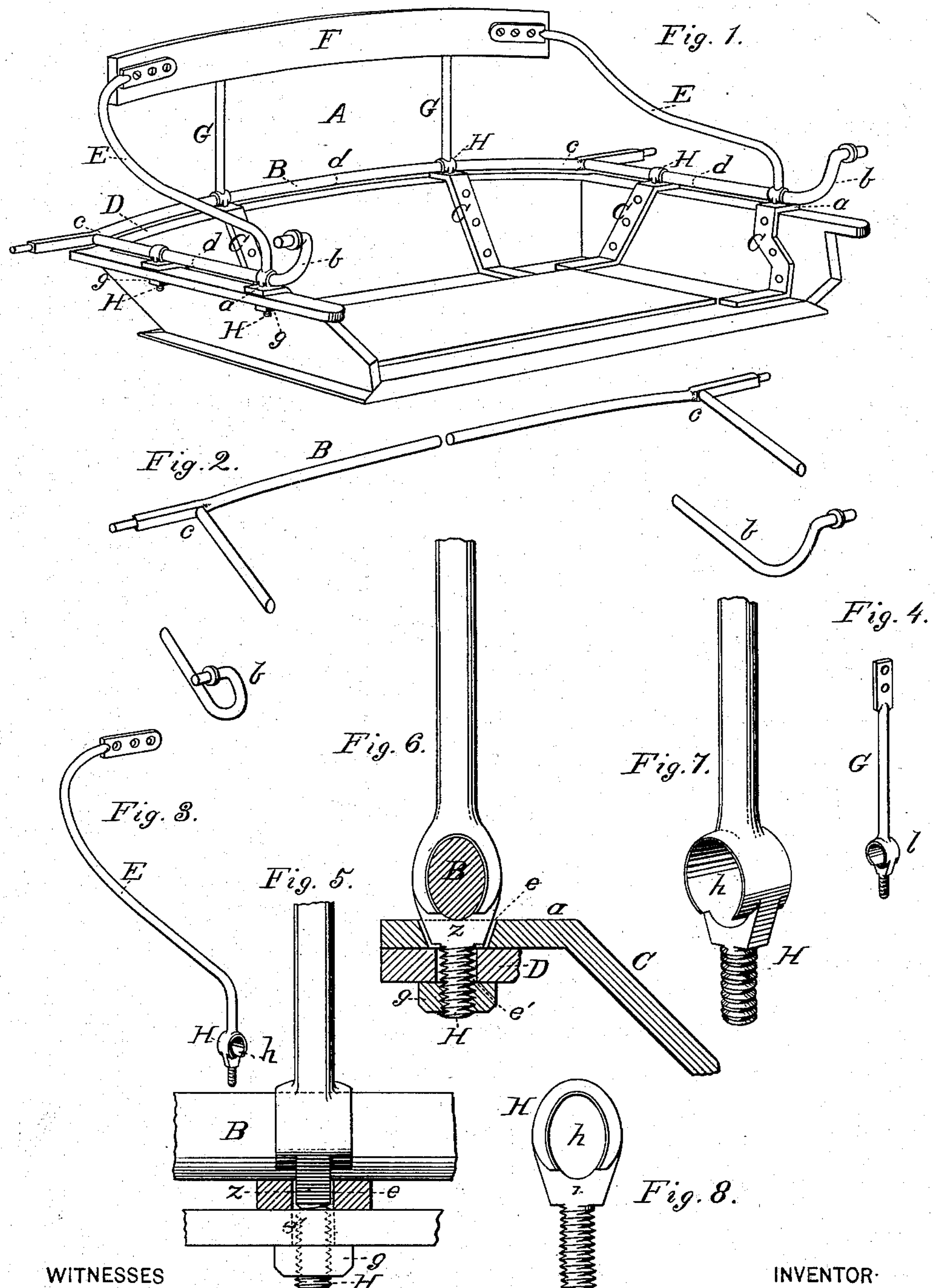
(No Model.)

W. WHITAKER.

SHIFTING RAIL FOR BUGGIES.

No. 263,639. Patented Aug. 29, 1882.



WITNESSES

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WELCOME WHITAKER, OF GOSHEN, INDIANA.

SHIFTING-RAIL FOR BUGGIES.

SPECIFICATION forming part of Letters Patent No. 263,639, dated August 29, 1882.

Application filed May 27, 1882. (No model.)

To all whom it may concern:

Be it known that I, WELCOME WHITAKER, a citizen of the United States, resident at Goshen, in the county of Elkhart and State of Indiana, have invented a new and valuable Improvement in Shifting-Rails for Buggies; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of this invention applied to the seat of a buggy in perspective. Fig. 2 is a perspective view, showing the four parts of the shifting-rail before being welded. Fig. 3 is a perspective view of the arm-rail. Fig. 4 is a perspective view of one of the stays of the back bar. Figs. 5, 6, 7, and 8 are details of the eyebolts and angle-irons.

This invention has relation to shifting-rails for buggies; and it consists in the construction and novel arrangement of parts, as will be hereinafter fully described, and particularly pointed out in the claim.

In the accompanying drawings, the letter A designates the seat of a buggy or wagon, and B is the shifting-rail, located above the sides and back of the seat. The seat is provided with the angle-irons C, which brace the sides and back and project over the upper edges of the sides and back, as indicated at *a*. Usually these edges are provided with a seat slat-iron, D, which extends along the arms and back and materially strengthens these parts, which are subject to considerable strain. The shifting-rail or seat-rail is designed to be manufactured in four pieces, these being the front portions of the sides, as indicated at *b*, and the angle-pieces *c*, which comprise the rear portions of the sides and the lateral portions of the back. These pieces are connected by three welds at *d d d*, and in welding the pieces together the rail can be made to fit a seat of any ordinary size. This rail, when formed, is solid from end to end, being without perforations or eyes, and is therefore as strong as the material of which it is made will admit.

E represents the arm-rails extending from the sides of the seat in front to the lazy-back or back bar, F, and G designates the stays of the back bar.

The shifting-rail or seat-rail is secured to the seat in the following manner: Openings *e e'* are made through the upper ends of the angle-irons C and through the seat slat-iron D, and through these openings pass the threaded ends of eyebolts H, which are secured by means of the nuts *g*, applied under the seat slat-iron. The eyes *h* extend horizontally through the bolt or iron, and are formed each with a solid wall, as indicated in the drawings. The eyes are to be of proper size and form to admit the shifting-rail easily and fit it somewhat closely. The opening *e* in the angle-iron is made large enough to allow the lower projecting portion, *z*, of the eye *h*, including the bottom of the eye, to descend therein for a short distance or up to an enlargement, *g*. When, however, the rail B is seated in the eye its lower portion or edge bears on the angle-iron, holding the eyebolt in a slightly raised position, or so that its enlargement is not down to its bearing on the angle-iron. The nut *g*, being screwed up on the threaded end of the eyebolt, draws the eye downward in such a way as to press the rail B against the angle-iron bearing *a* in a vise-like manner. In order to strengthen the eye, it may have its walls extended in the direction of the rail, as indicated at *l*. The rail-pieces *b* and *c* are designed to be inserted through the eyes *h* before they are welded together.

The eyebolts H may be used in connecting a rail to a seat without arms or lazy-back; but in the construction illustrated the arm-rails E and the back-stays G have the eyebolts formed on their lower ends, said arm-rails and back-stays being upward extensions of the eyebolts. This invention is designed, with the usual weight of metal, to provide a shifting-rail of great strength, and to secure it firmly in position.

An eyebolt having a threaded lower end or shank and a saddle-bearing upon the face of the seat rail or iron has been secured to place by a nut prior to my invention, and said construction is not claimed herein.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

The combination, with the solid rail B, the

bearing-irons of the seat, and the nuts *g*, of the eyebolts H, having the downwardly-projecting portion *z*, including the bottom of the eye, and adapted to extend into the openings *e* of the bearing-irons, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

WELCOME WHITAKER.

Witnesses:
FRANK A. HASCALL,
JNO. W. IRWIN.