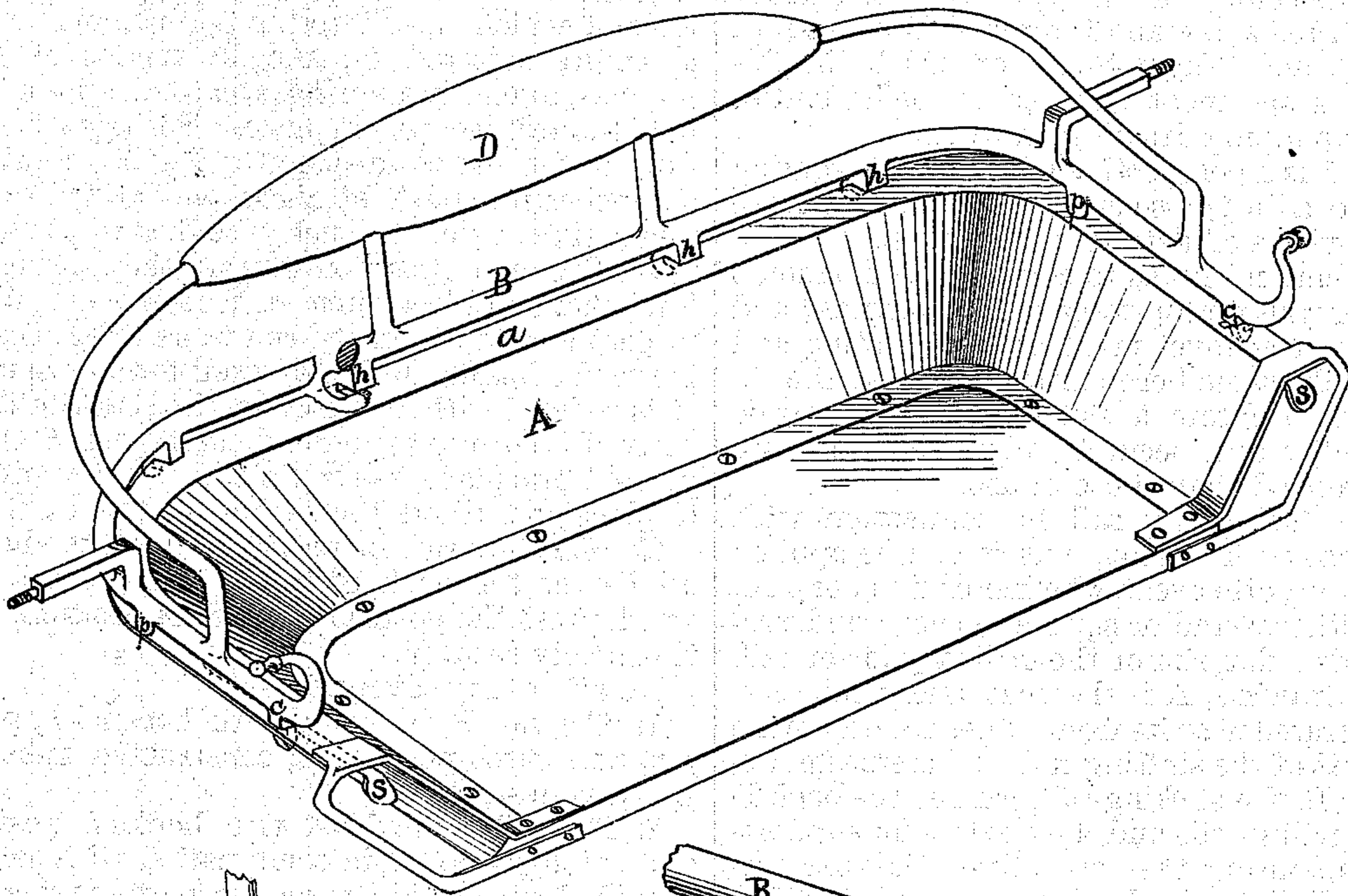
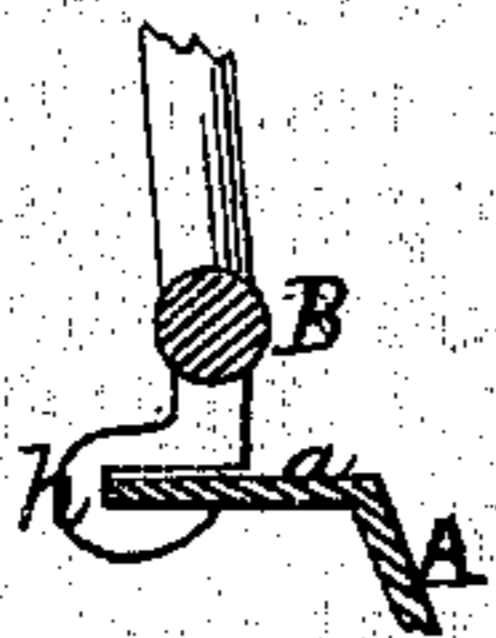
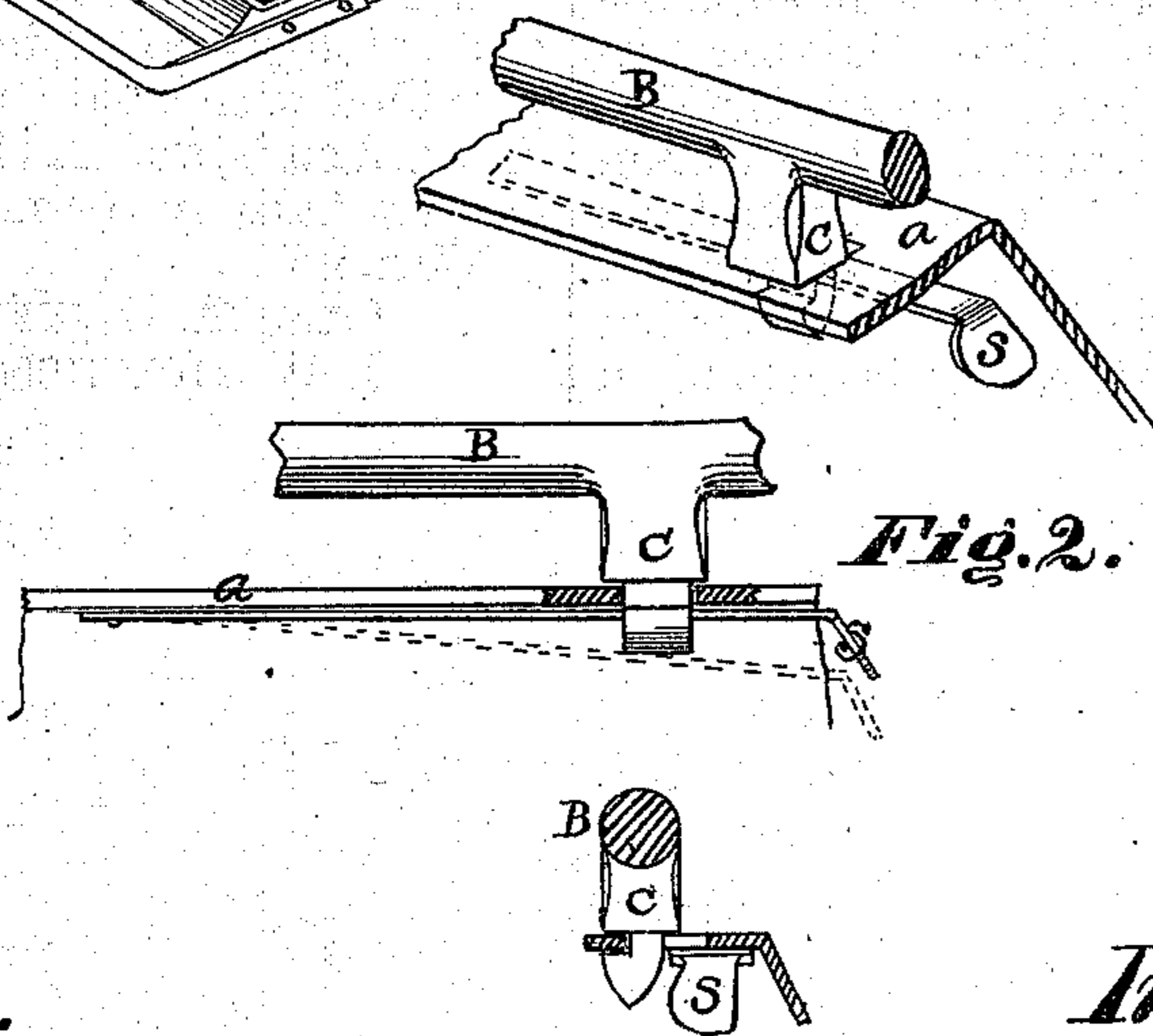


JAMES L. REED.

Improvement in Shifting Rail for Wagon Seats.

No. 119,408.

Patented Sep. 26, 1871.

Fig. 1.*Fig. 3.**Fig. 2.*Witnesses.

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James L. Reed.
by
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UNITED STATES PATENT OFFICE.

JAMES. L. REED, OF HASTINGS, MICHIGAN.

IMPROVEMENT IN SHIFTING-RAILS FOR WAGON-SEATS.

Specification forming part of Letters Patent No. 119,408, dated September 26, 1871.

To all whom it may concern:

Be it known that I, JAMES L. REED, of Hastings, in the county of Barry, State of Michigan, have invented a new and Improved Shifting-Rail for Buggy and Wagon-Seats, of which the following is a specification, reference being had to the accompanying drawing, in which—

Figure 1 is a perspective view of my invention applied to a buggy-seat, and Figs. 2 and 3 are sectional views of details of the same.

My invention relates to certain improvements in shifting-rails for top-wagons and buggies; and consists in the novel mode of constructing and adjusting the same hereinafter described, the object being to obtain a shifting-rail that can be more readily and securely adjusted and more easily removed than those in use.

I prefer using my rail in connection with Graves' patent iron seat; but it can be applied readily to any other seat, whether of wood or iron, having either round or square corners, and provided with a flat rim or the ordinary lower rail.

In the drawing, A is the seat, and *a* the seat-rim, perforated near its front edges to receive the catch-posts of the shifting-rail, as hereinafter described. B, the shifting-rail, carries the back D and supporting-rods and the devices for supporting and operating the top. Upon the rear portion of rail B hooks *h h h* are formed, the forward parts of which are squared and rest upon rim *a*, while their backs are extended into the form of hooks, which hook under rim *a*, as shown in Figs. 1 and 3. Midway of each side portion of rail B is formed a post, *p*, which rests upon

the rim and aids in supporting the rail; and at or near each end of said rail, forming a part thereof, is a catch-post, C, the pointed notched ends of which enter into the perforations in rim *a*, before referred to, and by means of said notches, aided by a spring, *s*, catch in rim *a* and hold the rail securely in place. Springs *s*, shown fully in the detail drawing of Fig. 2, are about six inches in length, straight, and bolted to the under side of rim *a* in such wise that when catch-posts C C are in position in rim *a* they spring behind them and lock them in their places. They project forward from the rim so as to be accessible to the hand. Rail B of itself forms a spring. It is so bent with relation to the seat-rim that, when placed in position and catch-posts C C are pressed into place, its elasticity forces the notches in place and allows the springs *s s* to lock them.

To place my rail in position I hook the hooks *h h h* over the back of rim *a*, pull the rail forward, press the posts C C down in position, and it is firmly secured.

I claim as my invention—

1. The rail B, provided with hooks *h h*, posts *p p*, and catch-posts C C, constructed substantially as described.

2. The rail B provided with hooks *h*, posts *p*, and catch-posts C C, in combination with seat A provided with a rail or rim, *a*, perforated at its forward ends, and having springs *s s*, constructed substantially in the manner set forth.

Witnesses:

JAMES L. REED.

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I. W. HOUGHTALIN.

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