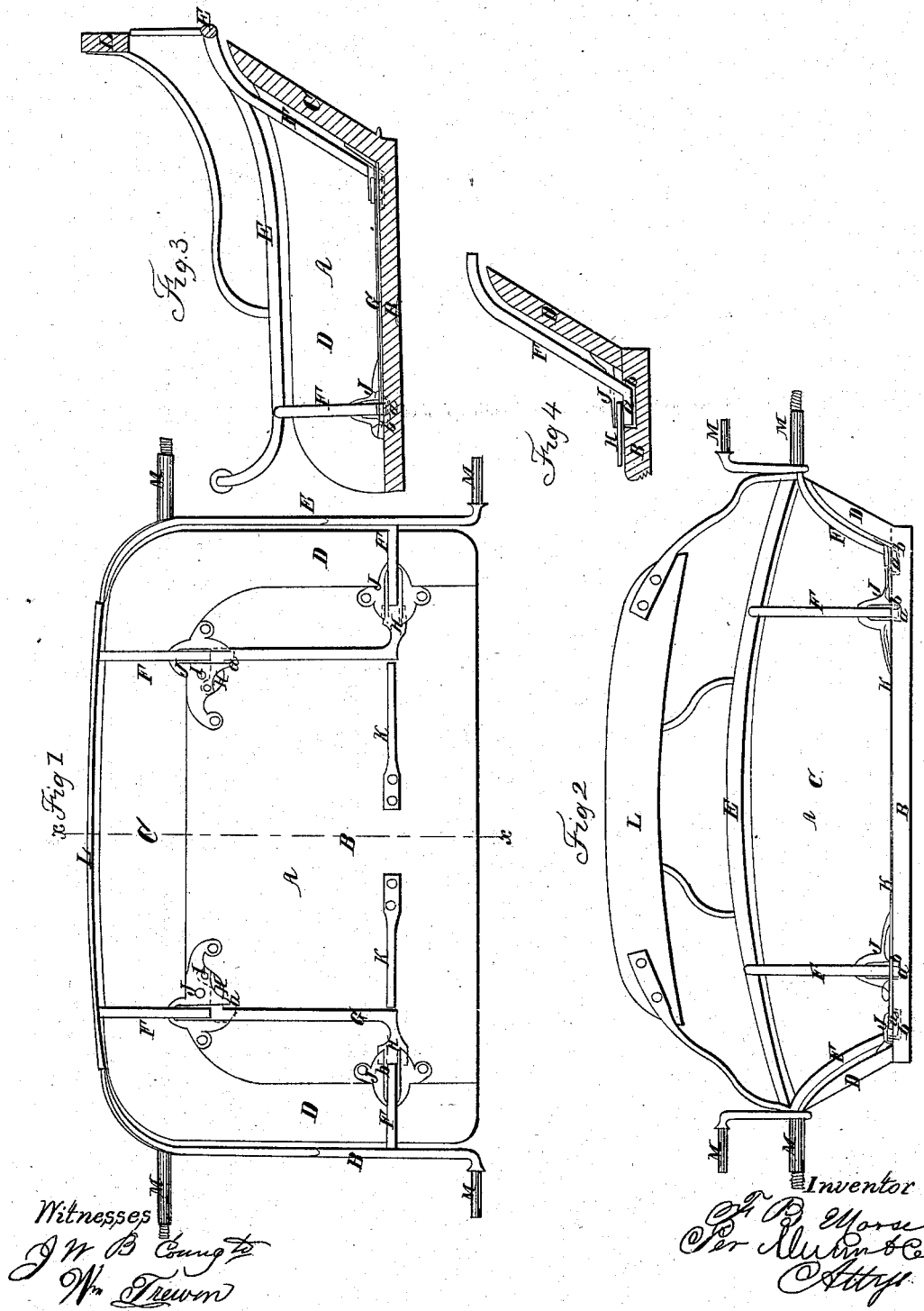


F. B. MORSE.

Shifting-Rail.

No. 54,755.

Patented May 15, 1866



UNITED STATES PATENT OFFICE.

F. B. MORSE, OF MILWAUKEE, WISCONSIN.

IMPROVEMENT IN CARRIAGE-SEATS.

Specification forming part of Letters Patent No. 54,755, dated May 15, 1866.

To all whom it may concern:

Be it known that I, F. B. MORSE, of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented a new and useful Improvement in Carriage-Seats; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming a part of this specification.

The object of the present invention is to so attach the lazy-backs and buggy-tops to the seats of carriages that when desired they can be readily and easily detached therefrom or secured thereon, and thus either one or the other used at pleasure, the mode of attachment being simple, light, but strong, and costing but little to manufacture, as will be apparent from the following detail description thereof, reference being had to the accompanying plate of drawings, in which—

Figure 1 is a plan or top view of a carriage-seat, showing my improvement in mode of securing a buggy-top or lazy-back thereon; Fig. 2, a view of the front side of the seat; Fig. 3, a transverse vertical section taken in the plane of the line *x x*, Fig. 1; and Fig. 4, a detail view.

Similar letters of reference indicate like parts.

A in the drawings represents the seat of a buggy or other carriage, which seat is to be secured to the body of the vehicle in the usual manner; B, the bottom of the seat; C, the back, and D the sides; E, a rail made of a corresponding shape to the back and sides of the seat, about and around which it extends, a little above the upper edges. This rail upon its inside is provided with four bent upright posts or standards, F, (two for the back and one for each side of the seat,) which posts at their lower ends have square-shaped feet *a*, fitting in similar-shaped sockets *b* of the bottom B of the seat, where, by lever fastenings or catches G, they are held, one of such fastenings for every two of the posts. These fastenings G are made of a flat bar of metal with a right-angular arm, H, at each end, but upon opposite sides, by one of which arms H each

lever is hung upon a fulcrum, I, of the slotted cap-plates J of the seat-sockets upon the rear side of the seat-bottom, a similar cap-plate being used over the side seat-sockets, *b*, under which, as well as the rear cap-plates, the said levers slide, passing over the post-feet and between them and the plates, thus firmly holding them within the seat-sockets, bent springs K, secured to and in the bottom of the seat, preventing the said levers from moving when placed under the cap-plates, as above explained. To the rail E a lazy-back, L, may be secured, or the ordinarily-constructed buggy-top, as may be desired, arms M being provided for the reception of the same.

From the above it is obvious that by securing the rail E, having a buggy-top or a lazy-back attached to it, as the case may be, to the seat of a carriage in the manner explained, it can be readily detached therefrom or attached thereto at pleasure, and one substituted for the other, according as may be desired, the rail by my improved mode of fastening it to the seat being firmly, steadily, and strongly held in position, however great the pressure may be that is produced upon it in the use or running of the vehicle.

In lieu of the bent springs K, for holding the lever-fastenings in place when under the cap-plates of the seat, pins, studs, or many other catches may be employed, and therefore I do not intend to limit myself to the use of any one particular stop for the levers; but the springs I find to answer the purpose very well.

Among the many advantages secured by the present invention may be here mentioned as the most important: first, that a carriage-top can be taken off or detached from the seat with the utmost facility and in a short time, leaving the seat entirely free and clear of everything that would tear the clothes of the persons riding in the carriage, when the seat cushion or cushions are in place; second, an exceedingly light and strong rail is obtained; third, the rail-posts can be set close to the back and sides of the seat without any danger of straining the seat sufficiently to start it at its joints and corners; and, fourth and lastly, the rail and its fastenings to the carriage-seat can be provided at a very small

increase in the expense of the ordinary mode of securing a buggy-top to the seat, and at a much less expense than with the usual manner of attaching a shifting-rail to carriage-seats.

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

The lever-fastenings G, when used in com-

bination with the seat rail-posts F, for the purpose specified, and arranged and operating substantially as described.

F. B. MORSE.

Witnesses:

D. D. KELLOGG,

J. E. HARRIS.