

STIVERS & SMITH.

Shifting Carriage-Top.

No 36,539.

Patented Sept 23, 1862

Fig. 1.

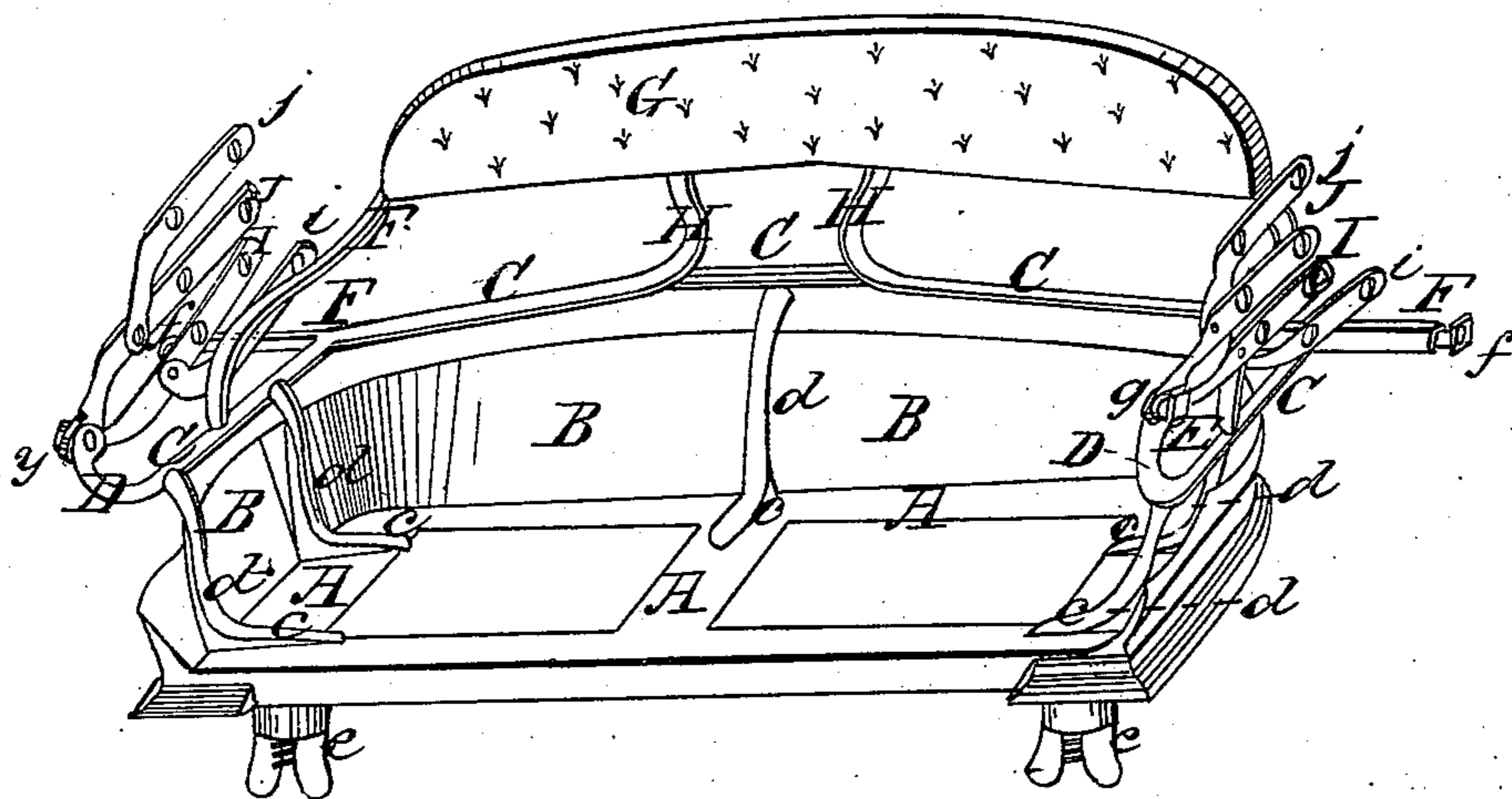


Fig. 2.

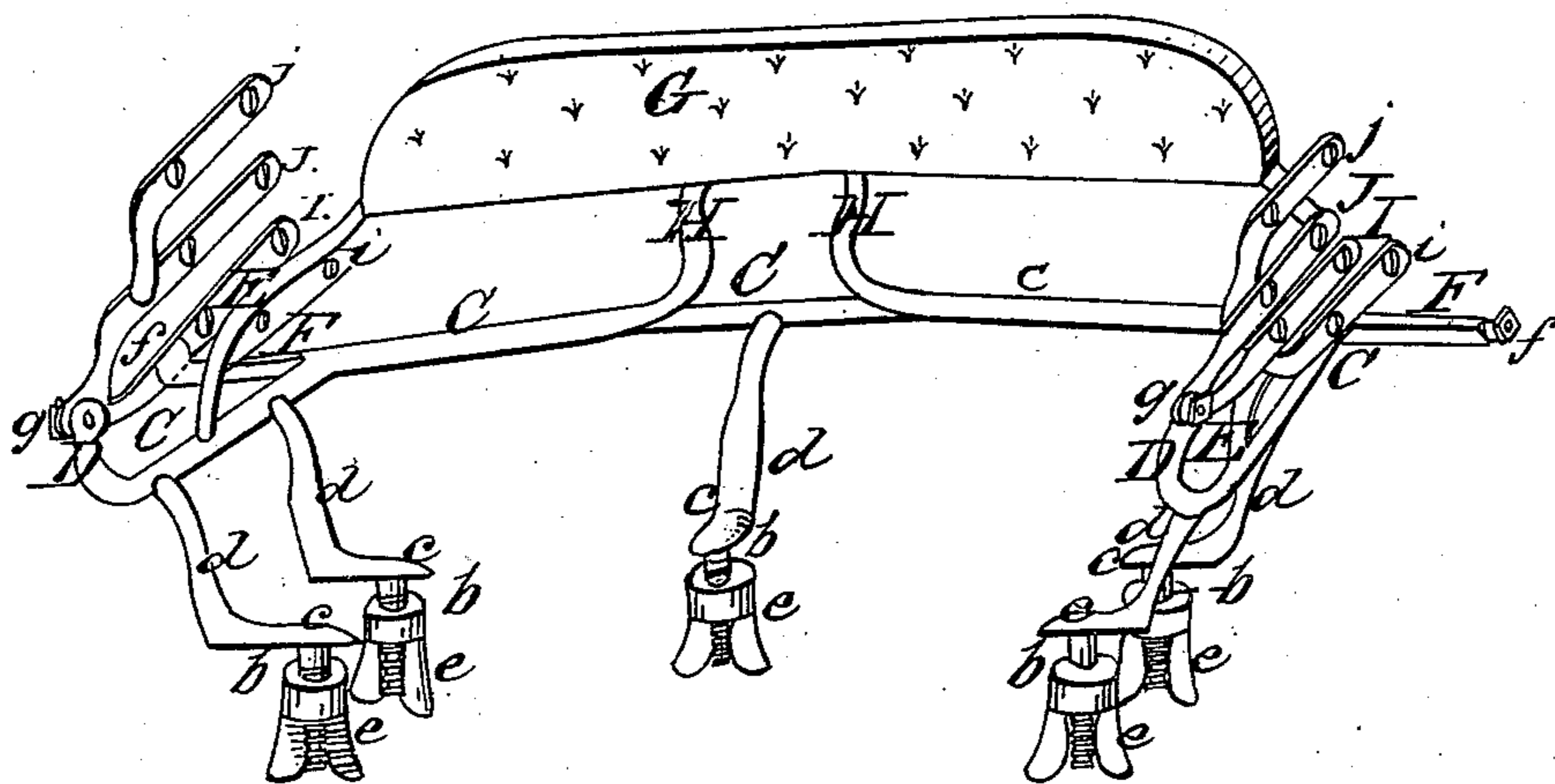
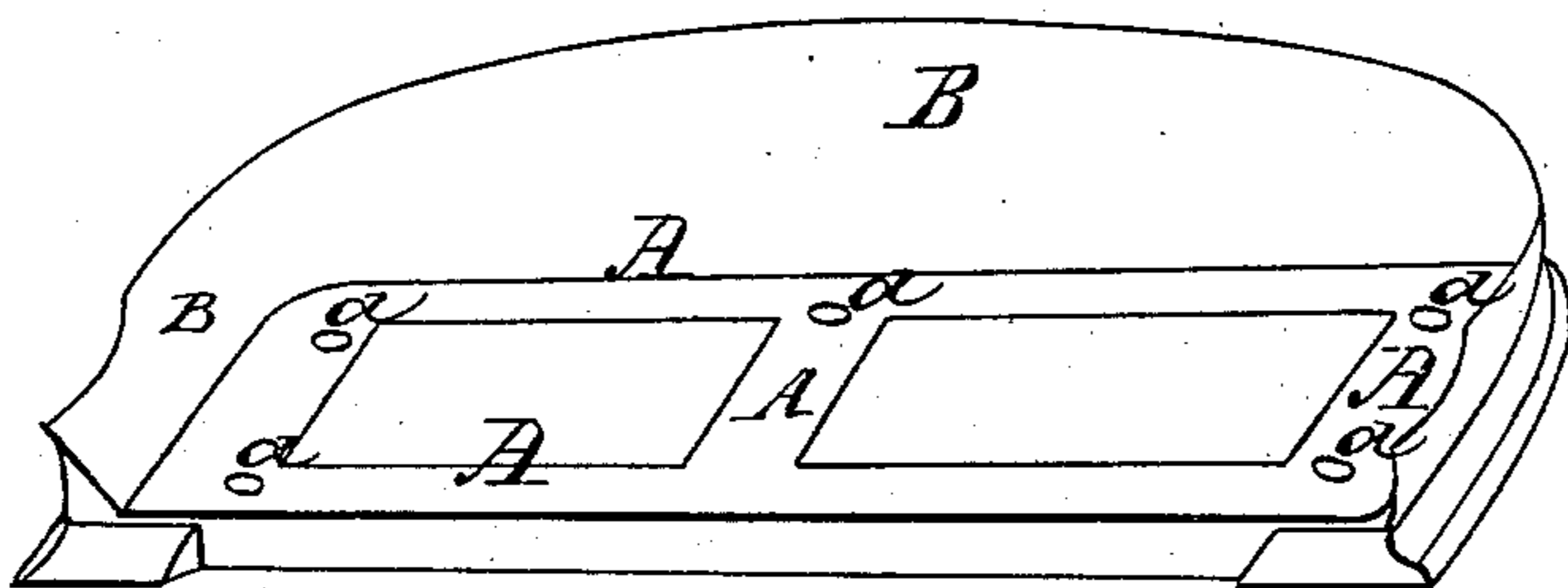


Fig. 3.



Witnesses

W. Lake & Co.
acw:dd:comly

Inventor:

R. M. Stivers
G. W. Smith
By their Attorney

UNITED STATES PATENT OFFICE.

R. M. STIVERS AND G. W. V. SMITH, OF NEW YORK, N. Y.

IMPROVEMENT IN SHIFTING CARRIAGE TOPS AND BACKS.

Specification forming part of Letters Patent No. 36,539, dated September 23, 1862.

To all whom it may concern:

Be it known that we, R. M. STIVERS and G. W. V. SMITH, both of the city, county, and State of New York, have invented certain new and useful Improvements in Shifting Carriage-Tops; and we do hereby declare that the following is a clear, full, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, and in which—

Figure 1 represents the frame of a carriage-seat with a portion of the frame for the cover or top. Fig. 2 represents a view of the frame to which the cover or top is attached, detached from the seat; and Fig. 3 represents the frame and back of the seat, as seen in Fig. 1, with the frame detached therefrom.

In the drawings, A represents the frame of the seat, provided with a low beveled flaring back, B. Bottom pieces or boards are to be used in connection with the frame A for the proper support of the seat-cushion.

C represents an iron or metallic rail running the entire length of the seat and partially across each end, the ends of the rail being curved or properly bent for that purpose, as fully shown in the drawings.

From the lower inner side of rail C project standards or supports *d*, having feet *c*, from the bottom of which project the screws *b*, upon which work thumb-nuts *e*. The front ends of rail C are provided with curved risers D, to which the main slot or folding irons or pieces I J are hinged, as seen at *g*, the secondary slot or folding piece *i j* being in turn hinged to the main slot or folding irons, as fully shown in the drawings. All of these folding irons are to be provided with suitable holes for the proper attachment of the top or cover, the same as generally practiced by the trade. The rail C is also provided with extension pieces or props F, upon the ends of which the lower ends of the jointed arms for elevating and lowering the top or cover of the carriage are held by nuts *f*.

As some persons prefer a high support for their backs, rail C is provided with top risers E and H, and to which is attached the high back-support G. Supposing the cover to be attached to the rail C, the cover, together with the rail itself, can be easily removed from the seat in a very few minutes, and, when so

removed, the seat will not indicate without the closest examination that it was ever intended to receive and support a top or cover. The change is effected by removing the cushion and then the thumb or hand nuts, when the entire rail and top can be quickly lifted from the seat and set one side, leaving no trace on the seat except the holes *a*, through which the screw ends *b* pass, and which are completely covered by the cushion when it is replaced.

The advantages of our invention are numerous, as will be apparent, especially to the trade.

In the first place, the rail and its supports are all so formed that no bolts or screws are required to fasten them together, while at the same time they perform to each other and the seat-frame the function of braces.

In the next place, the supports *d* of the rail are so bent or curved that while a beveled back, B, can be used, it is not chafed by said supports, although they support the rail outside and above the part B, while their feet are fastened on the inside of the block B.

Again, the construction of the feet *c* in connection with the screw end *b*, as shown, is of great utility, since the feet *c* rest evenly on the frame A, and when the thumb-nuts *e* are turned up under the frame, as indicated in Fig. 1, there is no working of the supports *d*, as would likely be the case if the parts marked *d*, *c*, and *b* were not all formed from one piece of metal.

Another advantage of no small practical importance due to this mode of construction is the fact that the top when taken off can be set down upon the ends of the screws *b* or nuts *e*, and will thus be prevented from falling over upon one side, thus preventing the leather covering from being scratched or injured.

Again, by rendering the separate parts as few as possible there is less danger of one or more being lost, either in actual use, when packed away, or in the act of shifting the top and rail. The use of thumb-nuts *e* in combination with the screw ends *b* enables the top and rail to be attached and detached without the use of a wrench, whereby two serious evils are obviated, which would necessarily result from such a construction as to require the use of a wrench. In the latter case a person would be compelled to always carry a wrench when

traveling for pleasure, or else run the risk of not enjoying the comfort of a ride in a carriage free from the incumbrance of a top, since it would be a matter of much doubt whether a wrench could always be found at hand if not carried. This would involve the necessity of a constant watch, which in such matters is attended with no small inconvenience and annoyance.

Aside from the above, the use of a wrench would constantly subject the seat to the danger of being nicked and bruised up.

Still again, if the screw ends *b* were not a part of the feet *c* they would often be liable to turn when the nut was being put on; in fact, it might often be impossible to get all of the nuts to hold firm without allowing the heads of the bolts to project far enough above the feet *c* to be held while the nut was being turned up. In this case a second wrench would be required, while the head of the bolt would so elevate the cushion as to be objectionable.

When the top is folded back, it rests upon the props *F* in a firm and secure manner.

The cushion covers feet *c*, so that all of the connections are well out of sight, giving to the carriage the appearance of high and neat finish.

The back-support *G* may be used with or without the folding top. In the latter case the props *F* and folding irons could be dispensed with and such of the supports *d* as were not desirable or necessary.

The back-support *G* may be connected to the shifting rail *C* in any desirable but secure and proper manner. It will thus be seen that our invention provides not only for the comfort, health, and ease of man, but also enables him to enjoy all at the least possible expense and inconvenience.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

The shifting rail *C*, having two or more supports, *d*, feet *c*, and screw or bolt ends *b*, rigidly welded thereto or forged therefrom, in combination with the seat-frame *A* and nut *e*, substantially as and for the purposes set forth.

In witness whereof we have hereunto subscribed our names.

R. M. STIVERS.
G. W. V. SMITH.

In presence of—

EDWARD A. FRASER, Jr.,
EDWARD A. FRASER.