

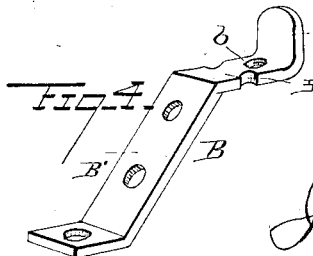
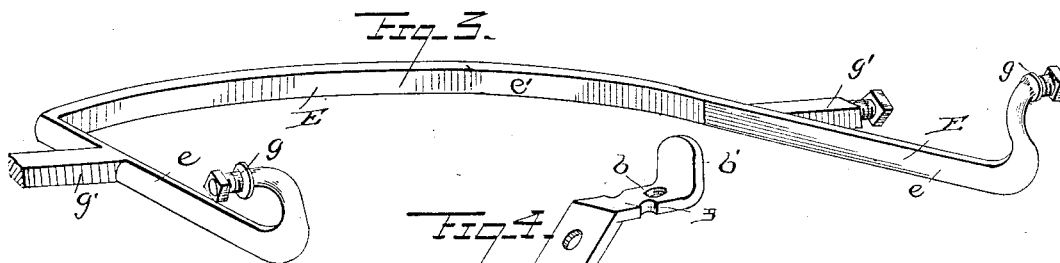
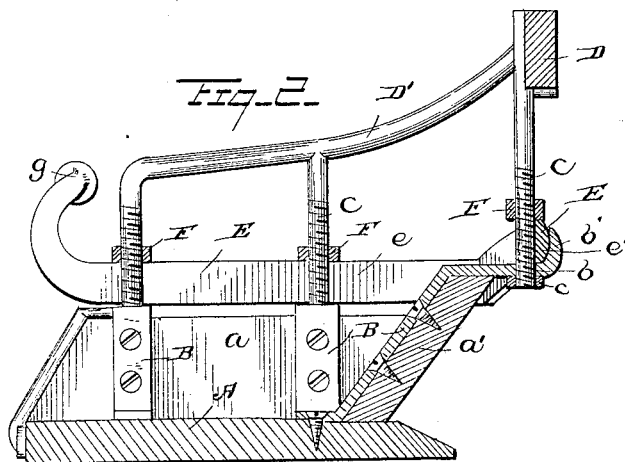
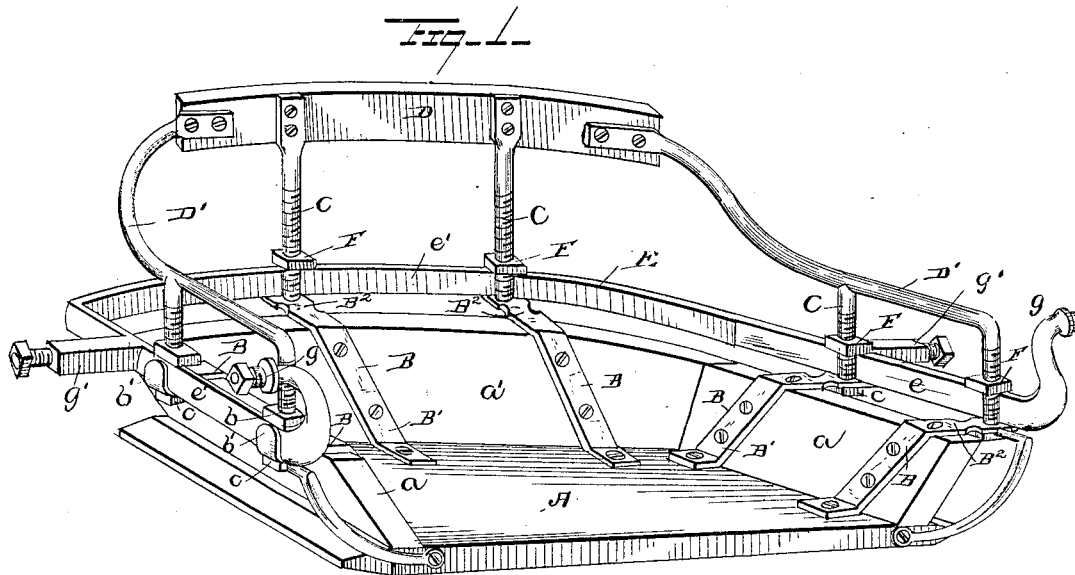
(No Model.)

J. A. RUSSELL.

CARRIAGE SEAT.

No. 348,240.

Patented Aug. 31, 1886.



Witnesses

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By his Attorney

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# UNITED STATES PATENT OFFICE,

JOSEPH A. RUSSELL, OF CONSTANTINE, MICHIGAN.

## CARRIAGE-SEAT.

SPECIFICATION forming part of Letters Patent No. 348,240, dated August 31, 1886.

Application filed June 2, 1886. Serial No. 203,943. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH A. RUSSELL, a citizen of the United States, residing at Constantine, in the county of St. Joseph and State of Michigan, have invented a new and useful Improvement in Carriage-Seats, of which the following is a specification.

My invention relates to improvements in carriage-seats; and it consists of the peculiar combination and novel construction and arrangement of the various parts for service, substantially as hereinafter fully set forth, and particularly pointed out in the claims.

The object of my present invention is to provide novel irons for the seat, which shall be capable of supporting a shifting-rail and a top carried thereby, so that the vehicle can be easily and readily converted from an open-seat to a top buggy, and vice versa; to provide means for securing the back detachably to the seat and its irons, and which can be easily operated and adjusted to quickly apply and detach the said back; and, finally, to improve the parts in minor details of construction, so that they shall be simple and strong and cheap of manufacture.

In the accompanying drawings, Figure 1 is a perspective view of a vehicle-seat embodying my invention. Fig. 2 is a vertical sectional view through the same on the line *xx* of Fig. 1. Fig. 3 is a detached perspective view of one of the seat-irons; and Fig. 4 is a like view of the shifting-rail that carries the top.

Referring to the drawings, in which like letters of reference denote corresponding parts in all the figures, A designates the vehicle-seat, which is provided with the rigid end pieces, *a*, and a similar back piece, *a'*, which are arranged at an angle and rigidly secured to the seat, as is usual. The back and each of the end pieces are provided with two of the seat-irons, B; but the number of irons employed can be varied without departing from the principle of my invention. Each of these seat-irons is formed in a single piece, of metal, and comprises two arms, B<sup>1</sup> B<sup>2</sup>, which are arranged at an angle to each other. The arm B<sup>1</sup> is secured to one of the end or side pieces of the seat A by means of screws or the like, and the arm B<sup>2</sup> rests on the upper edge of the said side or end pieces, and extends or projects beyond the same for a

short distance. Near its free end the arm B<sup>2</sup> of each of the seat-irons is provided with a threaded opening, *b*, and at the outer end thereof is formed a lip or hook, *b'*, that is integral with and lies at a right angle to the arm, as shown.

C designates vertical standards, which are exteriorly threaded and screwed into the openings *b'* of the seat-irons, and the lower ends of these standards are provided with securing-nuts *c*, which bear against the lower face of the seat-iron, to more rigidly secure the standards in their proper relative positions. The upper ends of the threaded standards at the ends of the seat A have the side and back rails, D', formed integral therewith, or suitably secured thereto by screws or bolts, and the rear ends of the rails D' are secured to a back piece of board D, that is secured rigidly to the extended upper ends of the standards at the back piece, *a'*, of the seat. A short space is left between the lips *b'* of the seat-irons and the threaded standard C adjacent thereto, and in these spaces is fitted the shifting-rail E, which comprises the side arms, *e*, and the cross arm or bar *e'*, connecting the rear ends of the side arms. The side and cross arms are formed in a single piece of metal for strength and durability, and the side arms are fitted snugly on the seat-irons at the sides of the seat, and the cross-bar is likewise fitted on the seat-irons at the back of the seat.

F designates binding-nuts, which are adjustably fitted on the threaded standards, and when the shifting-rail rests on the seat-irons the nuts F are turned to bear on the upper edges of the rail, to secure the latter in place and prevent accidental displacement thereof, the said nuts being turned so that they are at the upper ends of the standards when the shifting-rail is to be detached, to permit the rail to be easily elevated out of the space between the lip and standard. The free ends of the side arms, *e*, of the shifting rail are bent upwardly and then laterally at *g*, to provide a pivot or trunnion on which the slot-iron of the carriage-bows that form the top are journaled; and near their other ends the side arms are further provided with squared studs *g'*, to which is secured one of the braces of the top, as will be readily understood.

The operation of my invention will be readily

understood from the foregoing description, taken in connection with the drawings. It will be observed that I provide means which can be easily and readily and quickly detached and applied to convert the vehicle into an open and closed top buggy, and that the devices securely hold and retain the shifting-rail in place. The devices are simple and strong in construction, and can be readily applied to buggy-seats of any class.

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

1. The combination of the seat-irons having the vertically-disposed lips *b'* at their free ends, the threaded standards affixed to the seat-irons a short distance from the lips thereof, a shifting-rail for carrying the top, fitted between the said standards and the lips of the seat-irons, and the vertically-adjustable nuts *F*, fitted on the standards and bearing on the rail to detachably retain the latter in place, substantially as described, for the purpose set forth.

2. The combination, with the seat, of the seat-irons affixed thereto and having the integral vertically-disposed lips *b'* at their free ends, the threaded standards *C*, affixed to the seat-irons in close proximity to the lips thereof, a shifting-rail for supporting the top, fitted between the lips *b'* and the standards, the nuts *F* on the standards and bearing against the shifting-rail and the seat-irons, respectively, the lazy-back *D*, carried by the standards at the rear of the seat, and the rails or arms *D'*, formed in one piece with the standards, at the sides of the seat and connected with the lazy-back, all arranged and combined substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JOSEPH A. RUSSELL.

Witnesses:

ELMER D. SMITH,  
W. W. HARVEY.