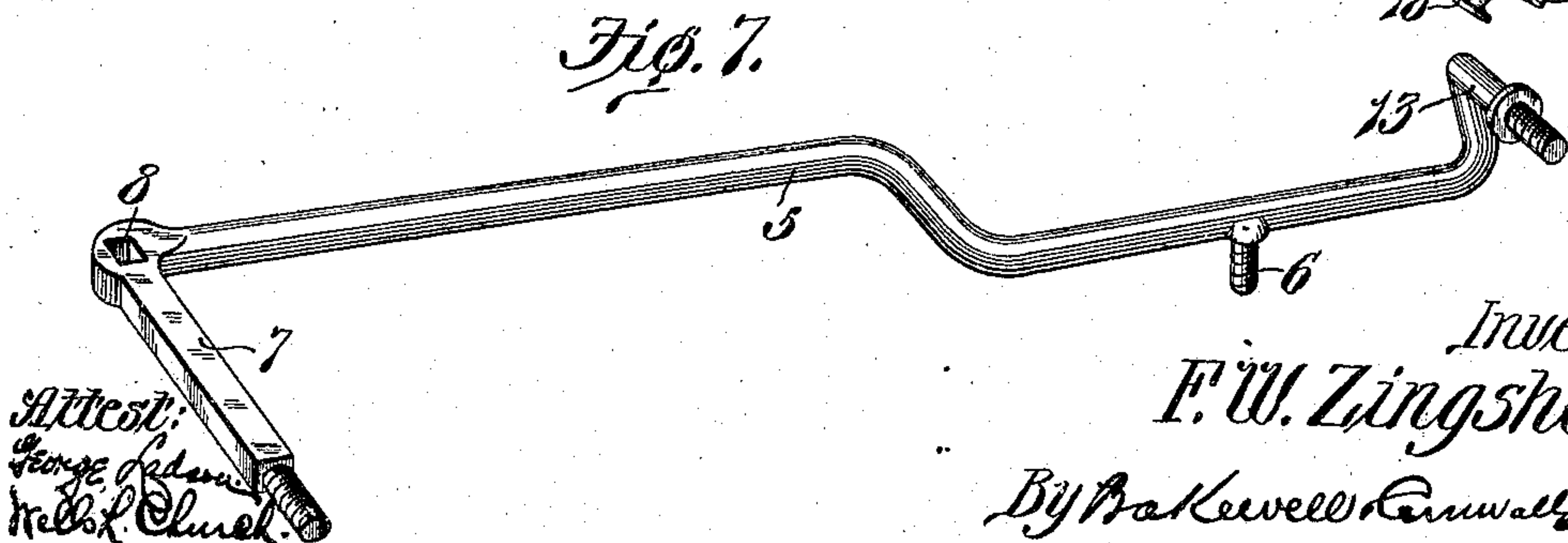
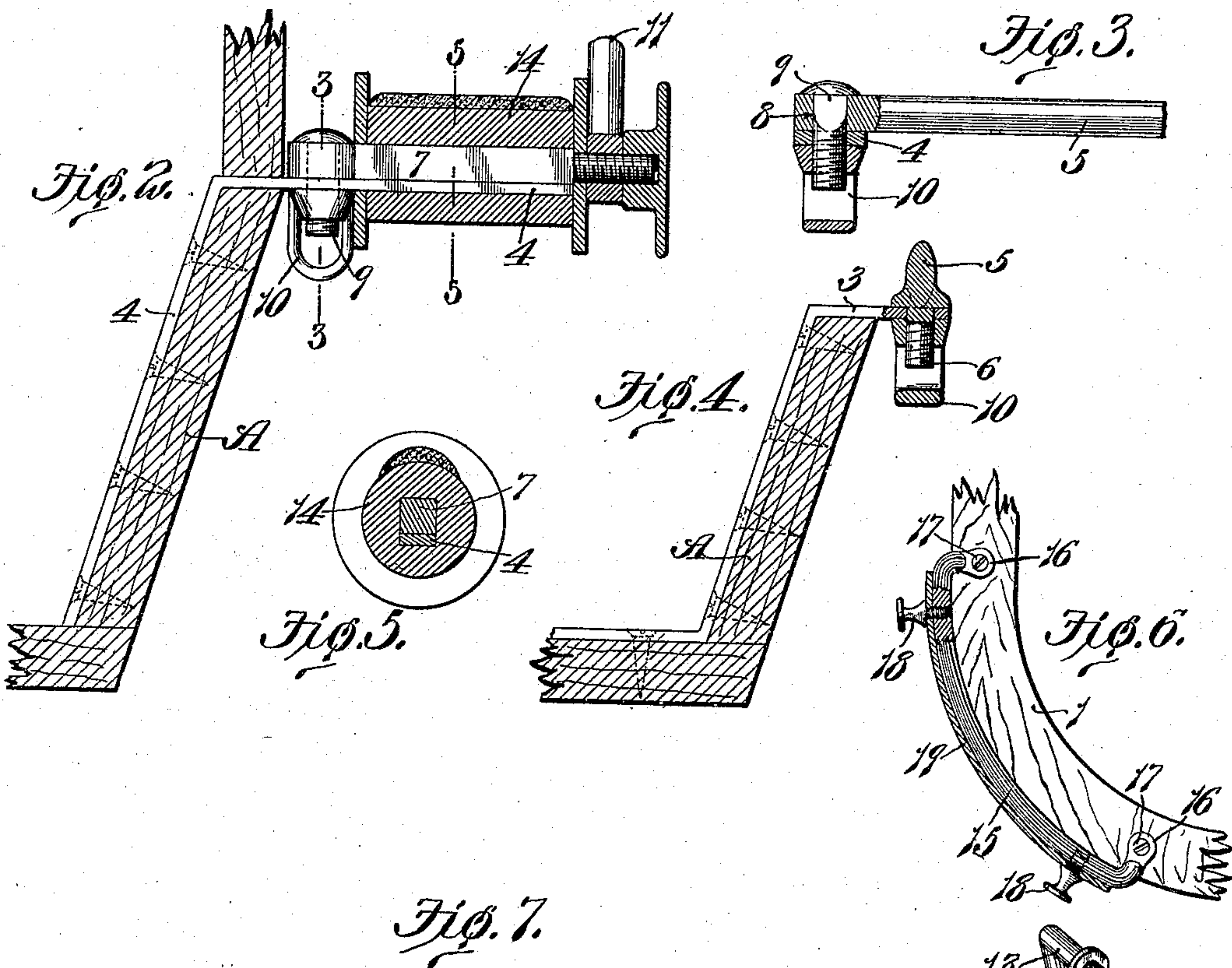
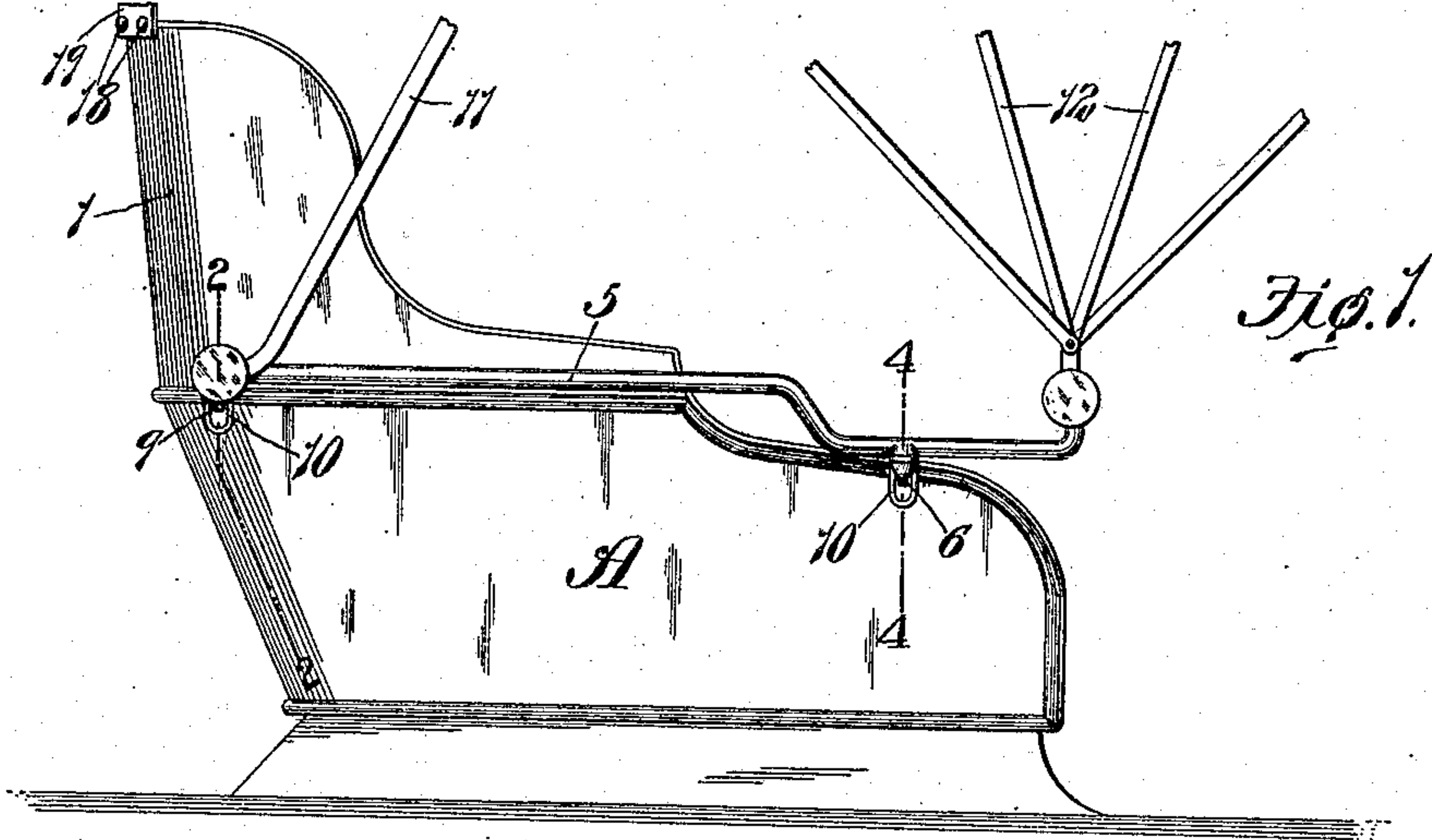


F. W. ZINGSHEIM.  
CARRIAGE.

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930,716.

Patented Aug. 10, 1909.



Attest:  
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Notary Public

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By Baker, Kewell & Annals, Attys.



# UNITED STATES PATENT OFFICE.

FREDRICK W. ZINGSHEIM, OF FERGUSON, MISSOURI, ASSIGNOR TO MOON BROTHERS CARRIAGE COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF MISSOURI.

## CARRIAGE.

No. 930,716.

Specification of Letters Patent.

Patented Aug. 10, 1909.

Application filed September 25, 1908. Serial No. 454,690.

*To all whom it may concern:*

Be it known that I, FREDRICK W. ZINGSHEIM, a citizen of the United States, residing at Ferguson, Missouri, have invented a certain new and useful Improvement in Carriages, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevational view of the seat frame of a carriage provided with a shifting rail and a support therefor constructed in accordance with my invention; Fig. 2 is an enlarged vertical sectional view taken on approximately the line 2—2 of Fig. 1; Fig. 3 is a detail sectional view taken on the line 3—3 of Fig. 2; Fig. 4 is a vertical sectional view taken on the line 4—4 of Fig. 1; Fig. 5 is a cross sectional view taken on the line 5—5 of Fig. 2; Fig. 6 is a top plan view of a portion of the lazy-back of the seat frame, one of the back stays being shown in section; and Fig. 7 is a perspective view of one of the shifting rails.

This invention relates to the construction of carriages, and particularly to one-seat carriages provided with collapsible tops.

The main object of my invention is to provide a carriage in which the shifting rails that support the top joints or brace bars that carry the collapsible top are connected to the seat frame in such a manner that they do not extend across, or come in contact with, the lazy-back of the seat frame, thereby producing a carriage in which the lazy-back is not marred by lugs or brackets to which the shifting rails are connected.

Another object of my invention is to provide a carriage in which the seat frame is provided with laterally projecting supports to which the shifting rails are detachably connected, so that the collapsible top and the shifting rails which form a support for the top joints or brace bars can be removed easily when it is desired to convert the carriage into a runabout; namely, a vehicle that is not provided with a collapsible top. And still another object of my invention is to provide a vehicle in which the fastening devices for the back stays are connected to the seat frame in a novel manner.

Other objects and desirable features of my invention will be hereinafter pointed out.

Referring to the drawings which illustrate the preferred form of my invention, A designates the seat frame of a carriage, and 1 designates that portion of the seat frame which is generally termed the "lazy-back". Supports or brackets 3 and 4 project laterally from each of the seat frame to carry shifting rails 5, it being understood, of course, that a shifting rail is arranged on each side of the seat frame. These brackets or supports 3 and 4 preferably consists of flat bars of iron that extend down upon the inside of the seat frame and are securely connected thereto by fastening devices, as shown in Figs. 2 and 4, thereby producing brackets or supports that are strong and rigid and which are not liable to be deflected downwardly when they are subjected to heavy loads.

Each of the shifting rails 5 is provided adjacent its front end with a depending screw-threaded projection 6 that passes through an opening in the support 3, and at the rear end of said shifting rail is a laterally projecting portion 7 that extends parallel to and rests upon the support or bracket 4, as shown clearly in Fig. 2. This laterally projecting portion 7 of the shifting rail is preferably rectangular-shaped in cross section, and at the point where it branches off from the shifting rail is an opening 8 that receives a bolt 9 which passes through an opening in the support or bracket 4, said bolt and the openings through which it passes being preferably of rectangular-shape in cross section. Thumb-nuts 10 are mounted on the end of the bolt 9 and on the end of the depending screw-threaded projection 6 of each shifting rail so as to securely hold the shifting rail in position and also enable it to be removed easily. The top joint 11 and the bow sockets 12, which carry the collapsible top, not shown, are connected, respectively, to the laterally projecting portions 7 of the shifting rails and to laterally projecting arms 13 at the front ends of said rails, in a well-known manner. As previously stated, the laterally projecting portion 7 of each shifting rail lies upon one of the brackets or supports 4, and said portion 7 and bracket 4 are incased in a prop block 14 upon which the bow sockets 12 rest when the top is collapsed or thrown back.

By referring to Fig. 1, it will be seen that the shifting rails do not extend across the lazy-back 1 of the seat frame, nor in fact,



come in contact with said lazy-back at any point, and consequently, said shifting rails do not mar or detract from the appearance of the lazy-back which usually has a highly polished surface.

To convert the carriage into a runabout it is only necessary to remove the nuts 10, then disengage the depending projections 6 and the bolts 9 from the supports or brackets 3 and 4, and thereafter move the shifting rails laterally so as to completely disengage them from the laterally projecting supports or brackets on the seat frame. After the shifting rails and the collapsible top which said rails carry have been removed, mud-guards or fenders, not shown, are then connected to the laterally projecting supports or brackets 3 and 4, said brackets thus constituting the supporting means for the collapsible top and also the supporting means for the mud-guards.

Another novel feature of my invention is the means for connecting the back stay fastenings to the seat frame or upper portion of the lazy-back. Said means consists of a pair of bars 15 connected to the upper edge of the lazy-back and located at the curved portions of said lazy-back, as shown in Fig. 6. Each of the bars 15 is provided with inwardly projecting lugs 16 through which fastening devices 17 pass to secure said bar to the upper horizontal edge of the lazy-back, said lugs being covered and thus hidden from view by the upholstery that extends over the upper edge of the lazy-back. The buttons 18, to which the back stays 19 of the collapsible top are connected, are secured to said bars in any suitable manner, preferably, however, as shown in Fig. 6, wherein the buttons 18 are provided with screw-threaded extensions that pass into screw-threaded openings in the bar 15. The lower ends of the back stays terminate at the upper edge of the lazy-back and therefore said back stays do not detract from the appearance of the lazy-back as they do not extend over or cover any portion of same.

A construction of this character can be produced at a low cost, and as the shifting rails are not connected to the lazy-back, or to devices carried by or secured to the lazy-back, it will be impossible to tell that the carriage was originally designed for a collapsible top after said top has been removed and the mud-guards have been secured to the brackets 3 and 4 that project laterally

from the seat frame. The bars which form the brackets or supports 3 and 4 extend into the seat frame and pass downwardly on the inside of same so that said brackets are strong and rigid and capable of carrying the load to which they are subjected.

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

1. A vehicle provided with a seat frame having a lazy-back, brackets permanently connected to said seat frame and projecting laterally from the sides thereof, shifting rails detachably connected to said brackets and supported entirely by same, said shifting rails having no connection with the lazy-back or with any members that are secured to said lazy-back, integral arms on said shifting rails that project laterally from the rear ends thereof and bear directly upon two of the brackets on the seat frame, and prop blocks incasing said arms and the brackets on which they rest.

2. A vehicle provided with a seat frame, a shifting rail extending along one side of said seat frame and terminating adjacent the back thereof, said rail being provided at its rear end with an integral laterally projecting portion that is adapted to form a support for a prop block, a bracket projecting laterally from the seat frame under the laterally projecting portion of the shifting rail and also extending down upon the inside of the seat frame, and a fastening device passing through the bracket and an opening formed in the inner end of the laterally projecting portion of the shifting rail; substantially as described.

3. A vehicle having a seat frame which is provided with a back, a bar arranged longitudinally of said back and having laterally projecting lugs that are detachably connected to the upper edge of said back, devices carried by said bar to which the back-stay of a collapsible top can be fastened, and upholstery material extending over the upper edge of said back and covering the removable fastening devices that pass through said lugs so as to retain said bar in position.

In testimony whereof I hereunto affix my signature in the presence of two witnesses, this twenty second day of September 1908.

FREDRICK W. ZINGSHEIM.

Witnesses:

WELLS L. CHURCH,  
GEORGE BAKEWELL.