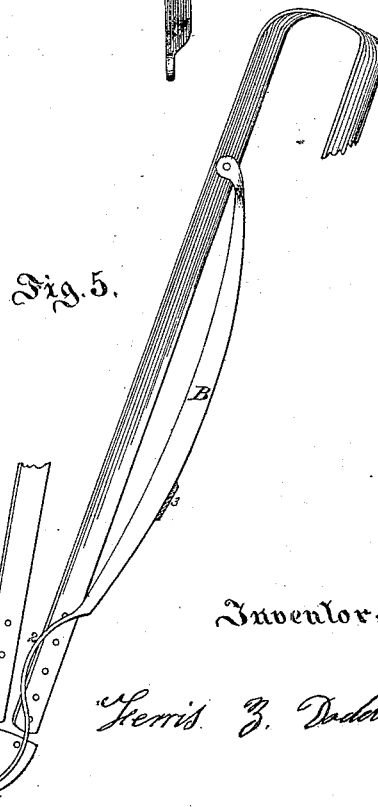
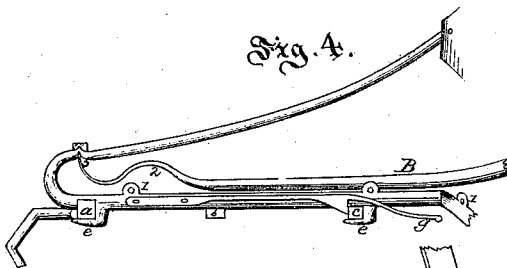
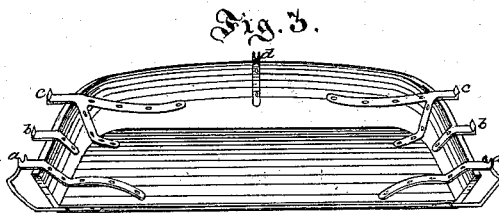
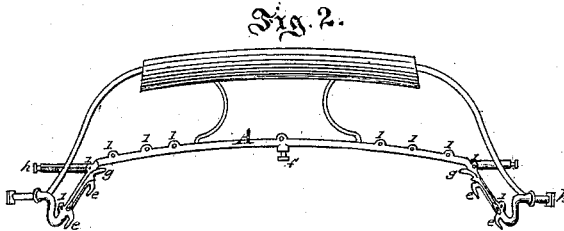
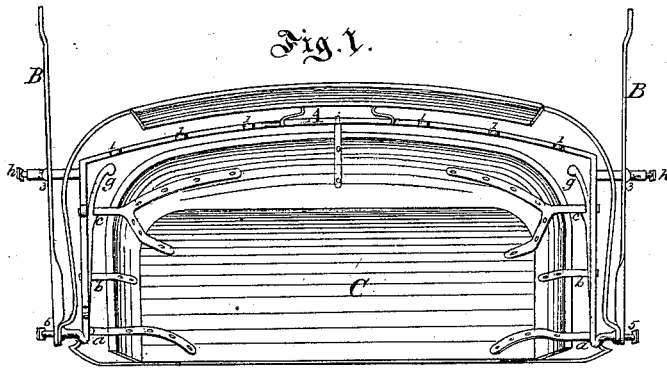


F. Z. DODDS.
Shifting Rail for Carriages.

No. 113,504.

Patented Apr. 11, 1871.



Witnesses:

James Lewis.
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LEWIS Z. DODDS, OF SOUTH BEND, ASSIGNOR TO HIMSELF AND JOHN B. MOULTON, OF LA PORTE, INDIANA.

Letters Patent No. 113,504, dated April 11, 1871.

IMPROVEMENT IN CARRIAGE-SEATS AND TOPS.

The Schedule referred to in these Letters Patent and making part of the same.

I, LEWIS Z. DODDS, of the city of South Bend, in the county of St. Joseph and State of Indiana, have invented certain Improvements in Carriage-Seats and Tops, of which the following is a specification.

Nature and Objects of the Invention.

The first part of my invention consists of the construction of the shifting-rail attached to the carriage-seat, with springs at each end for the purpose of aiding to confine the rail to its place when adjusted for use, and to unfasten the rail when removed; and also the construction of knob standards, raised on the top edge of the shifting-rail, with holes drilled through them, in which the knobs for securing the bottom of the carriage-cover are to be riveted;

The object of this part of my invention being to obviate the necessity of drilling holes for the knobs through the rail, thereby adding to the strength of the rail at least one-third; and also, the irons riveted or screwed onto the seat, three at each end, for catches for the rail to rest on when sliding to its place, the ends being turned up to confine the rail; and also, an iron riveted or screwed on the center of back part of seat, to receive the catch on the back part of the rail and support the rail when adjusted for use.

The second part of my invention relates to the bow-supports. These are made of steel or other proper material, and made with a hole to slide upon the iron at the front corner of rail made to receive the slat irons. The other end is attached to the bows. The bow-supports are constructed with a spring near the end fastened to the rail to support the end of the bows where they are riveted to the slat iron, and with a pad in the center to rest on the props at the back corner of the rail.

The object of this part of my invention is to give a firm support to the carriage-top when let down, and prevent the bows from breaking, one end of the supports being secured to the rail, the other to the bows near the curve, the center of the supports resting on the pad; the props or rollers relieve the strain upon the bows caused by the weight of the top when down.

Description of the Accompanying Drawing.

Figure 1 is the carriage-seat with the rail and bow-supports attached.

Figure 2 represents the rail disconnected from the seat.

Figure 3 represents the seat and rail-fastenings.

Figure 4 is an end view (from the inside) of rail and rail-fastenings, scale enlarged.

Figure 5 represents a section of the bows with the bow-support attached to bow, scale enlarged.

Figure 6 is a front view of bow-support when carriage-top is raised, scale enlarged.

General Description.

A A is the rail, with frame-work for back of the seat and arm-rests. It is constructed of iron or other suitable material, the part for the back of occupant to rest against being of wood riveted to the irons.

The small figures 1 1 1 1 1 1 1 1 1 1 are the knob standards, eleven in number, two at each end and seven on back part of rail.

The seat fastenings *a a*, *b b*, and *c c* are secured to the seat C C by rivets or screws.

Iron *d*, on back of seat C C, is used to receive catch *f* in center of rail.

A A is screwed or riveted on the seat.

The ends of seat-fastenings, *b b*, *c c*, are turned up to confine rail in position.

g g are springs, on each end of rail.

e e e e are hooks on rail to secure rail to seat-fastenings, as shown in fig. 4.

h h bow-props or rollers on back corners of rail A A, on which bow-supports rest when carriage-top is let down.

f, catch in center of A A to fit into seat-fastening *d* when rail A A is in position.

B B, bow-supports.

Small figures 2 2 is spring, near end of bow-supports, on which ends of bows, where riveted to slat-irons, rest when the top of carriage is let down.

Small figures 3 3, pad on middle of bow-supports B B to rest on bow-prop or roller *h* when top is let down, to prevent wear or friction of prop or roller.

Small figure 4 fastening of bow-supports B B on bows, done by bolt and nut or rivets or screws.

Small figure 5 is fastening of end of bow-supports B B to iron at front corner of rail, being the same iron on which slat-irons are fastened, the end of bow-supports B B being placed inside the slat-iron.

This description, as well as the drawing, refers to the work in a skeleton state before being trimmed or upholstered.

Claims.

I claim as my invention—

1. The combination of the rail A A, having knob-standards, and hooks, the spring catches *g g*, and the seat-fastenings *a a*, *b b*, *c c*, *d*, all constructed and arranged substantially as and for the purposes set forth.

2. The bow-support B B, having spring 2 and pad 3, constructed and arranged in relation to a buggy-top, substantially as and for the purposes set forth.

3. The combined self-fastening shifting-rail and bow-support, consisting of the rail A A, having knob-standards and hooks, the spring catches *g g*,

seat-fastenings *a a, b b, c c, d d*, all constructed and arranged in relation to the seat and top of buggy substantially as and for the purposes set forth.

LEWIS Z. DODDS.

Witnesses:

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