

(No Model.)

2 Sheets—Sheet 1.

T. H. WILSON.
BUGGY SEAT.

No. 422,359.

Patented Feb. 25, 1890.

Fig. 1.

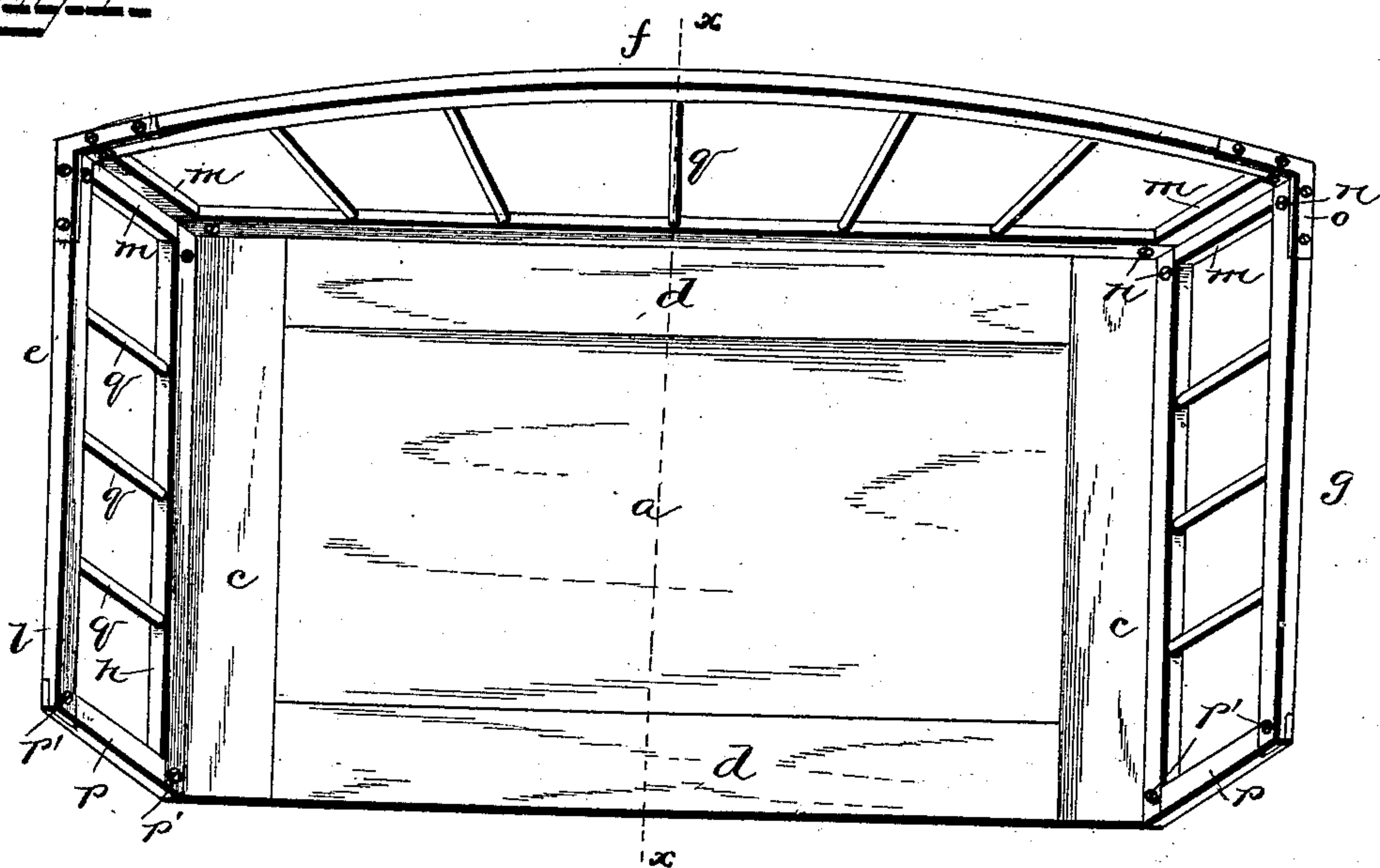


Fig. 2.

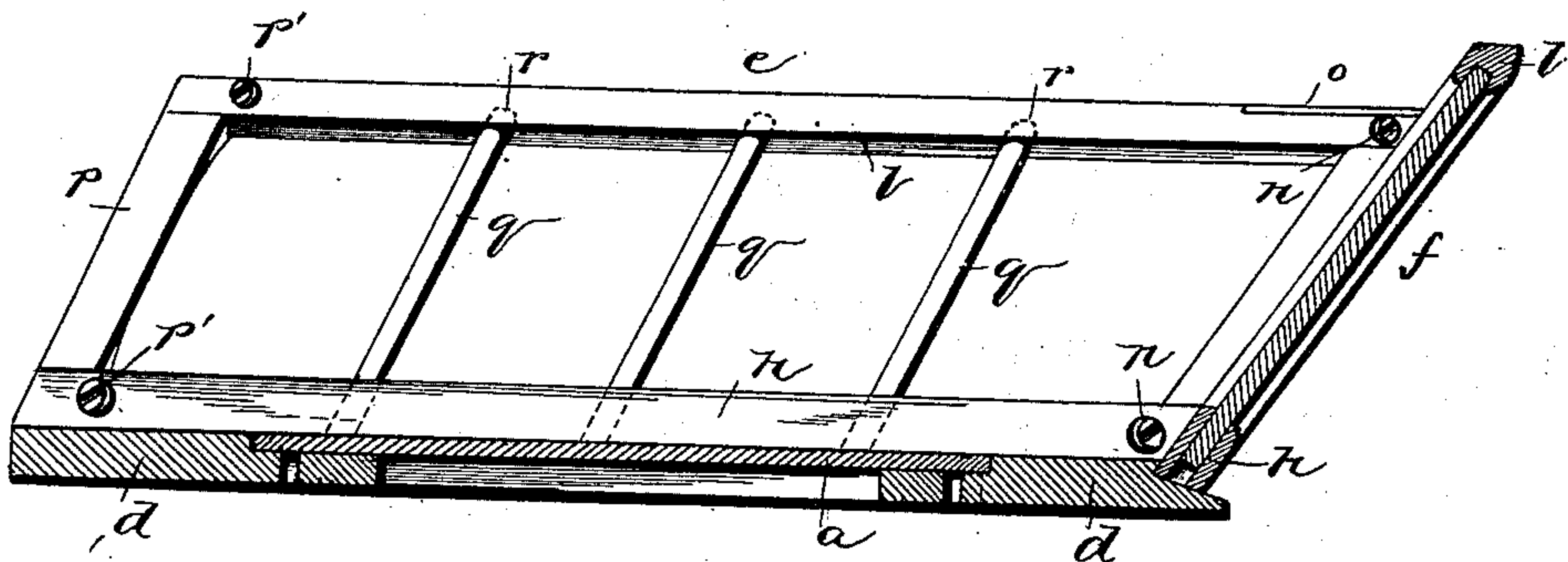
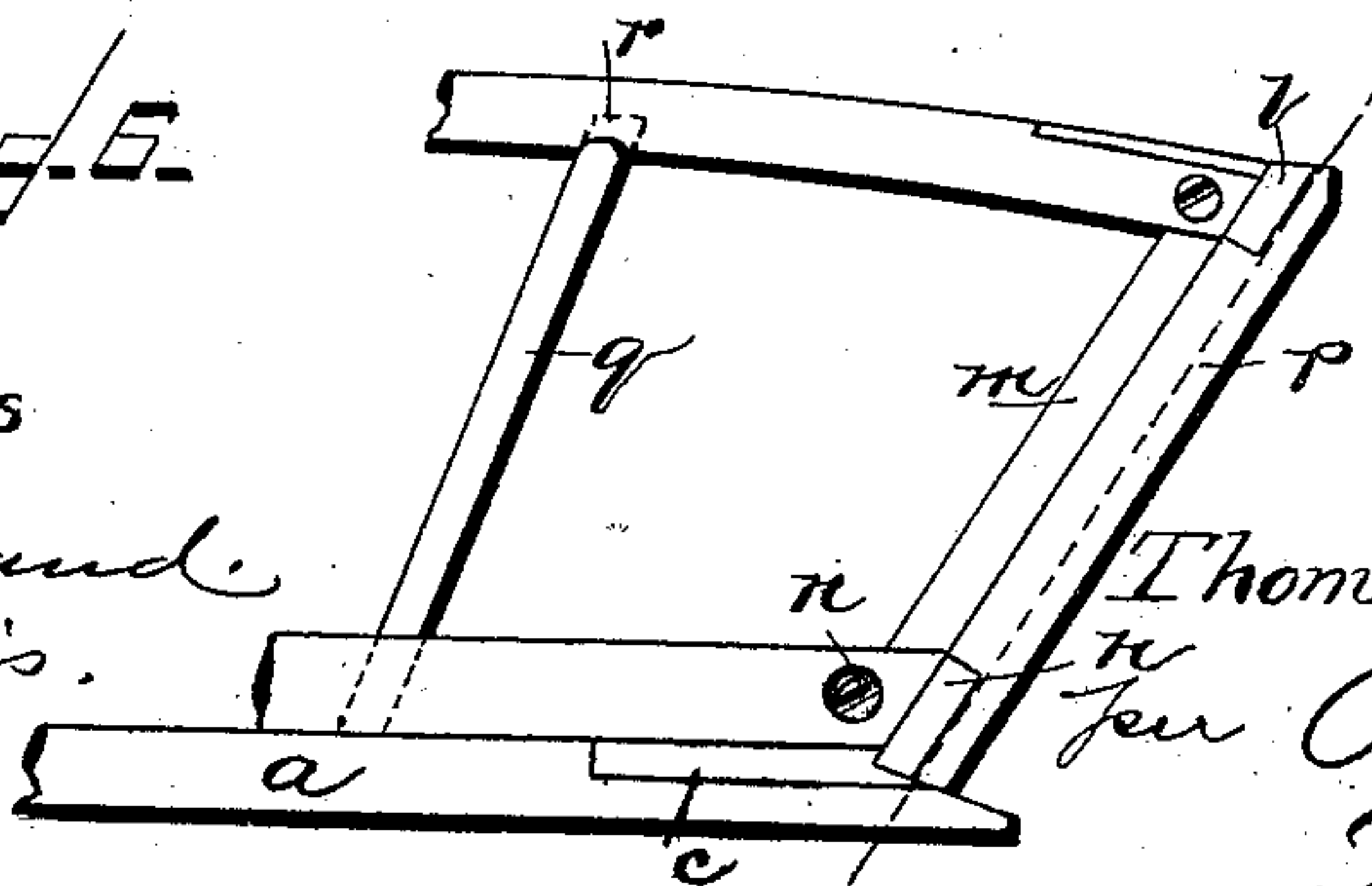


Fig. 3.



Witnesses

F. L. Ouraud.
J. P. Davis.

Inventor,

Thomas H. Wilson,

per *Alphonse Bois*
his Attorney.

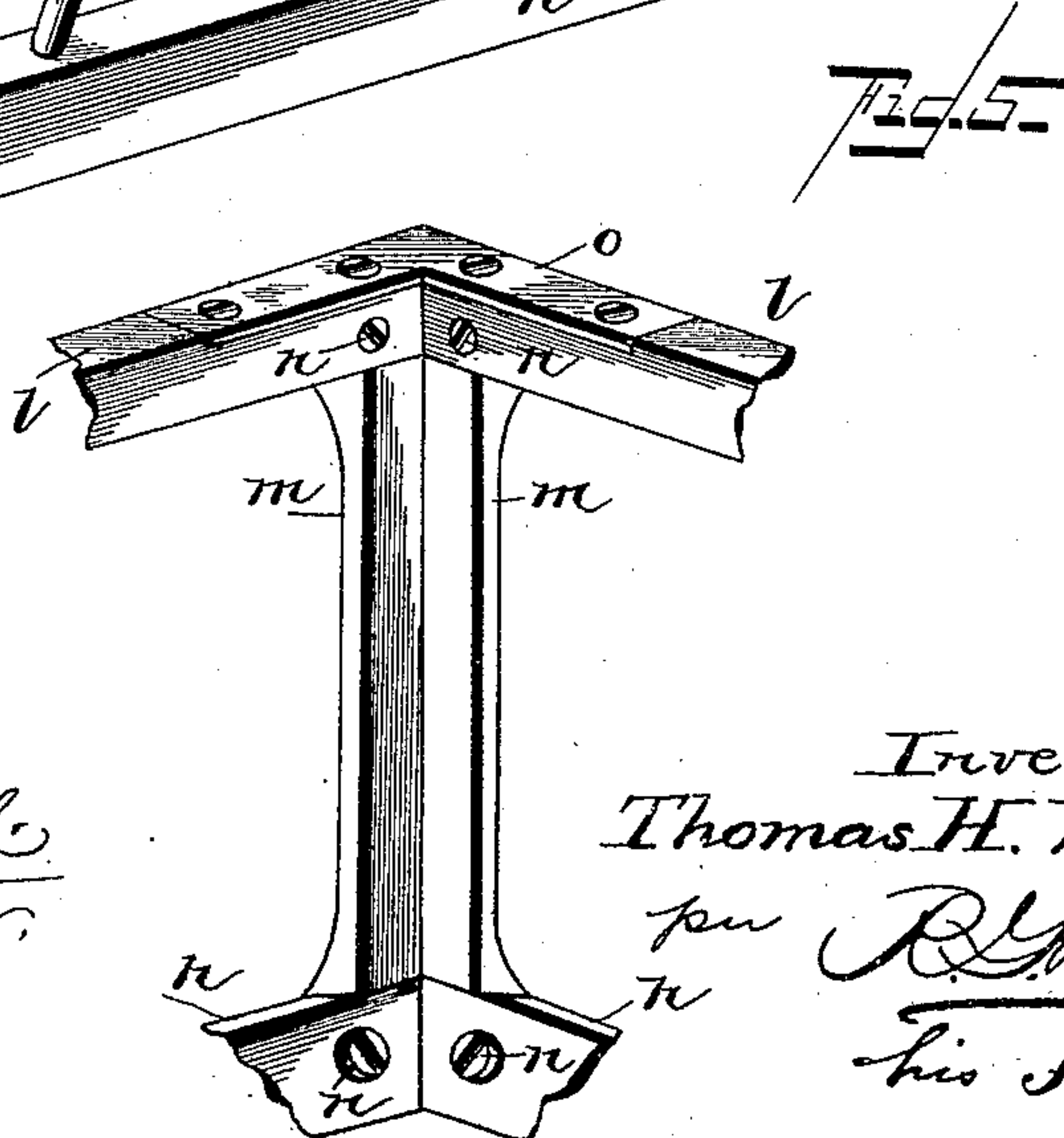
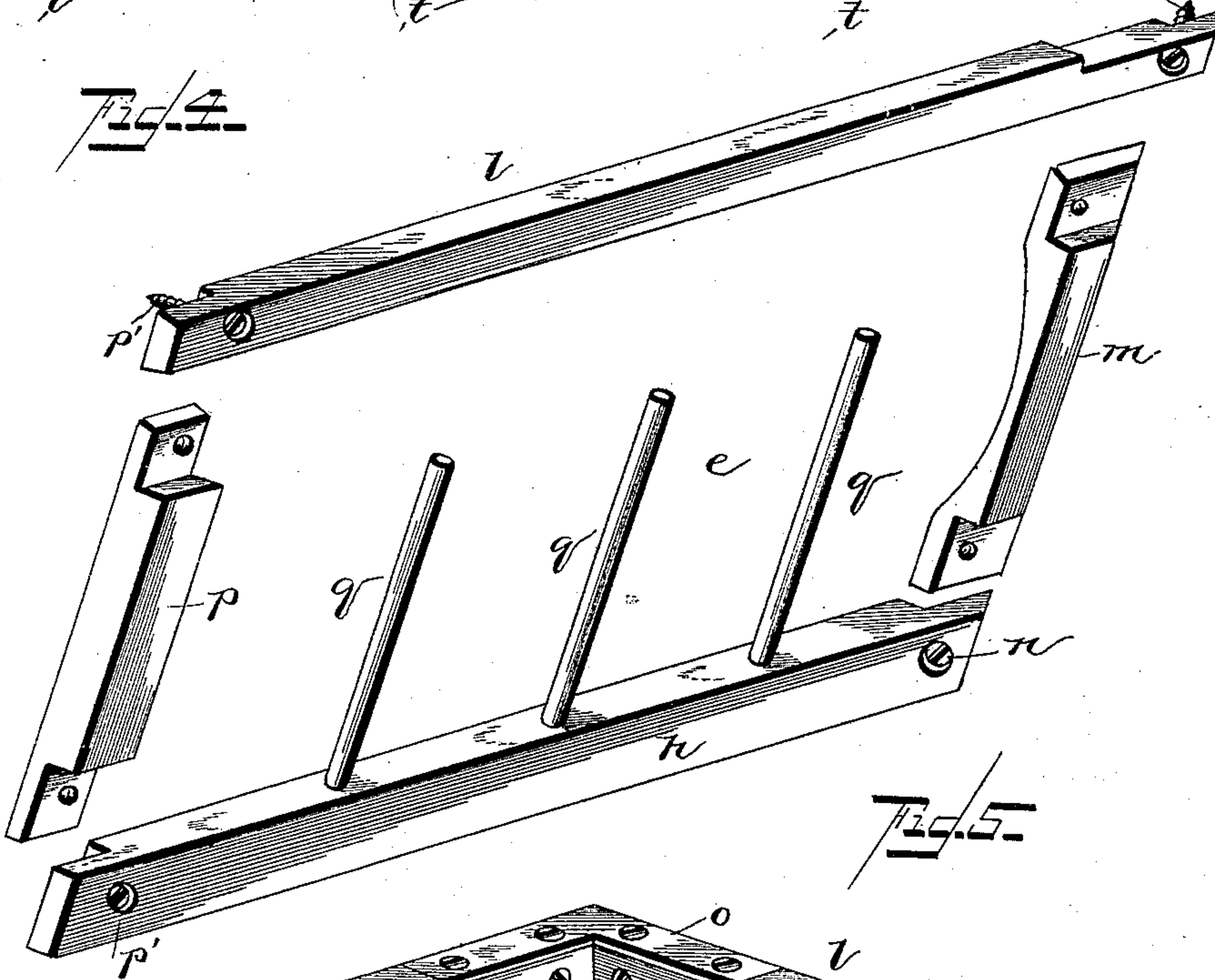
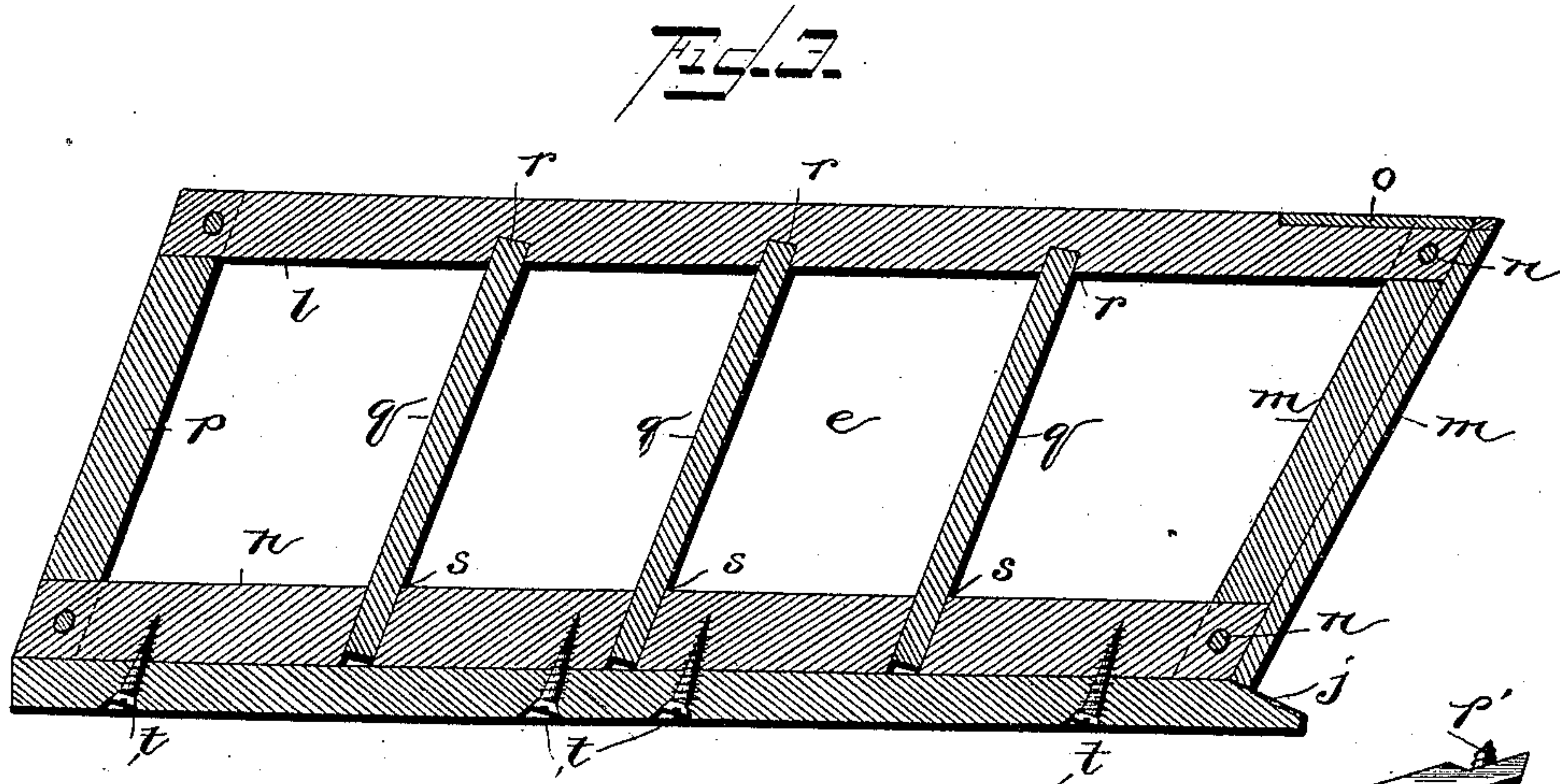
(No Model.)

2 Sheets—Sheet 2.

T. H. WILSON.
BUGGY SEAT.

No. 422,359.

Patented Feb. 25, 1890.



Witnesses.
F. L. Curand,
H. A. Smith,

Inventor
Thomas H. Wilson,
per R. D. Davis,
his Attorney.

UNITED STATES PATENT OFFICE.

THOMAS H. WILSON, OF KALAMAZOO, MICHIGAN, ASSIGNOR OF TWO-THIRDS
TO NELSON A. NEWTON AND HALE P. KAUFFER, BOTH OF SAME PLACE.

BUGGY-SEAT.

SPECIFICATION forming part of Letters Patent No. 422,359, dated February 25, 1890.

Application filed June 15, 1889. Serial No. 314,422. (No model.)

To all whom it may concern:

Be it known that I, THOMAS H. WILSON, a citizen of the United States, residing in the city and county of Kalamazoo, and State of Michigan, have invented a new and useful Sectional Stick Buggy-Seat, of which the following is a specification.

My invention relates to a new mode of constructing carriage-seats, and the object I have in view is to produce an open-sided seat which will possess greater strength and durability and which can be made cheaper than the seats of this kind hitherto in vogue.

With these purposes in view my invention consists in the peculiar features and combinations of parts more fully described hereinafter, and pointed out in the claims.

Referring to the accompanying drawings, Figure 1 represents a top view of my improved seat; Fig. 2, a sectional side view through line *x x* of Fig. 1; Fig. 3, a sectional view through one of the sides; Fig. 4, a perspective view of a side, showing the parts detached; Fig. 5, a detail view of the corner where the back and sides are joined; and Fig. 6 a detail end view showing the mode of attaching the side to the bottom.

The reference-letter *a* represents the bottom of the seat, which is composed of a central section *b*, surrounded by the sections *c* and *d*, lap-joined and secured together in the usual manner. These sections have their outer edges *j* beveled off to receive the sections *e*, *f*, and *g*, which compose the seat-railing forming the inclosure for the cushion. The bottom *i* of the rails *h* of these sections are cut diagonally to the bottom of the seat to give them the proper degree of outward flare and also to enlarge their bearing-surface upon the bevel *j*, whereby the railing is more rigidly secured to the seat-bottom, as will be clearly seen in Figs. 3 and 6.

The contiguous ends of the rail-sections *e* *f* *g* are provided with bars *m*, composing the corner-posts. These bars are mortised at the top and bottom to the rails *h* *l* and have their ends mitered snugly together, and so held by screws *n*, passing diametrically through the mortises and miters. To still further strength-

en the corners, a metallic angle-plate *o* is applied by means of screws. The forward ends of the rails *l* and *h* are mortised to a post *p* and secured together by screws *p'*, passing transversely through the mortises.

A series of iron spokes *q* are held between the top and bottom rails *l* *h* by means of the apertures *r* and perforations *s*. The perforations *s* extend entirely through the lower rail *h*, which permits the spokes to be set in place by passing them up through the perforations and into the apertures in the under side of the upper rail, thus saving the usual expense incident to tenoning and mortising when wooden spokes are used. By this arrangement the expense is still further saved by being able to bore the apertures *r* and perforations *s* in one operation. This operation is performed by placing the rail *h* upon the rail *l* during the boring operation and permitting the auger to pass entirely through the rail *h* and a short distance into the rail *l* to form the apertures *r*.

The lower rails *h* extend a slight distance above the bottom of the seat to prevent the cushion from protruding between the spokes and presenting an unsightly appearance, besides bursting the cushions. All three sections *e*, *f*, and *g*, which form the railing are securely fastened to the beveled edges of the bottom *a* by means of screws *t*, having their heads countersunk, so as to be entirely concealed when the putty is applied.

Among the advantages of my device might be mentioned the fact that it is much stronger than the open seat of this kind hitherto used, is far cheaper, preserves the cushion better, and at the same time presents a more handsome appearance.

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

1. The combination, in a vehicle-seat, of a bottom provided with beveled edges, a railing composed of sections cut off diagonally and fitting upon said edges, screws passing up through the bottom into said sections to hold them to the bottom, a pair of mitered bars secured together by screws and forming the corner-posts of said sections, and spokes

passing through the lower bar and into the upper bar of the sections, in the manner and for the purpose substantially as described.

2. In combination with a vehicle-seat bottom, an open railing composed of side and back sections provided with spokes, a pair of mitered bars at the contiguous ends of said

sections, and screws passing transversely through said bars, in the manner and for the purpose substantially as described.

THOMAS H. WILSON.

Witnesses:

J. H. BOSTWICK,

N. A. NEWTON.