

A. D. GODDARD & G. S. BURROWS.
 Joint and Rail for Carriage-Tops.

No. 217,527.

Patented July 15, 1879.

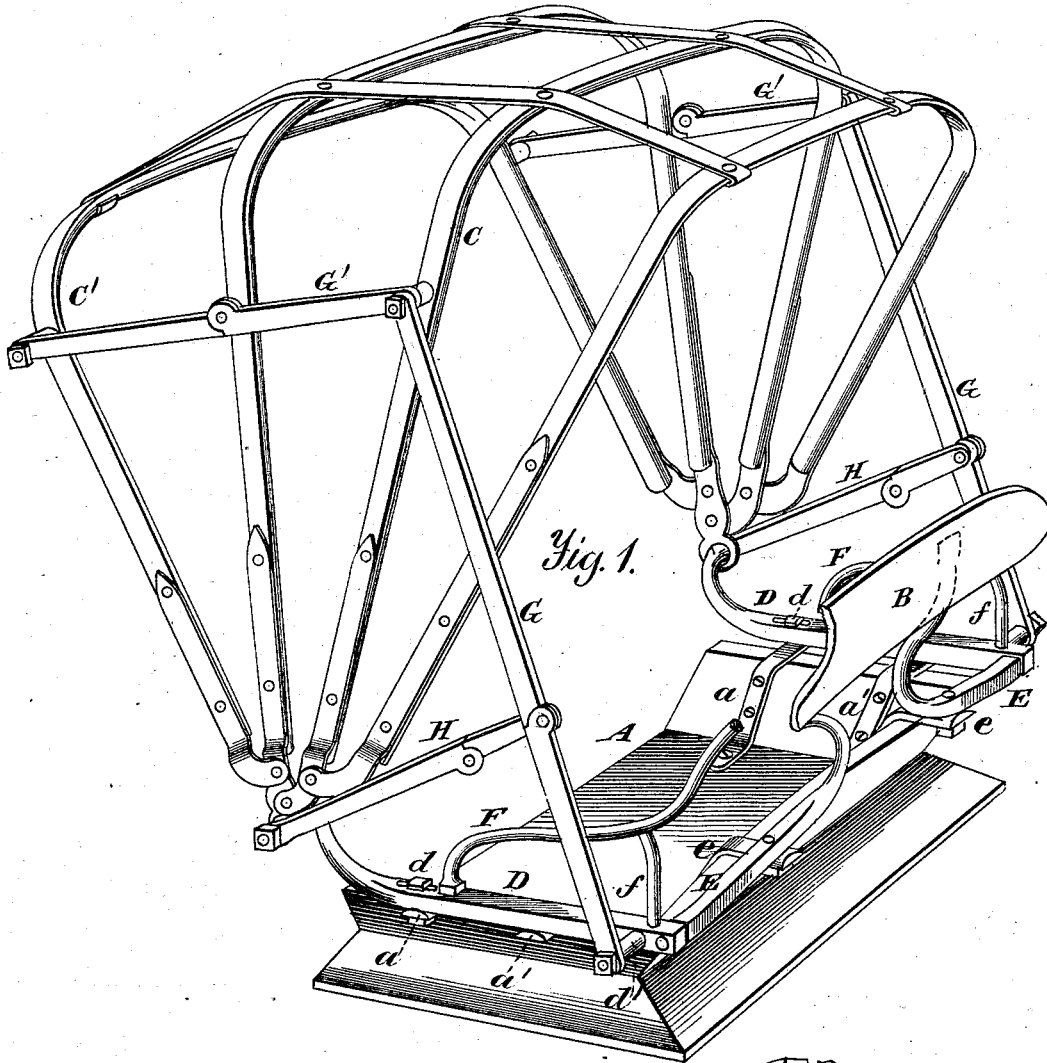


Fig. 1.

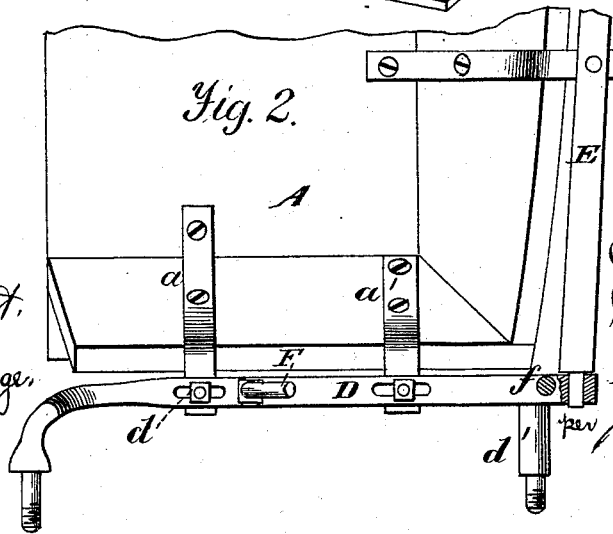


Fig. 2.

Witnesses.
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UNITED STATES PATENT OFFICE.

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IMPROVEMENT IN JOINTS AND RAILS FOR CARRIAGE-TOPS.

Specification forming part of Letters Patent No. 217,527, dated July 15, 1879; application filed May 20, 1879.

To all whom it may concern:

Be it known that we, AMOS D. GODDARD and GEORGE S. BURROWS, of Fond du Lac, in the county of Fond du Lac and State of Wisconsin, have invented certain new and useful Improvements in Carriage Joints and Rails for Carriage-Seats; and we do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification, and in which—

Figure 1 is a perspective view of our improvements in joints and method of securing rails to carriage seats and tops; and Fig. 2 is a modification thereof.

Corresponding parts in the two figures are denoted by similar letters of reference.

This invention appertains to certain improvements in joints and method of securing rails to carriage seats and tops; and they consist of the parts substantially as hereinafter described, and pointed out in the claims.

The object of our invention is to provide for the adjustment of the side and back rails to any ordinary seat previously ironed; and also to hold the carriage-top in a firm position, to prevent forward and backward movement of same—an objection common to many other tops.

In the annexed drawings, A refers to a carriage-seat of the ordinary construction, to the sides and bottom of which are firmly secured the standards *a a'*, upon the upper ends of which latter rest the side rails, D. In these side rails slots are made immediately over the ends of the standards *a*, through which and the ends of the said standards are passed headed bolts *d*, which are suitably held in place by nuts.

The rear ends of the side rails, D, are provided with transverse apertures, which receive and hold the lower ends of the back rails, E. These back rails are bolted to standards *e*, which pass over the back of the seat A, as shown in the figures. Secured to the upper ends of the rails E is the lazy-back B.

F marks a brace secured to the lazy-back B, and, preferably, to the forward part of the side

rails, D, to more firmly brace the lazy-back. Connected to the brace F about midway of its length, and to the rear part of the side rail, D, is another brace, *f*, which serves to strengthen, and, as against downward pressure, support, the brace F.

Connected to the back prop or arm, *d'*, which latter is secured to the rear part of the rail D, is a joint-brace, G, which extends upwardly and is pivoted to the bow C. Held on the same pivot is a second joint-brace, G', which extends forward and is attached to the front bow, C'. The short arm of the joint-brace G is nearest the rail D, and the hinge of same works downwardly. Pivoted to the joint-brace G at its hinge is another brace, H, which extends forward and is attached to the front arm of the side rail, D, to which latter the bows are secured. The short arm of this joint-brace H is nearest to the joint-brace G, and the hinge works upwardly. The object of thus arranging the joint-braces G and H is, that when the top is up and the several joint-braces are straightened, the brace H holds the brace G at its hinge outwardly in a firm position, and prevents the said brace G from bending, by which the top is held in an upright position and a forward and backward movement prevented.

To adjust the side and back rails to a seat previously ironed and of a greater or less width or length, the end of the back rail is inserted and suitably held into the slot or orifice made in the rear end of the side rail, and the forward end of said rail is moved in position so that it rests on the standard *a'* and the slot is immediately over the orifice in the standard *a*, when the bolt *d* is passed through the rail and standard, and the parts are securely held by a nut, as clearly shown in the drawings.

Fig. 2 represents a modification of our device, wherein the side rail, D, is provided with two slots, one over each of the standards *a a'*, by which, when the seat is yet to be ironed, the said rail, for greater strength, can be secured to both of the standards *a a'* by headed bolts or other suitable fastenings.

Having thus fully described our invention, what we claim, and desire to secure by Letters Patent, is—

1. In combination with the back rail, E, and

standard *a* of a carriage-seat, the side rail, D, detachably connected at its rear end to the said back rail, and having a slot near its forward end, by which it can be fastened to the said standard *a* by means of a nutted bolt, *d*, or other suitable fastening, substantially as and for the purpose set forth.

2. In combination with the back rail, E, and standards *a* and *a'*, the side rail, D, resting upon the standard *a'*, its rear end suitably fastened to said back rail, and having a slot near its forward end, through which and the standard *a* is passed a bolt, *d*, by which the rail is firmly secured to said standard, substantially as and for the purpose set forth.

3. The combination of the braces G and H with the rail D, having the outwardly-extending forward arm, which forms a common pivot for the brace H and the bows, whereby the forward end of said brace is pivoted above and exteriorly to the arm-rest F, as shown and described.

In testimony that we claim the foregoing as our own we affix our signatures in presence of two witnesses.

AMOS D. GODDARD.
GEORGE S. BURROWS.

Witnesses:

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