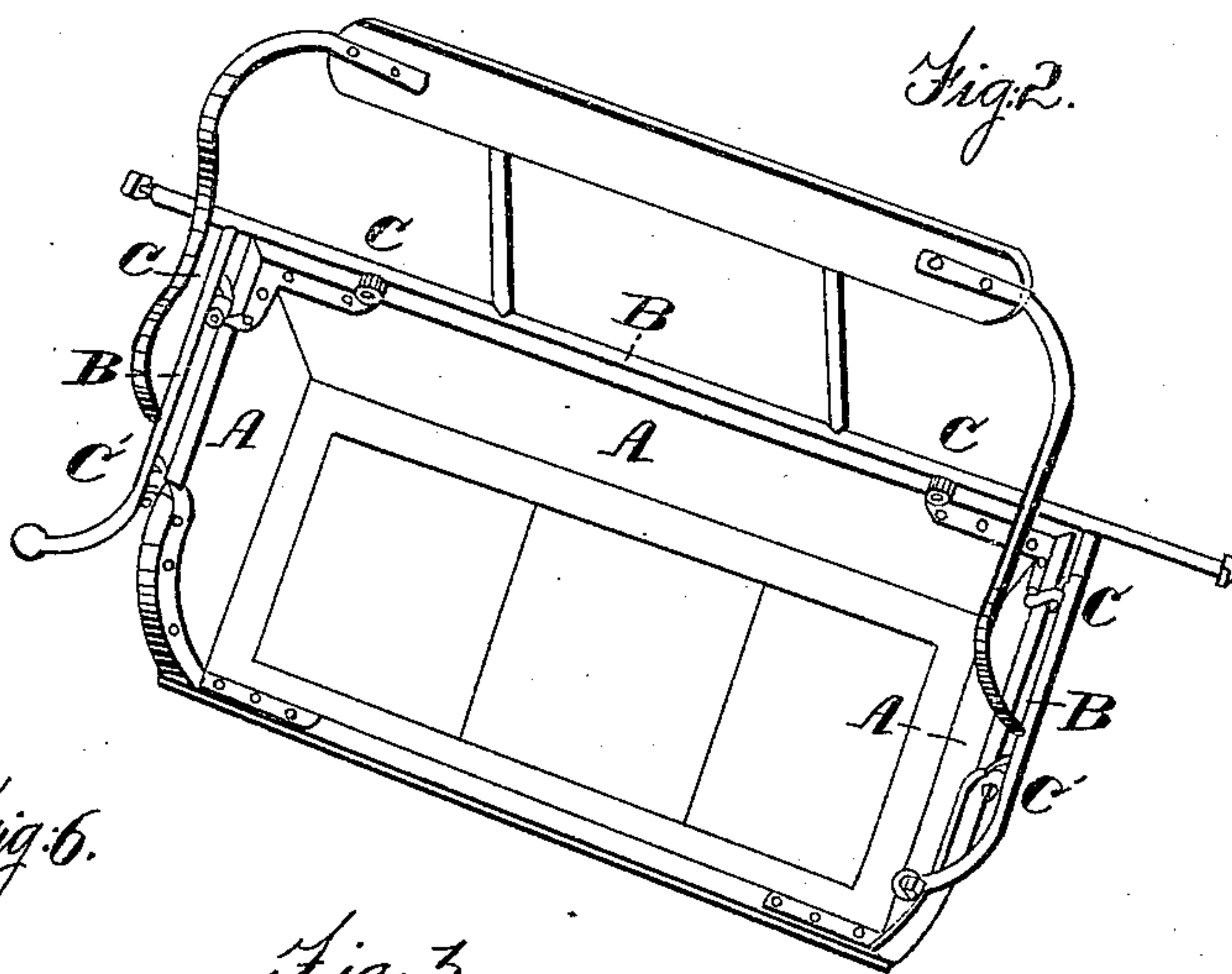
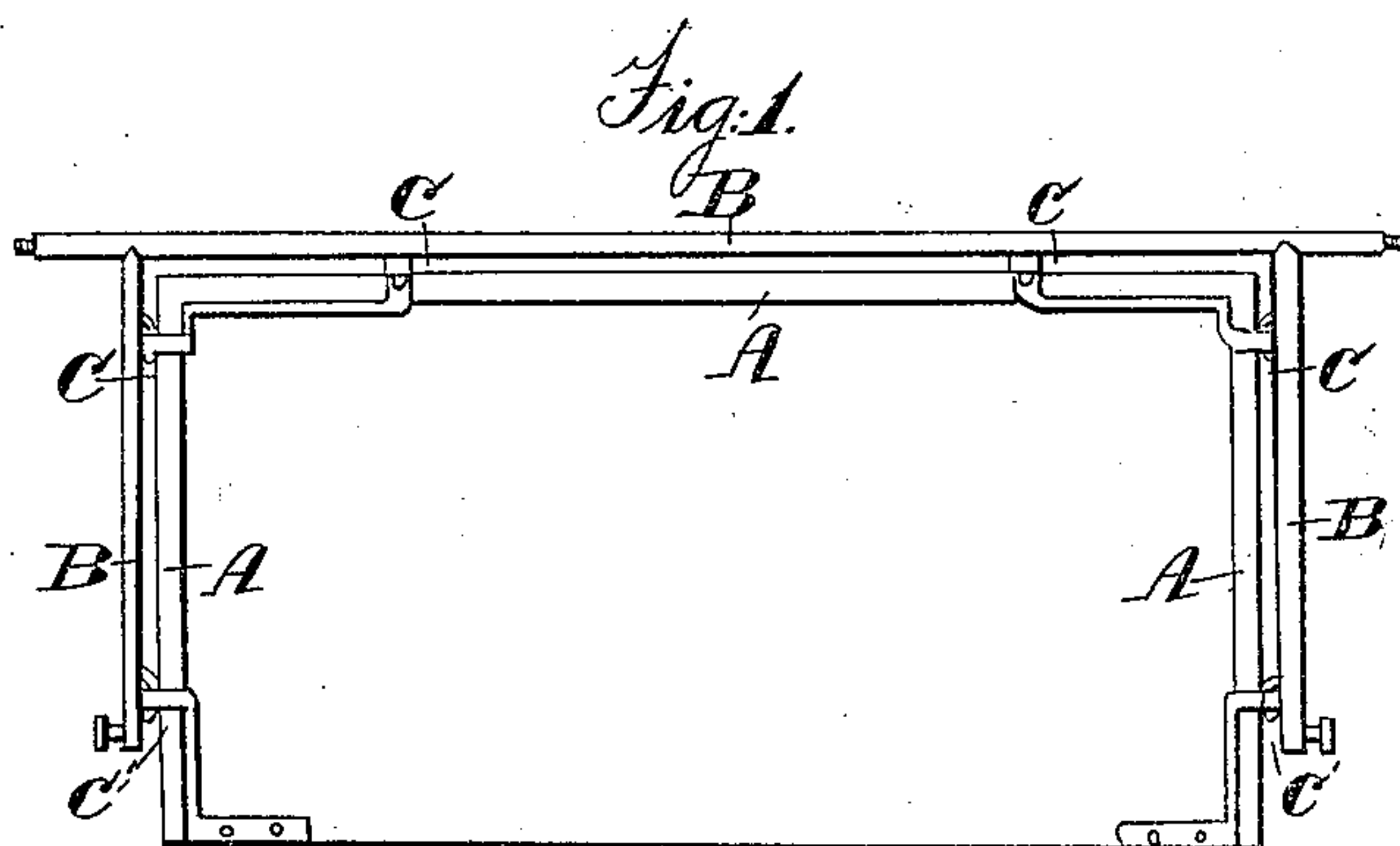


J. S. BELCHER.

Shifting-Rail.

No. 29,049.

Patented July 10, 1860.



Witnesses  
A. V. DeWitt  
Chas. Selkirk

Inventor  
John S. Belcher

# UNITED STATES PATENT OFFICE.

JOHN S. BELCHER, OF ALBANY, NEW YORK.

## ATTACHING REMOVABLE CARRIAGE-TOPS.

Specification of Letters Patent No. 29,049, dated July 10, 1860.

*To all whom it may concern:*

Be it known that I, JOHN S. BELCHER, of Albany, in the county of Albany and State of New York, have invented a new and useful Improvement in the Manner of Securing Carriage-Tops to Their 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 represents a top view of a carriage seat with the base frame of the top secured to the rail of the same. Fig. 2 is a perspective view of Fig. 1. Figs. 3, 4, 5, 6, and 7, are views of the attachment in detail.

Similar letters of reference indicate corresponding parts in the several figures.

This invention consists in a certain novel means for attaching and detaching a shifting carriage top to the seat rail, whereby the top may be taken off or put on with great ease and facility; and also so that the attachment may be made rigid and secure.

The invention consists in the use of hooks and eyes, and bolts that are peculiarly applied and arranged, as will be hereinafter described and represented, so that the top may be slipped upon and off of its seat at pleasure.

To enable those skilled in the art to fully understand my invention I will proceed to describe its construction and operation.

In the annexed drawings, A represents the back and sides of an ordinary carriage seat, and B, the movable or shifting rail with its back, as clearly shown in Fig. 2.

F, F, F are hooks that project from the rail B, and enter the eyes E, E, E, as shown in Figs. 3, 4 and 6, the hooks F, are welded to the rail B, at suitable points C, C, C, C, C', C', represented in Figs. 1 and 2, in

which figures C', C', are the front hooks that are made longer than the others (C) in order to receive the pins or keys G, (Figs. 5 and 7), which pass through holes H, made through the ends of the hooks F.

The eyes E, through which the hooks are passed and secured by keys, are fastened to and project from the back of the seat A, as clearly shown in the drawings, Figs. 1 and 2.

Now to remove the top from its seat it is only necessary to remove the pins G, and draw the hooks from their respective eyes, and the parts are disengaged. In putting the top on its seat again the hooks are entered in their respective eyes, and the pin G, put in its place; and the top is secured to its seat.

By this means, bolts, nuts, and such other devices as are at present used, will be dispensed with; and the fastening may be made equally as strong with less expense and greater facility in its attachment and detachment.

I am aware that rails for carriage seats have been attached thereto and supported by arms with hooked ends, and a peculiar clamping device, by which the rail is secured to the seat with one thumb screw, as in the patent granted to Cornelius Scofield, April 19, 1859; but this I do not claim.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is:—

The mode of securing shifting carriage tops to their seats, by means of the hooks F, eyes E, and the keys or pins G, herein described, so that the tops can be put on or removed, with facility and ease, as set forth.

JOHN S. BELCHER.

Witnesses:

A. V. DEWITT,  
ALEX. SELKIRK.