

J. D. OLDS.
Carriage-Seat.

No. 202,575.

Patented April 16, 1878.

Fig. 1.

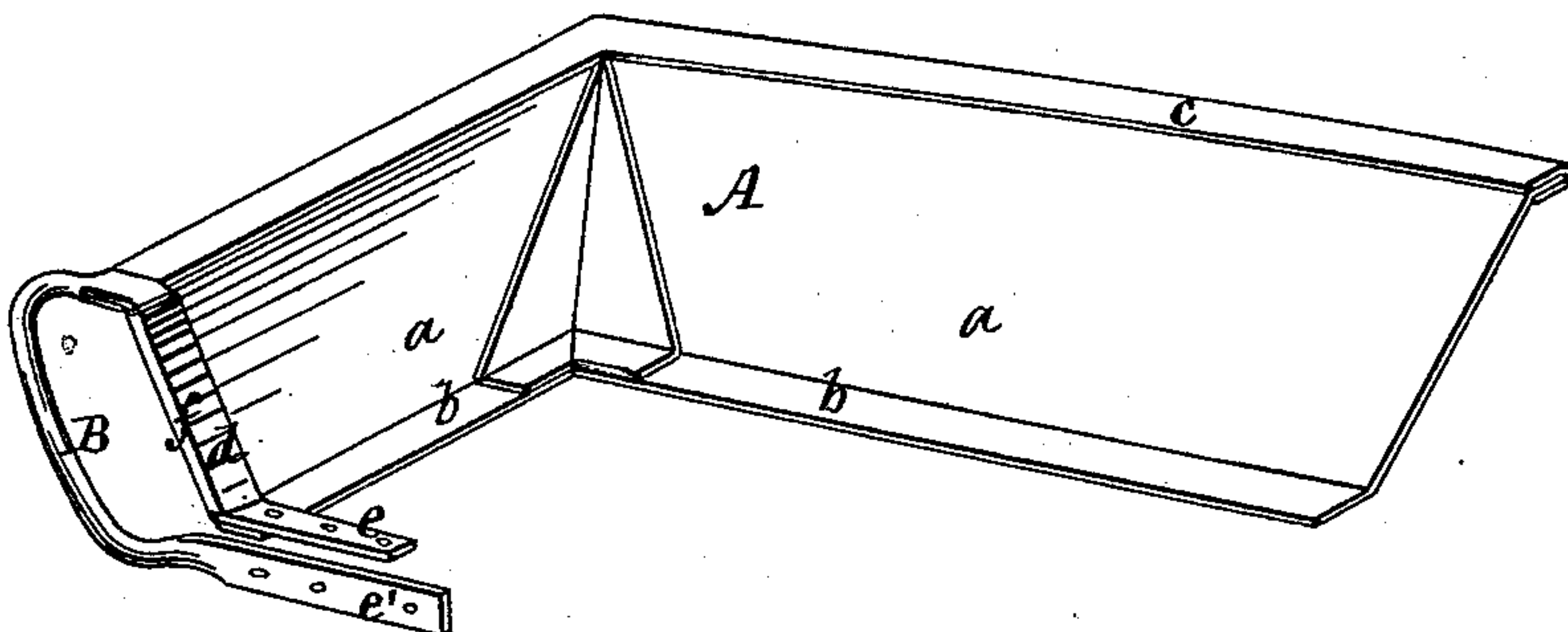


Fig. 2.

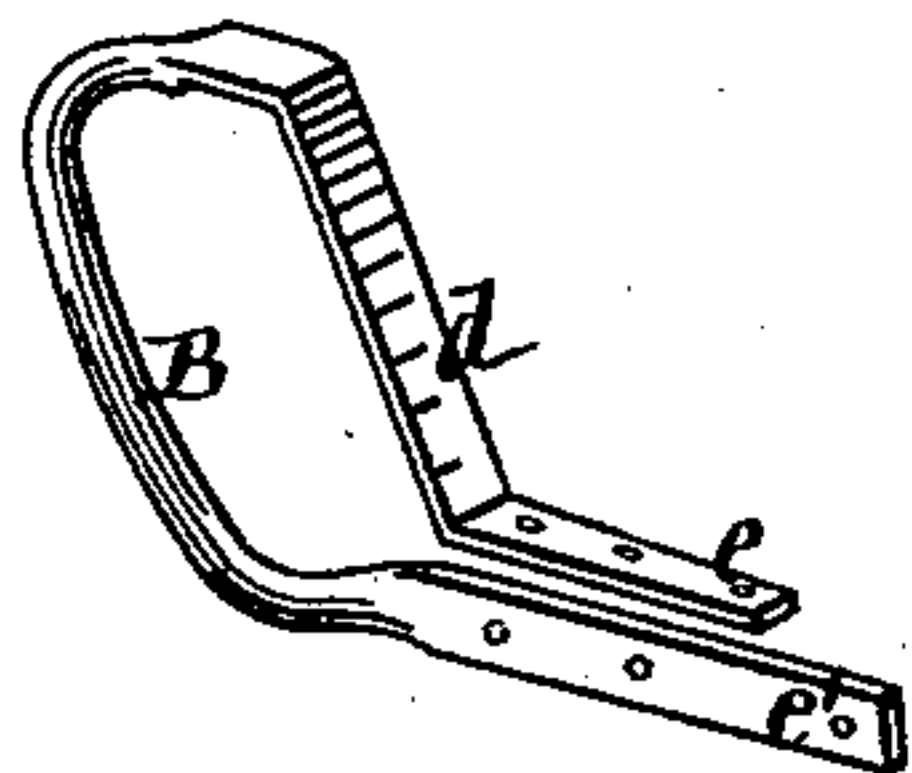


Fig. 3.

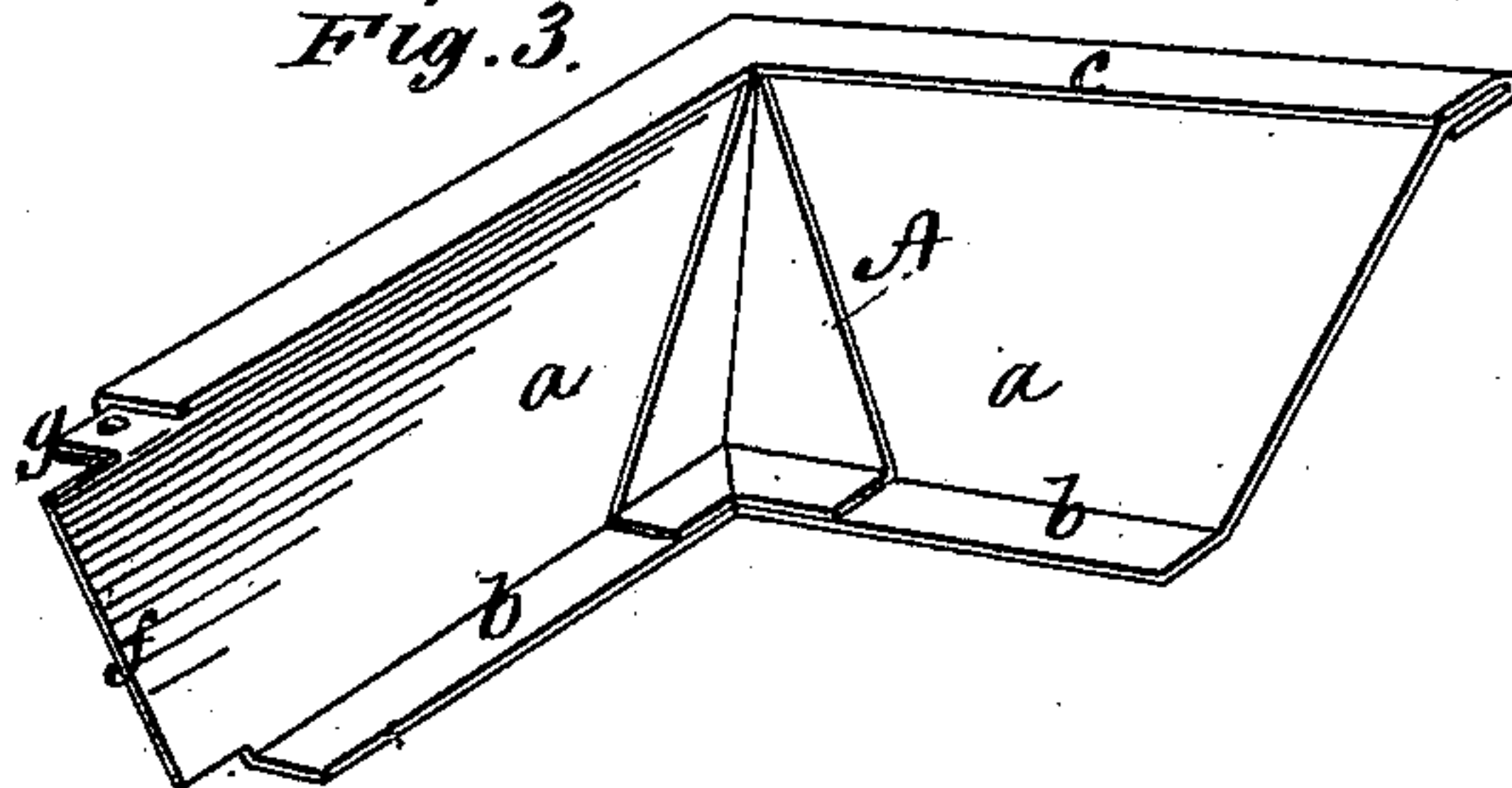


Fig. 4.

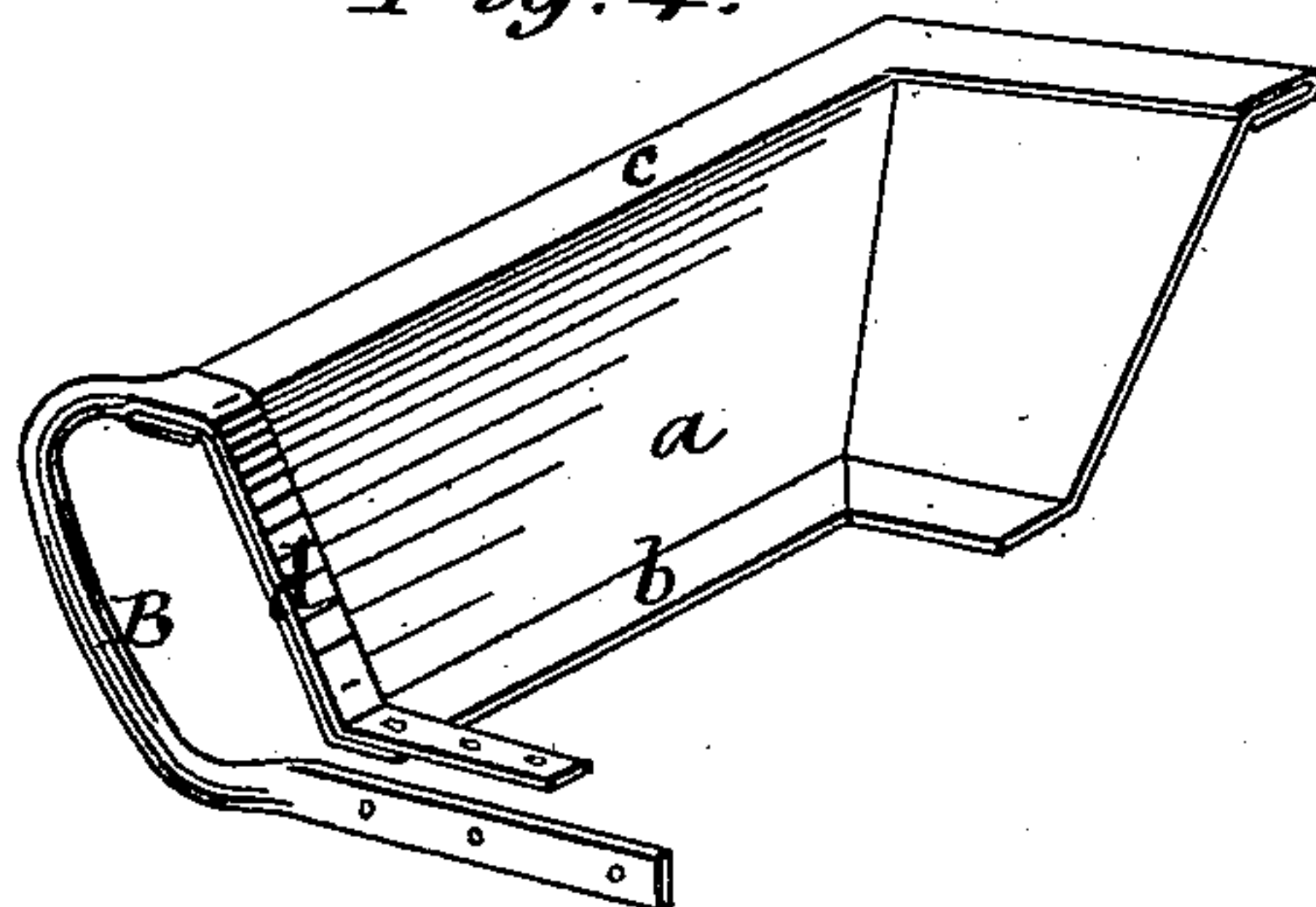
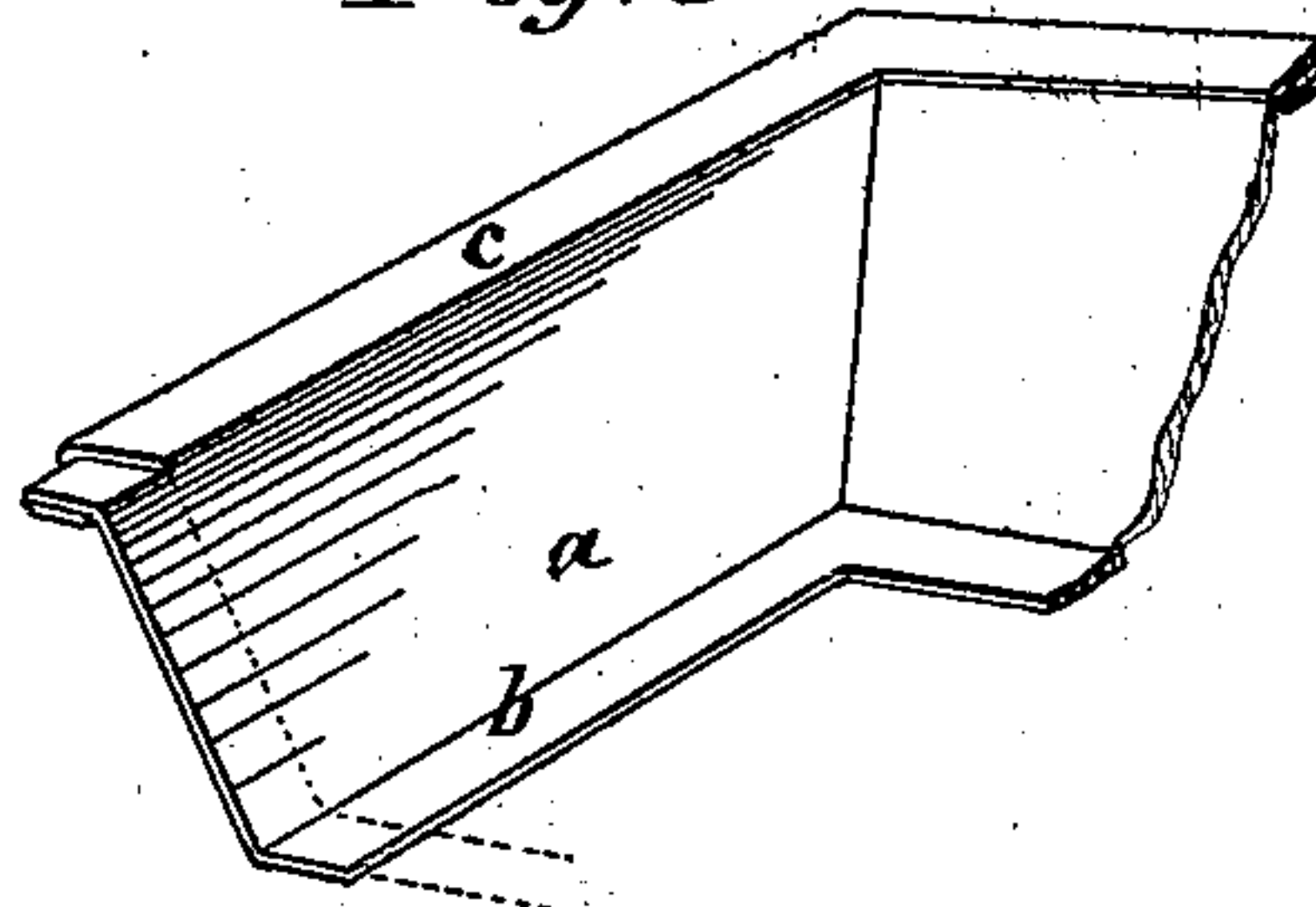


Fig. 5.



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JOHN D. OLDS, OF FORT WAYNE, INDIANA.

IMPROVEMENT IN CARRIAGE-SEATS.

Specification forming part of Letters Patent No. **202,575**, dated April 16, 1878; application filed January 31, 1878.

To all whom it may concern:

Be it known that I, JOHN D. OLDS, of Fort Wayne, in the county of Allen and State of Indiana, have invented certain new and useful Improvements in Carriage-Seats; and I do hereby declare that the following specification, taken in connection with the drawings furnished and forming a part of the same, is a clear, true, and complete description of my invention.

My invention relates particularly to that class of carriage-seats which have sheet-metal ends and backs, and I seek through it to provide those seats with handles in such a manner that the front of each end shall not only be strengthened and braced by the handle, as heretofore, but also so that there shall be no exterior recessed corners or angles to prevent what is known as a "flush finish," especially at the rear side of the seat-back, and also on the upper and under sides of the top rail or flange, if one be used which will admit of such finish. It is well known that metallic seat-backs are susceptible of a very fine surface finish, whether in varnish or japan, and that its preservation in its originally high-finished condition contributes greatly to the general appearance of the carriage, and it is equally well known that angles, corners, and recesses in such seat-backs are particularly liable to receive and retain dust and dirt, and that special efforts for its removal in washing speedily result in a scratchy effect, which seriously impairs the surface finish.

My invention consists, mainly, in the combination, with a metallic carriage-seat back, of a handle having a body which is attached to the standing metal on the inner surface thereof at the end of the back. The handle and seat-back may be connected by riveting or soldering, or both, as may be desired, and, its body being placed on the inner surface of the standing metal of the seat-back, the outer surface of the back will be smooth and continuous, thus affording a desirable flush finish. The edge of the standing sheet metal and the edge of the handle-body, being well fitted to each other, will present a neat "edge finish" when viewed from the front.

For more thoroughly incorporating the handle with the standing sheet metal of the back,

and also for securing a solid front end, my invention further consists in the combination, with a sheet-metal carriage-seat back, of a handle the body of which is inclosed within a folded portion of the standing metal of the seat-back.

To more particularly describe my invention, I will refer to the accompanying drawings, in which—

Figure 1 represents, in perspective, a portion of a carriage-seat back embodying both features of my invention. Fig. 2 represents, in perspective, the handle detached. Fig. 3 represents, in perspective, the end of a seat-back as it is prepared before uniting the handle therewith. Fig. 4 represents, in perspective, a portion of a seat-back embodying the main feature of my invention. Fig. 5 represents, in perspective, the same seat-back prior to attaching the handle thereto.

The seat-back A may be constructed in any of the various styles heretofore in use, or it may be constructed with a top rail or flange formed of sheet metal, and embracing the flange-edge of the back, in accordance with a prior invention patented by me, patent dated January 15, 1878, and numbered 199,310.

For the purposes of this specification I term the inclined or main portion *a* of the seat-back as the "standing metal." The bottom flange *b* is as heretofore, and constitutes the part which is directly secured to the ordinary wooden base. The top flange or rail *c* is constructed as described in my prior Letters Patent referred to.

The handle B may be of any of the various styles in use, provided it have the body *d*, which extends from the top rail downward with the standing metal, and thence to its foot *e*, by which it is secured to the wooden base. The handle proper is also provided with a lower end, as at *e'*, which is adapted to be firmly secured to the front surface of the seat-base, parallel longitudinally with the foot *e*, but at the same time it is rectangular thereto when considered with reference to its width. Being thus connected with the seat-base, the handle is well and securely braced. The body *d* of the handle should be flattened on its rear side for attaining good general contact with the front surface of the standing metal of the

seat-back, while the front side of the body may be rounded or flattened; but I prefer the latter, and I also prefer to make it as thin as is consistent with strength, and to increase its width rather than its thickness.

When applied, as shown in Figs. 1 to 3, inclusive, the standing metal of the seat-back is cut to provide for an extended portion, *f*, and the top rail is deprived of its upper half, as at *g*, Fig. 3, to an extent equal to the width of the handle at that point, so that the handle will halve with the top rail, and present flush surfaces at the upper and lower sides of the rail. The lower half of the top rail may be riveted to the handle, or the entire joint may be flooded with solder. The body of the handle is solidly embraced within the standing metal, because the projecting portion *f* is folded inward, the body *d* being interposed, as shown. After thoroughly compressing the folded metal upon the handle-body, I prefer to flood such interior spaces as exist with solder. The foot *e* should be made to engage closely with the upper surface of the bottom flange *b*, so that the latter will be all the more securely fastened to the wooden base when the foot has been secured.

When applied as shown in Figs. 4 and 5, the end of the standing metal is not projected, as before described, but has an edge which is flush with the outer edge of the handle-body when in position. With this construction the front edge of the seat-back may be made slightly thinner as a whole, and by use of solder a solid edge may be attained. In both

forms of construction, however, the handle is applied to the inner surface of the standing metal, and therefore I attain in both cases the desirable exterior flush finish before herein described. I prefer, however, to inclose the body of the handle within the standing metal, because it is much stronger and neater. If the ordinary curved top rail, or a top rail with a fillet, be employed, the handle may be placed wholly above it, and recessed on its under side, so as to receive the curved top of the rail; but this method of finishing the junction of top rail and handle may be varied to accord with the particular character of the rail without departing from my invention, although it will be difficult to get the desirable flush finish at both surfaces of the top rail without the employment of my previously-patented invention.

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

1. The combination, with the sheet-metal carriage-seat back, of a handle the body of which is secured to the inner surface of the standing metal, substantially as described.
2. The combination, with a sheet-metal carriage-seat back, of a handle the body of which is inclosed within a folded portion of the standing metal, substantially as described.

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Witnesses:

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