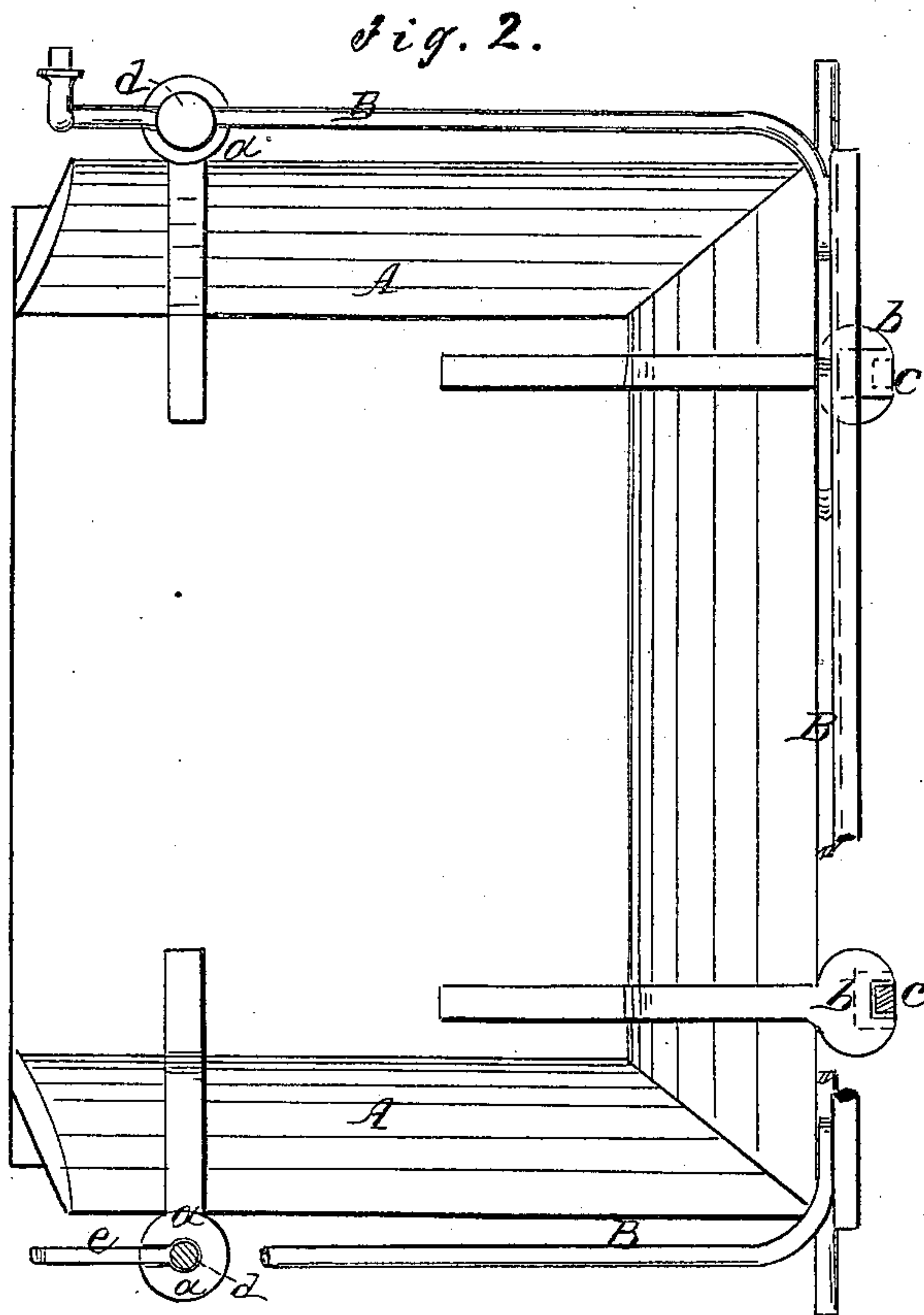
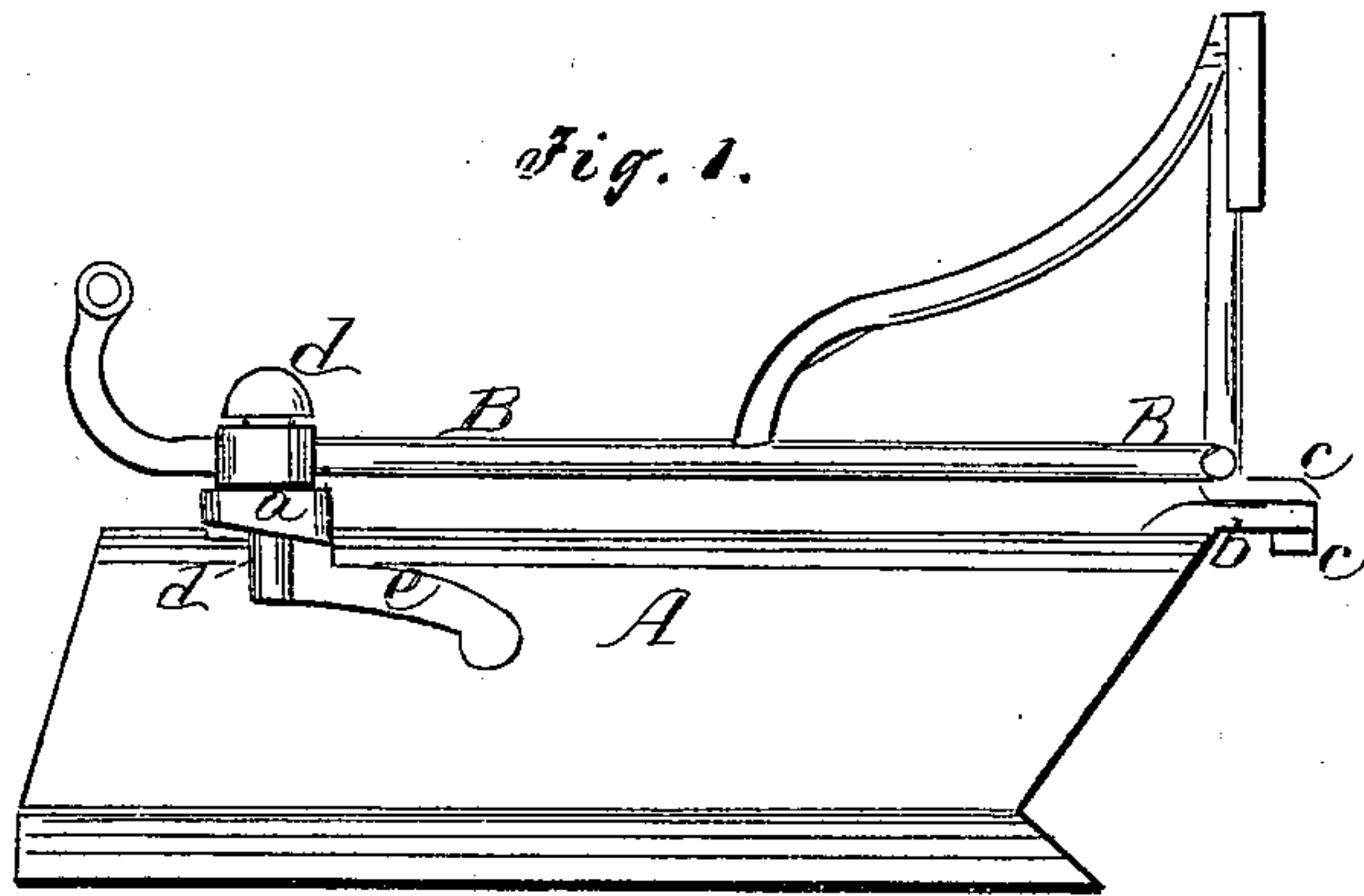


C. J. J. J. J.
Shifting Rail.

No. 101,986.

Patented Apr. 19. 1870.



Witnesses:
A. Benneken
H. J. J. J.

Inventor:
C. J. J. J.
PER *M. J. J.*
Attorneys.

United States Patent Office.

CASPAR DISSER, OF WEST UNION, OHIO.

Letters Patent No. 101,986, dated April 19, 1870; antedated April 4, 1870.

IMPROVED SHIFTING-RAIL FOR CARRIAGE-SEATS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, CASPAR DISSER, of West Union, in the county of Adams and State of Ohio, have invented a new and improved Shifting-Rail for Carriage-Seats; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings forming part of this specification, in which—

Figure 1 represents a side view of a carriage-seat provided with my improved shifting-rail.

Figure 2 is a plan or top view, partly in section, of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to a new device for securing the carriage-seat rail-fastening, and consists in an improved construction of the same, as hereinafter described.

A in the drawing represents the carriage-seat.

From each of its sides projects a slotted ear, *a*, and from its back project two notched plates or lugs, *b b*, as shown. These ears and lugs are the outer ends of metallic bands or straps that are secured to the seat.

B is the shifting-rail. It is made of suitable form, and the two hooks, *c c*, project from its rear bar, said hooks engaging into the notched plates *b*, so that their shanks fit into the notches of said plates.

From the front part of the rail are suspended two

swivel-pins, *d d*, which may be screwed into the rail or simply swiveled, as may be desired.

From the lower end of each pin *d* projects an arm, *e*.

When this arm is turned forward, as in the lower part of fig. 1, it will be directly under the slot of a plate, *a*, and will allow the attachment or removal of the rail.

When the pins *d* are fitted through the ears *a*, their arms, *e*, are turned backward, and will then prevent the removal of the rail.

They are locked in this position by making the plates *a* thicker where they are not slotted, to clamp the arms *e*, as indicated in fig. 1.

When the rail is to be taken off, the arms *e* are swung forward so as to be directly under the slots of *a*. The front part of the rail is then raised out of the plates *a*, and, finally, the rail is pushed back, to liberate the hooks *c* from the plates *b*.

Having thus described my invention,

What I claim as new, and desire to secure by Letters Patent, is—

The arms *e e*, formed rigidly on the lower ends of the swiveled pins *d d*, and adapted to be locked by friction with the inclined under surfaces of the plates *a a*, and to pass through the slots in said plates for the purpose of detaching the front portion of the rail B of the carriage-seat A, as set forth.

Witnesses:

CASPAR DISSER.

JAMES L. CORYELL,

N. D. BRANSON.