

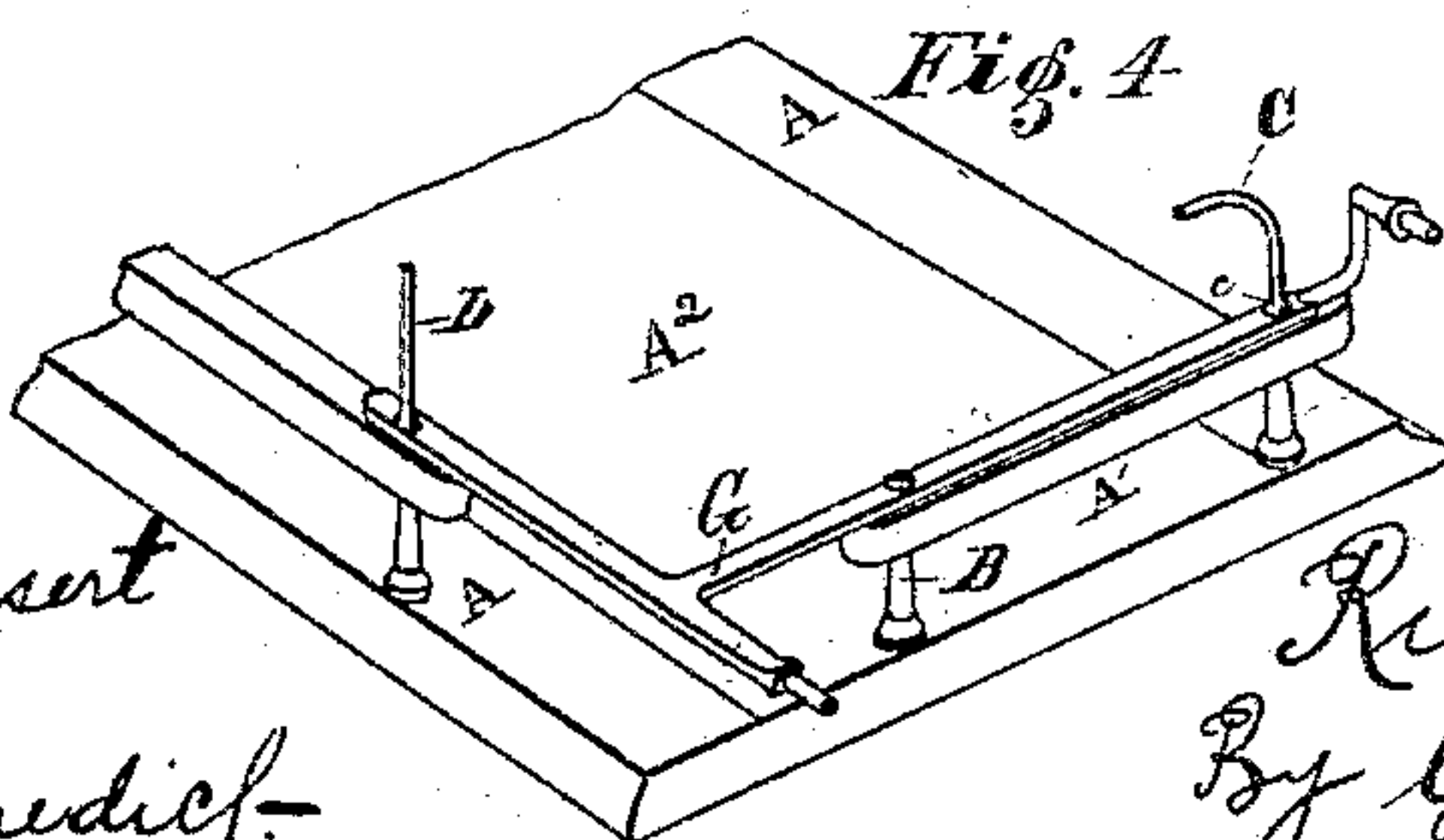
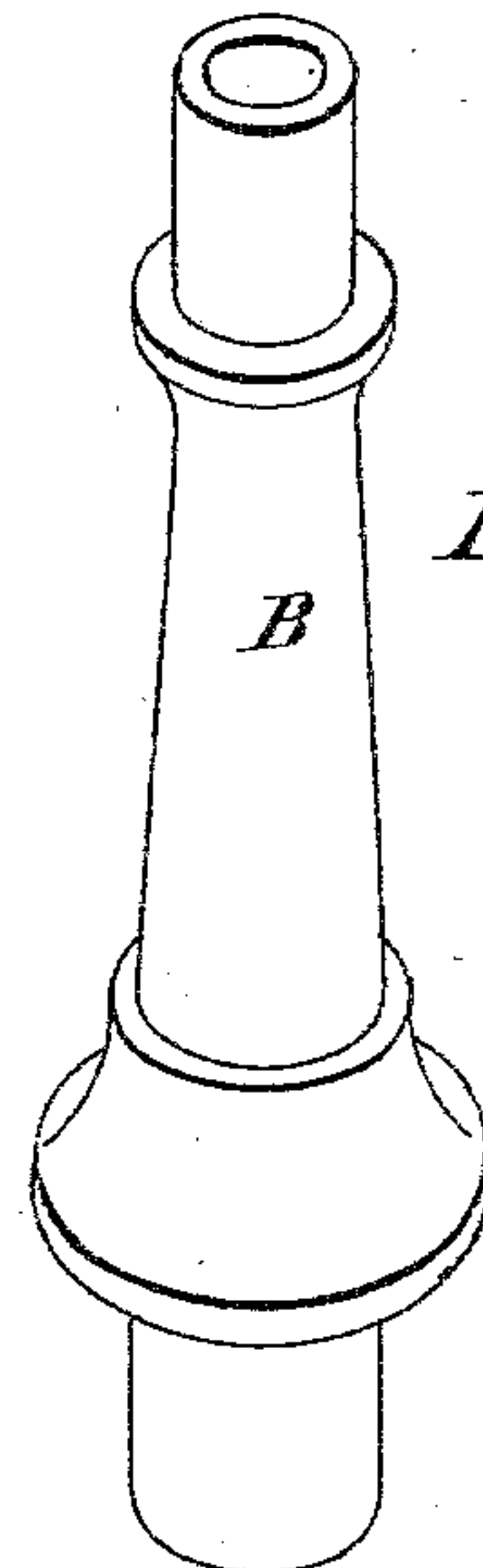
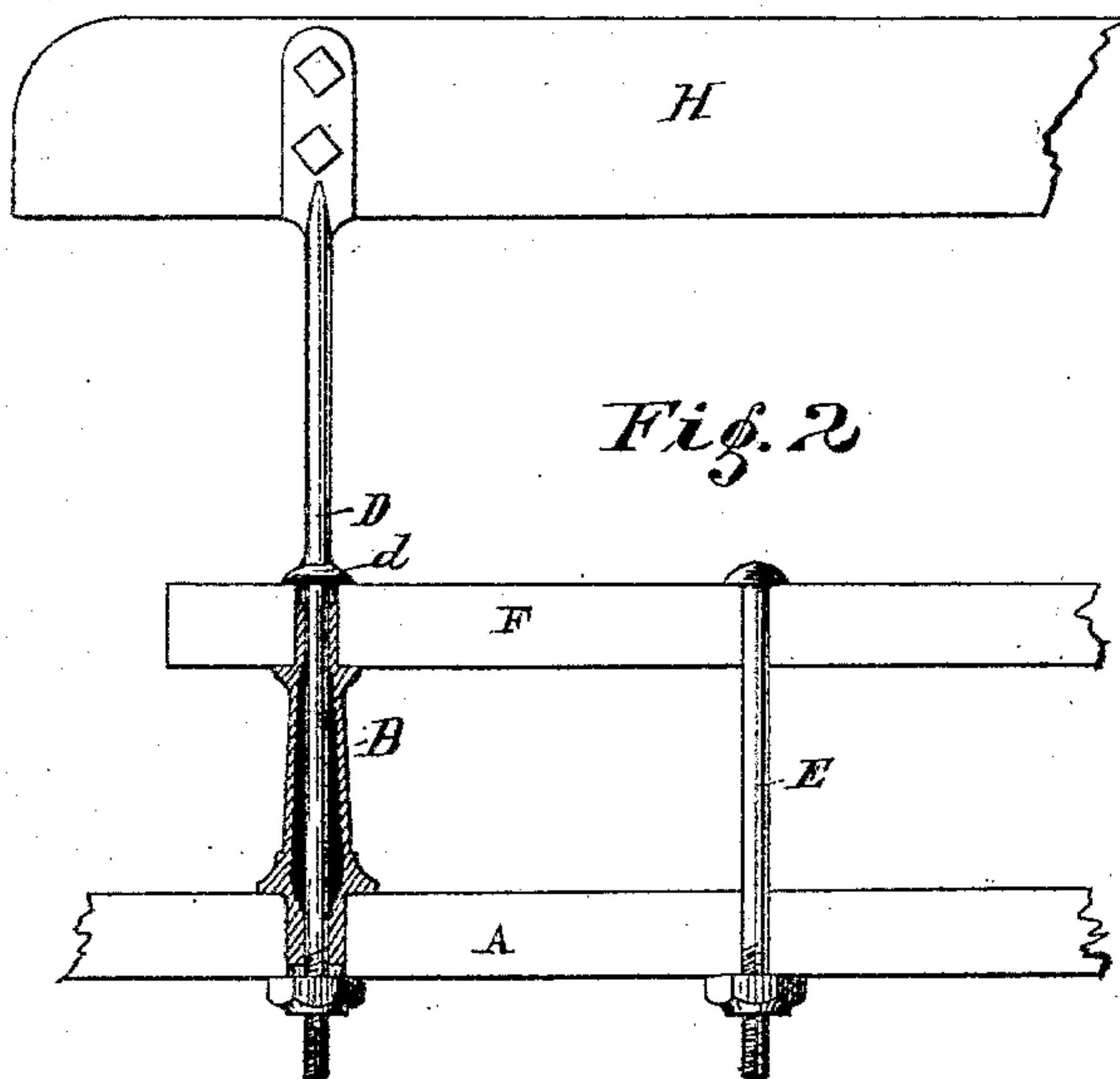
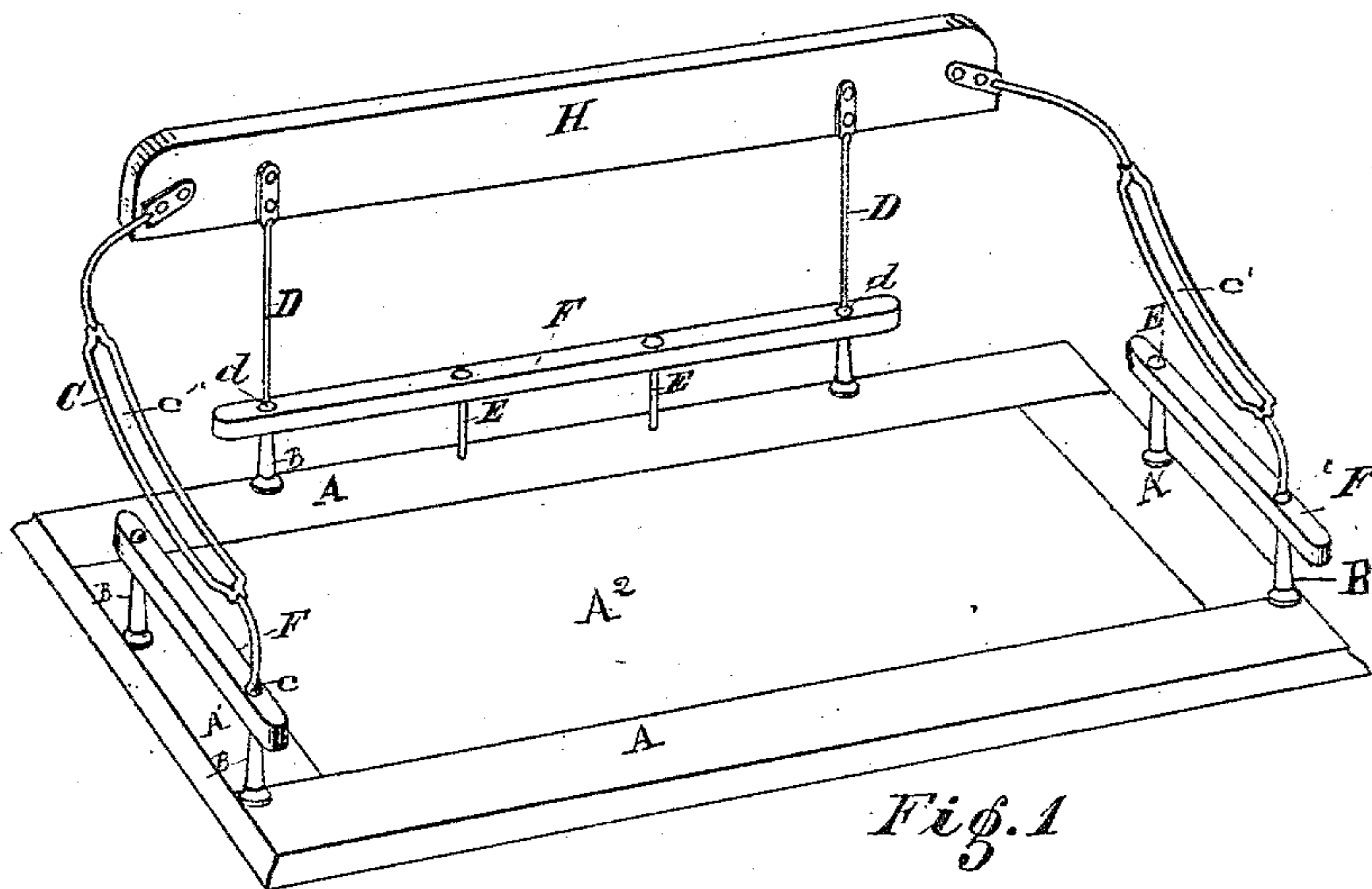
(No Model.)

R. G. WOOD.


SHIFTING RAIL FOR BUGGY SEATS.

No. 300,295.

Patented June 10, 1884.



Attest
Jacob J. Gessert
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Atty

UNITED STATES PATENT OFFICE.

RICHARD G. WOOD, OF CINCINNATI, OHIO, ASSIGNOR, BY MESNE ASSIGNMENTS, OF ONE-HALF TO THE QUEEN CITY FORGING COMPANY, OF SAME PLACE.

SHIFTING-RAIL FOR BUGGY-SEATS.

SPECIFICATION forming part of Letters Patent No. 300,295, dated June 10, 1884.

Application filed April 27, 1883. (No model.)

To all whom it may concern:

Be it known that I, RICHARD G. WOOD, a citizen of the United States, residing at Cincinnati, county of Hamilton, State of Ohio, have invented certain new and useful Improvements in Buggy-Seats and Shifting-Rails, of which the following is a specification.

The object of my invention is a seat for removable-top vehicles.

10 It consists in a convenient means for attaching the lazy-back, arm-rest, and cushion-supports, and, when desired, readily securing or removing the shifting-rail which supports the top.

15 It consists also in a novel arm-rest, which may be used plain, and, when desired, furnishes a ready means for upholstering or stuffing the same.

20 The invention will be first described in connection with the drawings forming a part of this specification, and then particularly pointed out in the claims.

In the accompanying drawings, in which similar reference-letters indicate like parts wherever they occur throughout the various views, Figure 1 is a perspective view of an open-top buggy-seat embodying my improvements. Fig. 2 is an enlarged detail view showing in vertical section the rear part of the back-rail and the hollow supporting pillar or standard. Fig. 3 is a full-sized perspective view of the pillar or standard which supports the arm-rest, back, and shifting-rail, when such is used. Fig. 4 is a perspective view of one end of my improved seat, with the shifting-rail secured in place.

35 My improved seat consists of front and rear pieces, A, and end pieces, A', framed together by mortises and tenons, or other suitable means. When the seat is to be used for loose cushions, the inner edges of the frame-pieces are grooved to receive the rabbeted edges of the panel A²; but, when desired, the panel may be omitted and webbing stretched across the under side of the frame, to provide an upholstered spring-seat—such as are commonly used for chairs, sofas, &c. The back and side pieces of the seat are perforated near their outer edges, to receive the neck or ten-

ons of the hollow standard or pillar B. The pillar B is made, preferably, of cast malleable metal. Exteriorly it may be of any approved shape or design. For lightness, it is cored out in the center of its length, the central perforation terminating at each end in a bore of proper size to snugly fit the shanks of the arm-pieces C, back-supports D, and rail-bolts E. Each end of the piece B is diminished, forming tenons to enter holes bored in the seat, and wooden rails F and shouldered projections. The bottom shoulder or collar rests upon the seat, while the upper one supports the rail F, thus acting as a stay-bolt between the seat and rails F when the parts are secured together. The arm-supports C and back-supports D have collars c and d to rest upon the rail F or shifting-rail G, and below these collars shanks to pass through the piece B and extend below the seat. The lower parts of the shanks are screw-threaded to receive tightening-nuts, which secure the parts firmly together. When the lazy-back H is omitted, bolts E are substituted in place of the arm-rests and back-supports C and D. The shifting-rail G is attached to the seat, Fig. 1, by removing the arm-rests, end bolts, E, and back-supports D, then placing the shifting-rail upon the rails F, passing the shank of the bolt-pieces C and D through the pieces B, and again tightening up the nuts.

80 The shifting-rail may remain permanently attached to the top and be removed and replaced with it. I thus avoid the unsightly appearance and inconvenience of the naked outwardly-projecting pins which support the top.

90 The arm-rests C are made of malleable iron and cast with an open loop, c'. By this means I am enabled to stitch on a cushion or stuffed arm-rest when desired.

95 The seat-frames, backs H, and rails F are all bored by patterns, so that the parts are interchangeable, and when shipped, as they usually are, "knockdown," they can be put together without fitting.

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

1. In a buggy-seat, the combination of the

seat-frame, rails F, and pieces B with the
arm-rests C and back-supports D, the said
parts C and D having screw-threaded shanks
passing through the rails F, pillars B, and the
5 seat with nuts to hold the parts together, sub-
stantially as specified.

2. The combination, with the seat-frame,
the hollow standards, and the rails F, of the

shifting-rails removably secured to said rails
F by bolts passing through the shifting-rails, 10
rails F, hollow standards, and seat-frame, sub-
stantially as described.

RICHARD G. WOOD.

Witnesses:

GEO. J. MURRAY,
JACOB J. GESSERT.