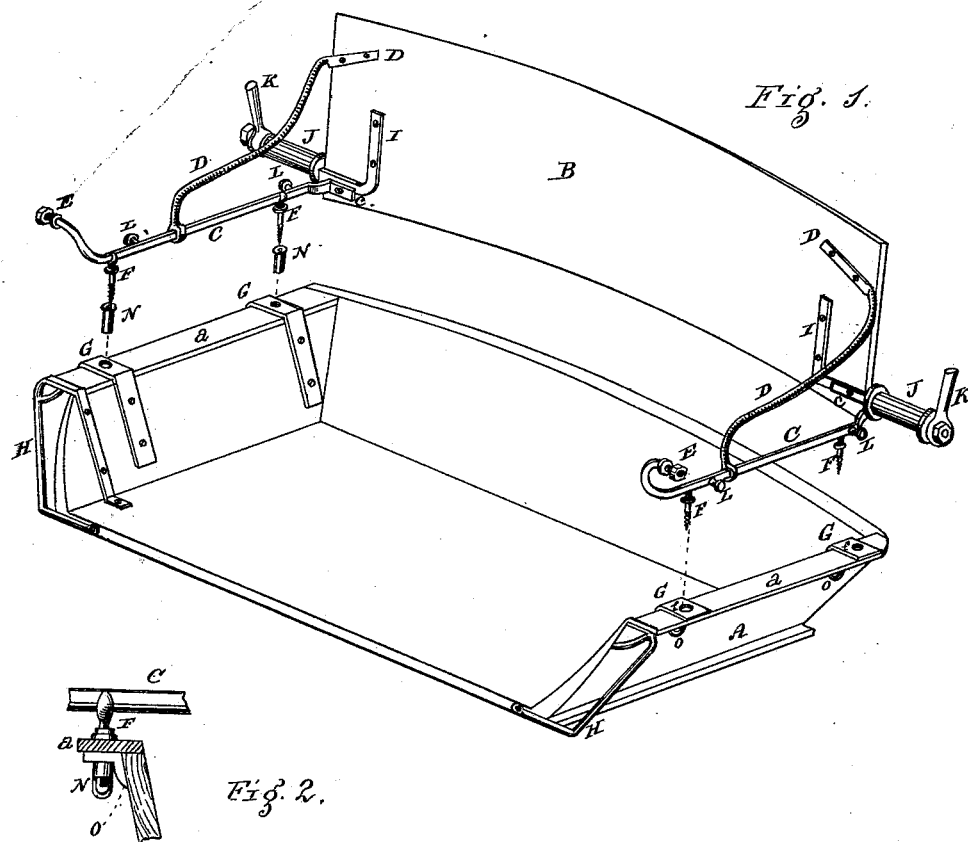


S. B. COX.  
 Seat-Back and Shifting-Rail for Vehicles.  
 No. 215,046. Patented May 6, 1879.



WITNESSES.

*Abram Schutz*  
*Jacob Stauffer*

INVENTOR.

*Samuel B. Cox.*

# UNITED STATES PATENT OFFICE.

SAMUEL B. COX, OF LANCASTER, PENNSYLVANIA.

IMPROVEMENT IN SEAT-BACKS AND SHIFTING-RAILS FOR VEHICLES.

Specification forming part of Letters Patent No. **215,046**, dated May 6, 1879; application filed February 13, 1879.

*To all whom it may concern:*

Be it known that I, SAMUEL B. COX, of the city of Lancaster, Lancaster county, and State of Pennsylvania, have invented certain Improvements in Buggy-Seat Backs, of which the following is a specification.

This invention relates to detachable buggy-seat backs which have shifting-rails attached; and it consists in the construction, combination, and arrangement hereinafter particularly set forth.

In the accompanying drawings, Figure 1 represents a perspective view of the seat and back, showing the latter slightly detached; and Fig. 2 represents a detail view of the fastenings whereby the two are secured together.

A designates the seat of a buggy, and B the detachable back, which is made so broad that it extends from side to side of the same. The proximate edges or surfaces of these parts A and B are so constructed with reference to each other, and the fastenings are so arranged, that when said back is secured in position there will be no space between it and the seat. This obviates all danger of losing small articles through the back of the buggy-seat, or of catching clothes therein.

C designates the shifting-rails, arranged one at each end of the back B, and secured thereto by straps or brace-irons *c* and arm-pieces D. These shifting-rails extend forward

from the lower corners of said back, parallel with tops *a* of the sides of seat A, to which said shifting-rails are secured by screws F and nuts N. Said screws are firmly secured at their upper ends to said shifting-rail, and pass through holes *f* in straps G on said top-pieces *a*. Under said top-pieces *a* and straps G are angle-irons O, which aid straps G in bracing the ends of seat A, and especially top-pieces *a*. The shifting-rail C bears the fastenings J K E of the goose-neck and falling-bow, also top-prop bolt L.

To retain said back more effectually in position and brace it slightly against sidewise strain, as well as to insure leaving no interstice between it and the seat-top, the top of the fixed back-piece of seat A is made convex, as shown, and the bottom of back B is made correspondingly concave.

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

The combination of seat A, shifting-rails C, angle-irons O, straps G, and fastenings F N with back B, extending in a solid piece from side to side of the seat, and fitting tightly on the back edge thereof.

SAMUEL B. COX.

Witnesses:

C. R. MELLINGER,  
JACOB STAUFFER.