

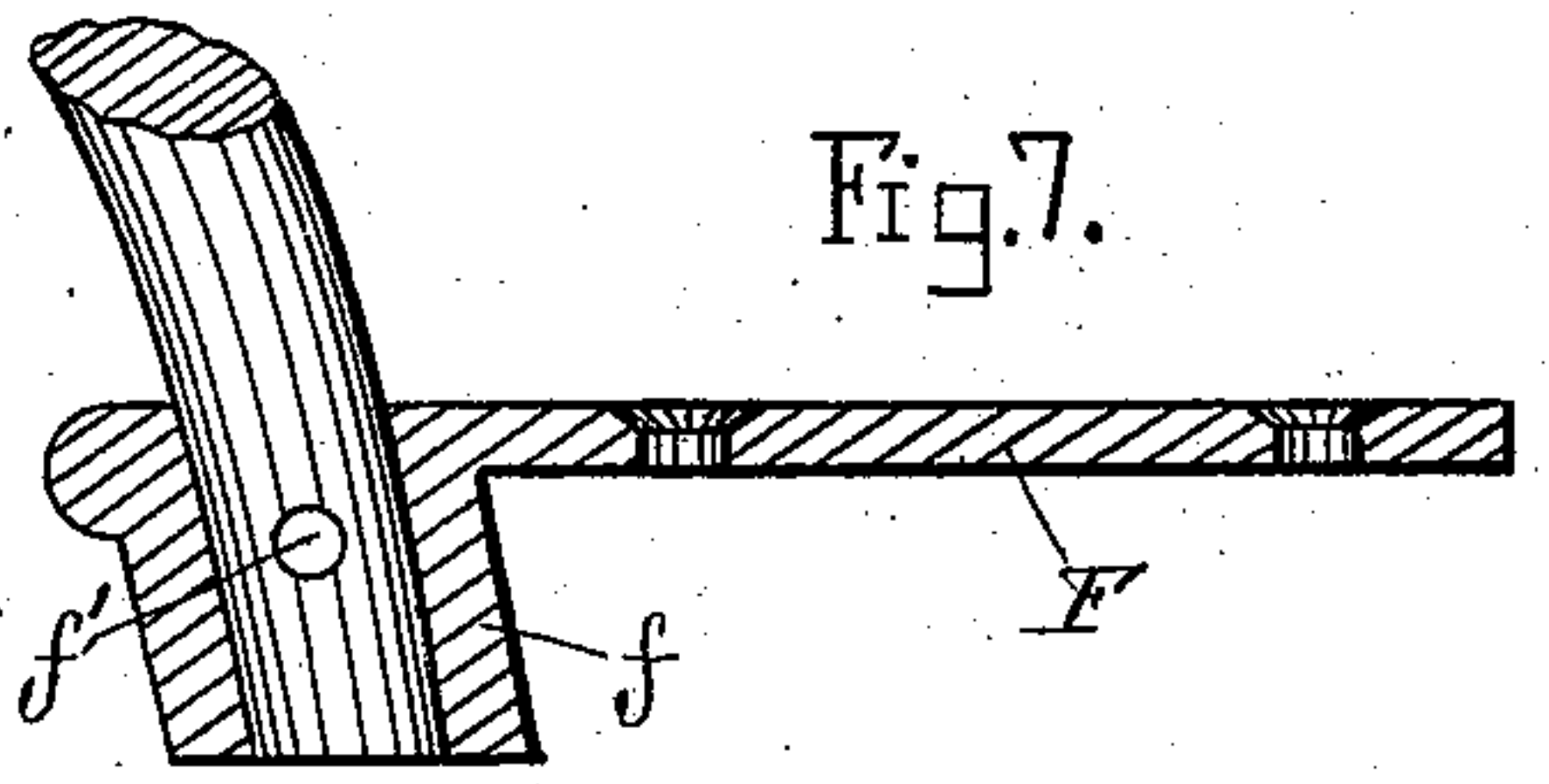
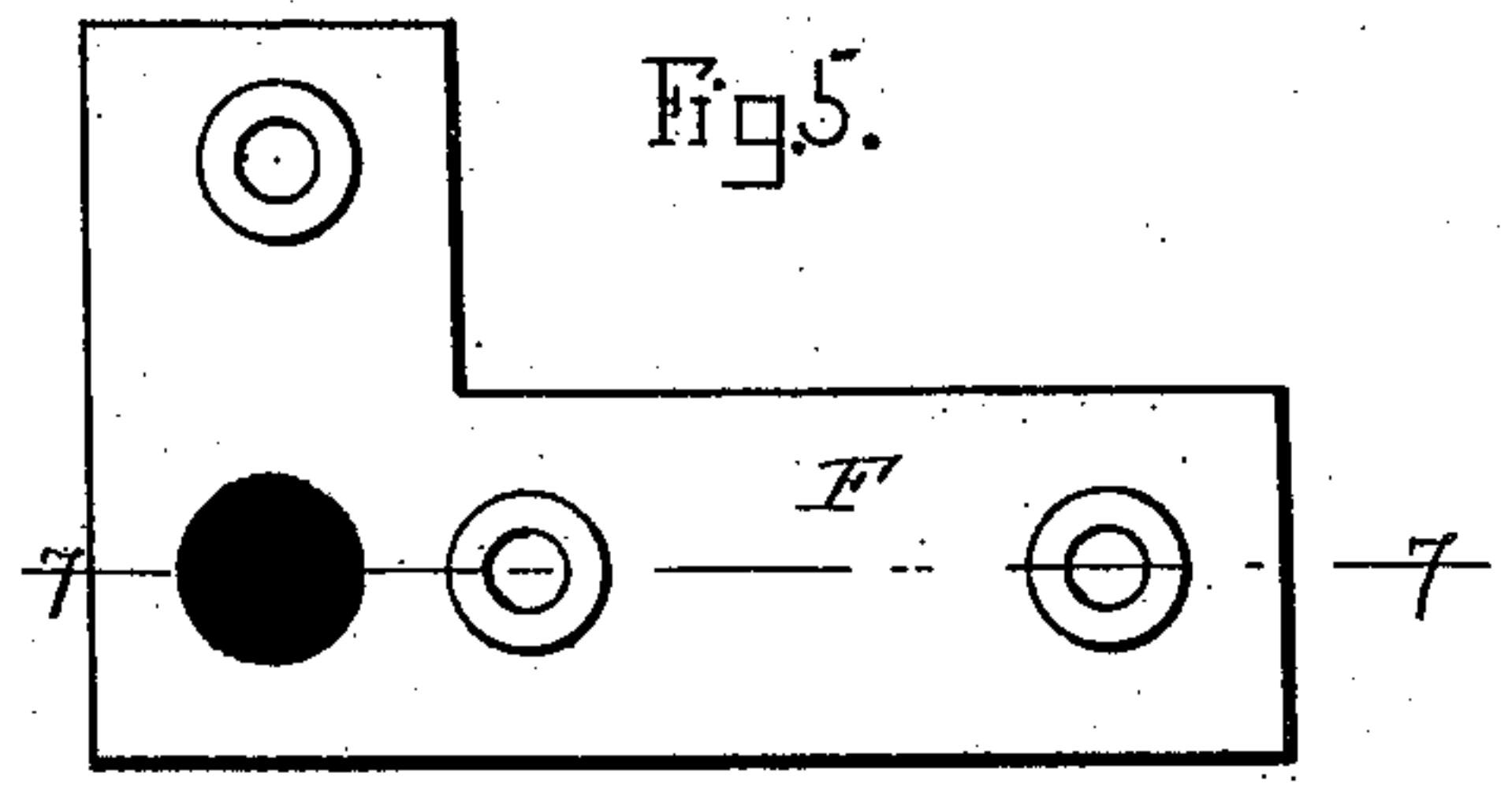
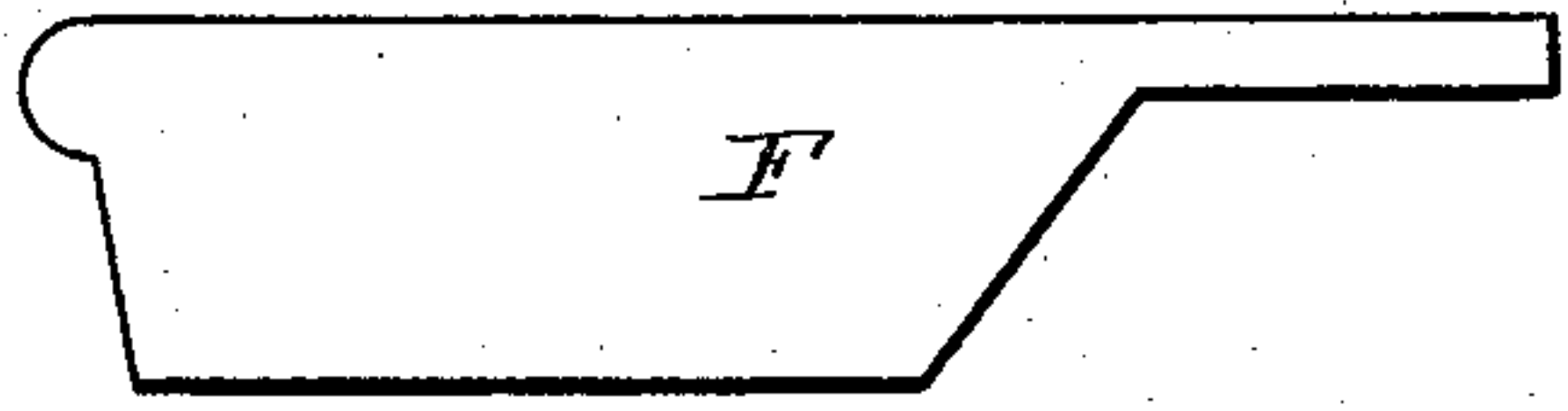
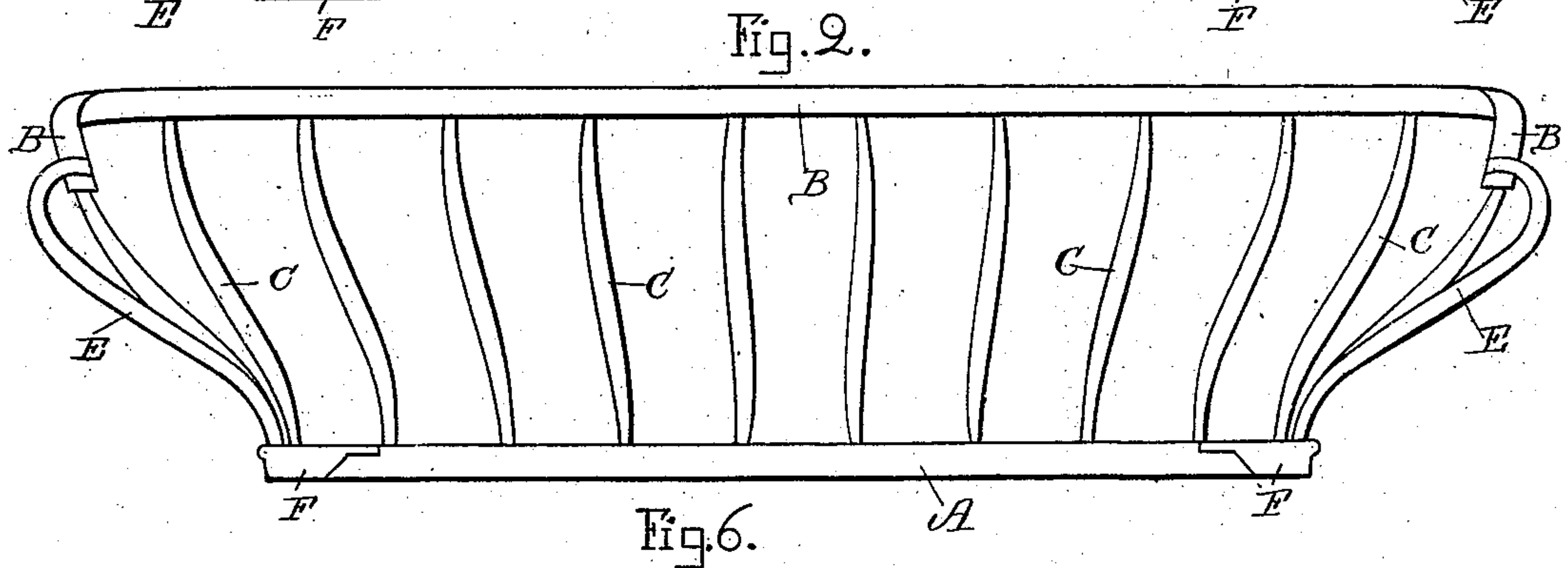
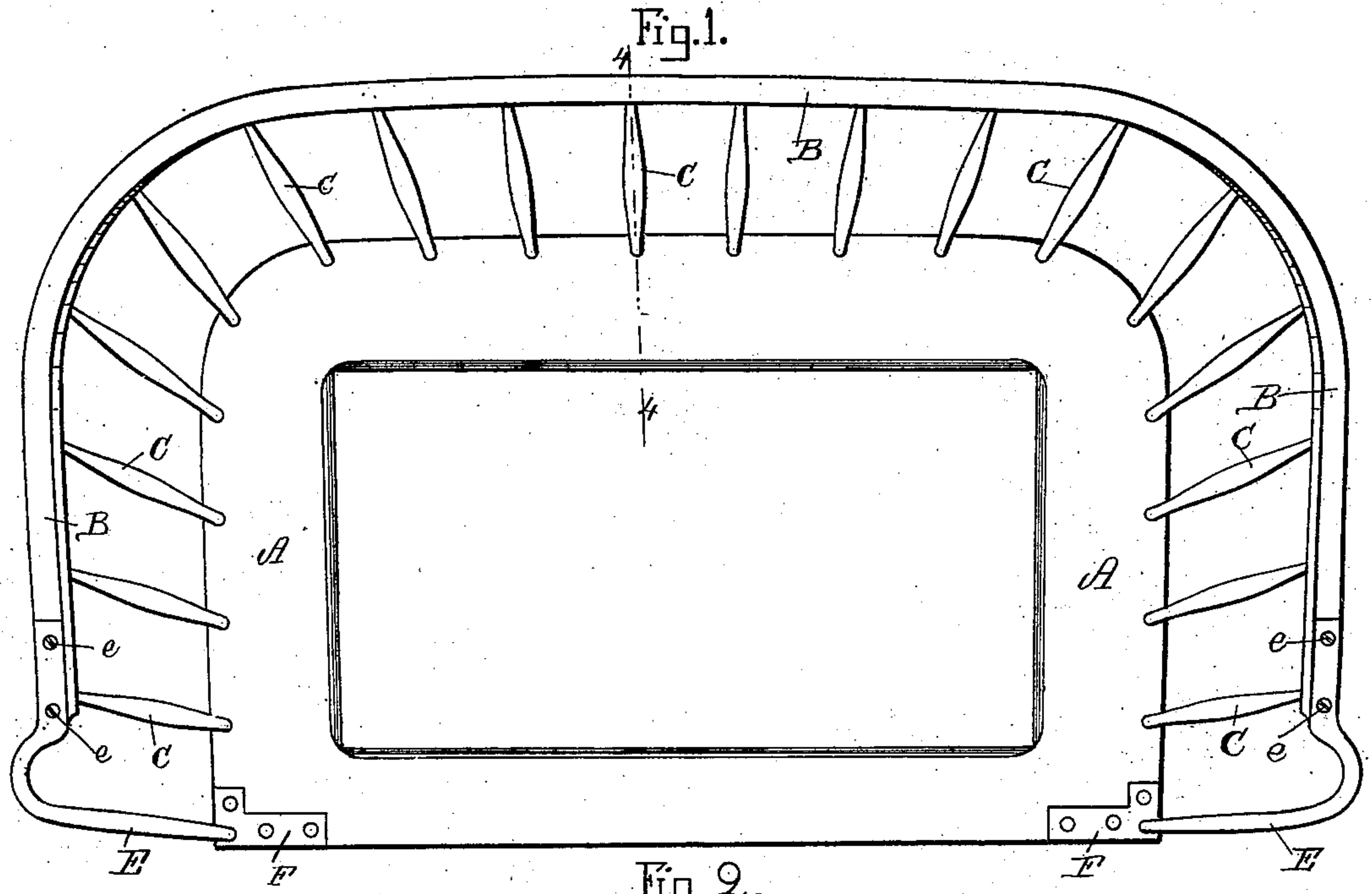
(No Model.)

2 Sheets—Sheet 1.

S. R. BAILEY.
CARRIAGE SEAT.

No. 599,823.

Patented Mar. 1, 1898.



Witnesses.
Lairitz N. Hölter.
Charles A. Harris.

Inventor.
Samuel R. Bailey
by *Wm. Andrew*
his atty

(No Model.)

2 Sheets—Sheet 2.

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Fig. 3.

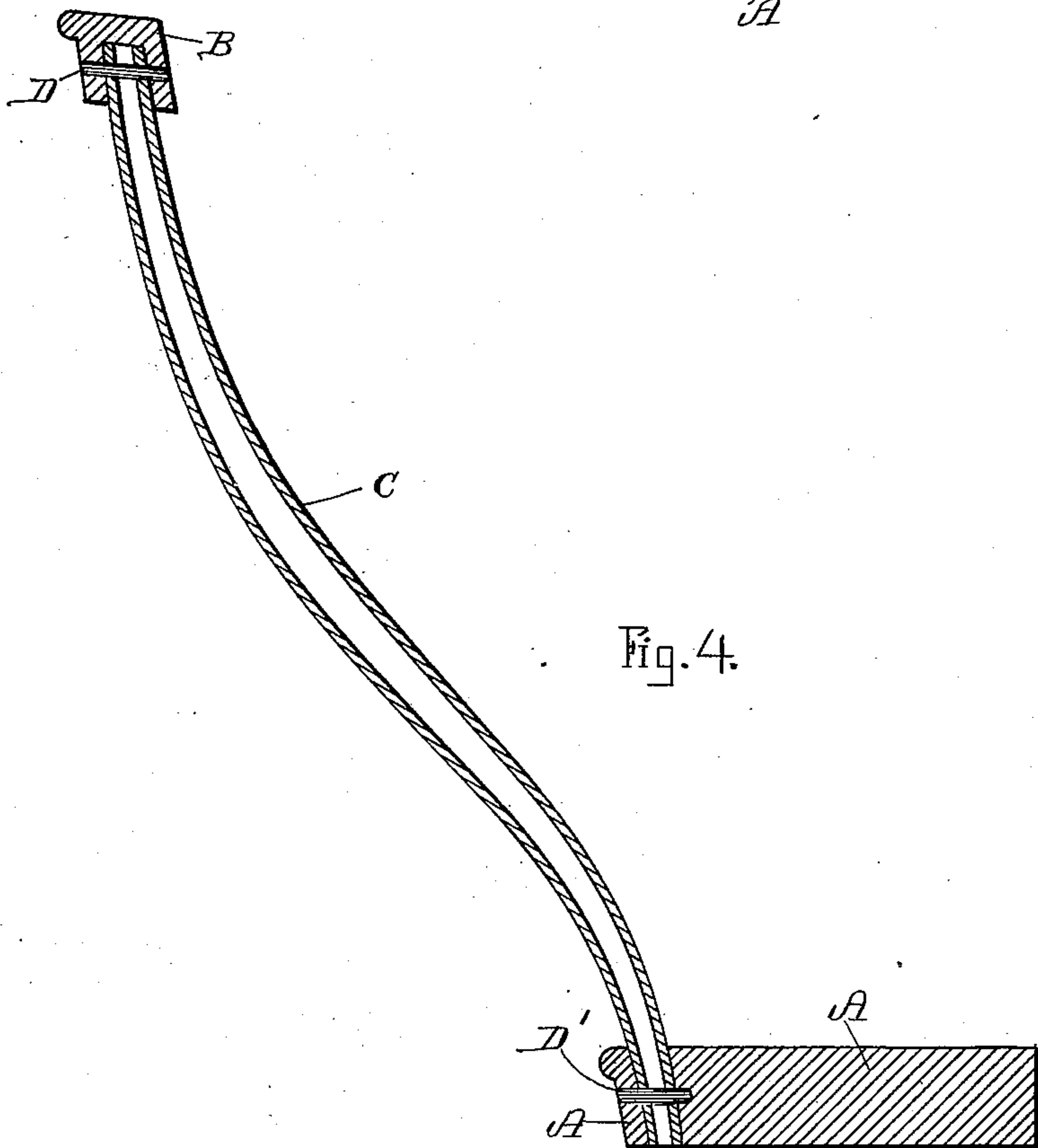
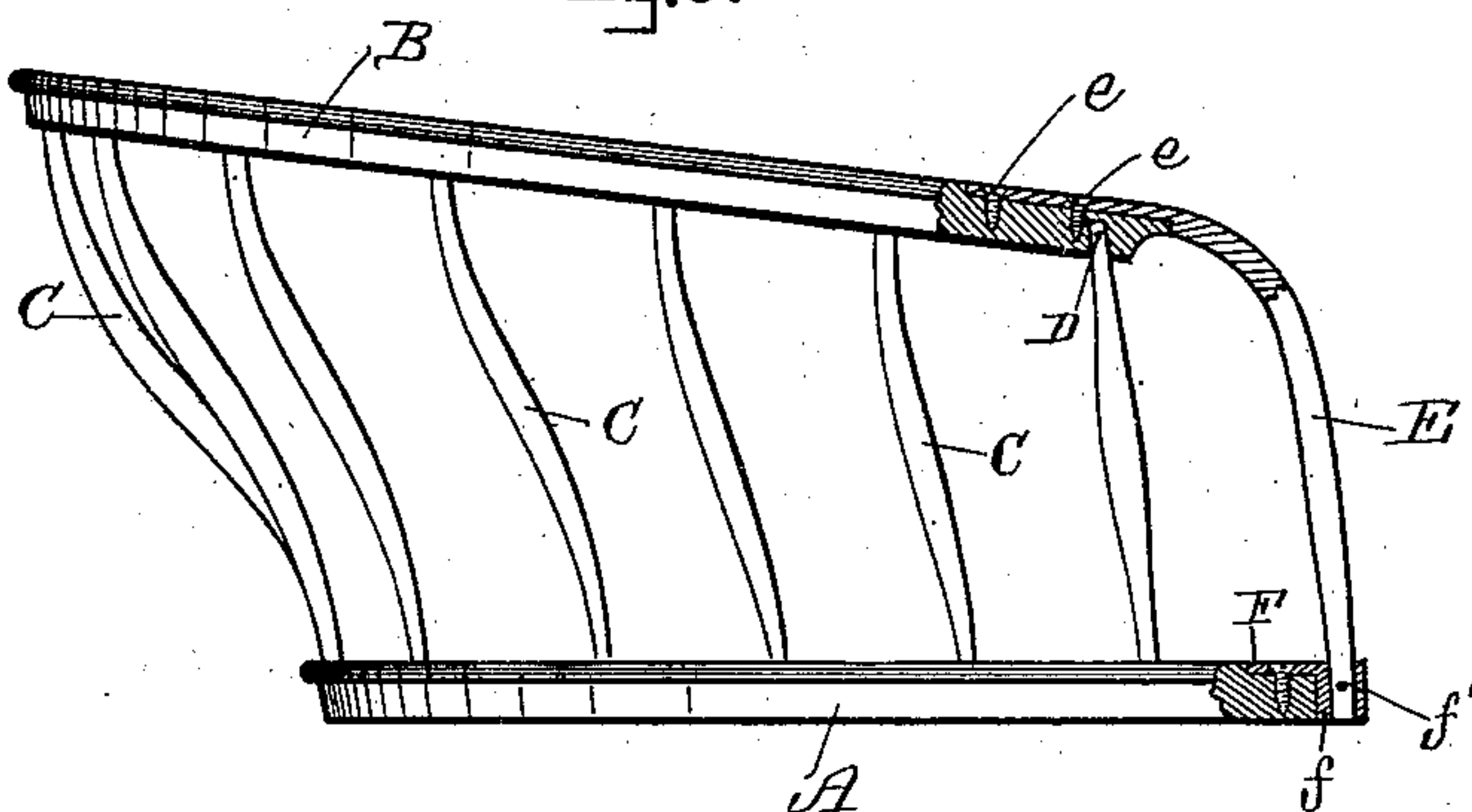


Fig. 4.

Witnesses.

Lauritz N. Moller
Charles A. Harris.

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his atty.

UNITED STATES PATENT OFFICE.

SAMUEL R. BAILEY, OF AMESBURY, MASSACHUSETTS.

CARRIAGE-SEAT.

SPECIFICATION forming part of Letters Patent No. 599,823, dated March 1, 1898.

Application filed August 5, 1897. Serial No. 647,178. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL R. BAILEY, a citizen of the United States, and a resident of Amesbury, in the county of Essex and State of Massachusetts, have invented new and useful Improvements in Carriage-Seats, of which the following, taken in connection with the accompanying drawings, is a specification.

10 This invention relates to improvements in carriage-seats; and it consists in means for securing metal handles at the front of the seat to the seat-sill and wooden seat-rail; and it also consists in the employment of tubular
15 metallic spindles secured to the seat-rail and seat-sill, as will hereinafter be more fully shown and described, reference being had to the accompanying drawings, wherein—

Figure 1 represents a top plan view of my
20 improved carriage-seat. Fig. 2 represents a front view of the same. Fig. 3 represents a side elevation of the invention, partly shown in section. Fig. 4 represents an enlarged cross-section on the line 4 4, shown in Fig. 2.
25 Fig. 5 represents a detail plan view of the handle-support. Fig. 6 represents a front view of said handle-support; and Fig. 7 represents a cross-section on the line 7 7, shown in Fig. 5.

30 Similar letters refer to similar parts wherever they occur on the different parts of the drawings.

A represents the seat-sill of a carriage-seat, as usual, and B represents the wooden seat-rail. C C represent the seat-spindles, connecting the said seat-rail to the seat-sill, as shown. The said seat-spindles are made of tubular metal, preferably made wider at their middle portions as compared with their upper
35 and lower ends. The ends of the said metal tubular spindles are received in recesses in the under side of the seat-rail and upper side of the seat-sill and preferably secured to such parts by means of pins D D'. I wish to
40 state, however, that I do not desire to confine myself to the use of said pins as a means for securing said metal tubular spindles to the seat-rail and seat-sill, as said spindles may be secured to said rail and sill in any other suitable or desirable manner without departing
50 from the essence of my invention.

By making the spindles C C of tubular metal great strength is secured in the attachment

of the seat-rail to the seat-sill, combined with lightness in proportion to the strength thus
55 obtained. The said metal tubular spindle may readily be bent or curved, preferably in ogee forms, as shown, so as to make the seat roomy and comfortable for the occupants.

E represents the solid metal handle, secured
60 to the wooden seat-rail B, preferably by means of screws or rivets *e e*, as shown in Fig. 3.

To the front corner portion of the seat-sill A is secured a metal angle-plate F, provided with a perforated socket *f*, adapted to receive
65 the lower end of the metal handle-bar E, which is preferably secured to said socket by means of a pin *f'* or other equivalent fastening device.

By constructing the metal plates F of an-
70 gular form and securing them to the front corners of the seat-sill they effectively protect these portions or corners of the seat and prevent them from being broken or chipped off, which is a common thing with the ordinary
75 wooden seat. By preference the angle portion of these brackets is of a thickness equal to that of the seat-sill, as clearly shown in Figs. 2 and 6 of the drawings.

What I wish to secure by Letters Patent
80 and claim is—

In a carriage-seat, the combination with the wooden seat-sill having a series of recesses in the upper face thereof around three sides, of a seat-rail having similar recesses upon its
85 under side, a series of outwardly-curved hollow metal spindles having their opposite ends fitted in the recesses of the seat-sill and seat-rail respectively, metallic angle-plates F, secured to the two front corners of the seat-sill
90 and each plate having a solid angle portion of greater thickness than the remaining parts and a socket *f*, located at the angle of said plates, and handles E, secured at their upper
95 ends to the seat-rail and having their lower ends fitted into the sockets in the angle-plates, substantially as described.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 12th day
100 of July, A. D. 1897.

SAMUEL R. BAILEY.

Witnesses:

ALBAN ANDRÉN,
LAURITZ N. MÖLLER.