

(No Model.)

C. GUSSETT.
BUGGY SEAT.

No. 523,835.

Patented July 31, 1894.

FIG. 1.

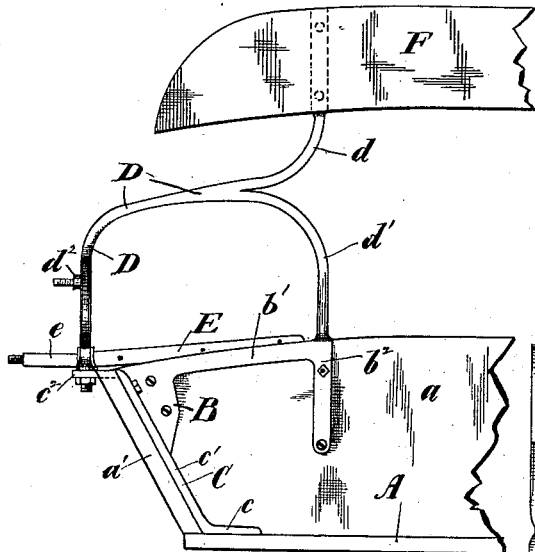


FIG. 3.

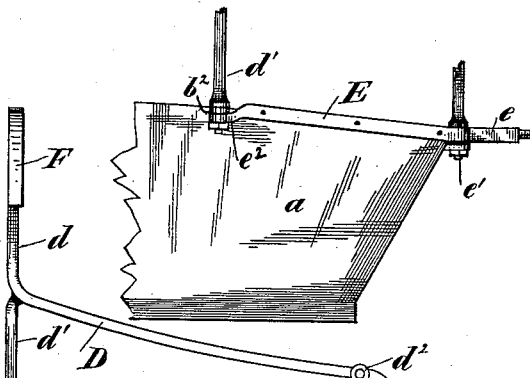


FIG. 2.

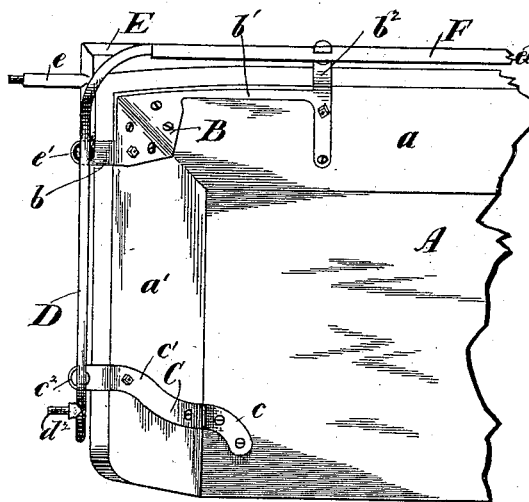


FIG. 4.

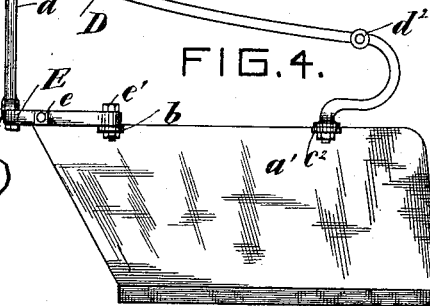
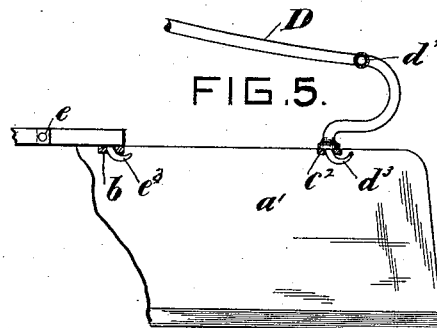


FIG. 5.



Witnesses:

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UNITED STATES PATENT OFFICE.

CHARLES GUSSETT, OF CINCINNATI, OHIO.

BUGGY-SEAT.

SPECIFICATION forming part of Letters Patent No. 523,835, dated July 31, 1894.

Application filed February 26, 1894. Serial No. 501,505. (No model.)

To all whom it may concern:

Be it known that I, CHARLES GUSSETT, a citizen of the United States, and a resident of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Buggy - Seats, of which the following is a specification.

My invention relates to buggy seats. Its object is to provide simple and durable means to support the top and lazy back, the top and prop block being readily removed to change from a top buggy to an open buggy.

The invention will be first fully described in connection with the accompanying drawings and then particularly referred to and pointed out in the claims.

Referring to the drawings, in which like parts are represented by similar reference letters wherever they occur throughout the various views, Figure 1 is a front elevation of one side of a buggy seat provided with my improvements. Fig. 2 is a plan view of the same. Fig. 3 is a detailed view in rear elevation. Fig. 4 is a side or end elevation. Fig. 5 is a similar detailed view of a modification of the means for securing the supports to the seat irons.

To the seat, A, which is of ordinary construction, are secured the corner irons, B, and the front irons, C. These are preferably formed of cast malleable metal.

The body of the angle or corner iron, B, is made to snugly fit within the angle formed by the back of the seat, a , and the side or end, a' . From the upper and forward corner of the body extends an arm, b , which crosses the top edge of the seat end, having a recess in it, so that its top edge comes flush with the top of the seat end, a' , and the end of the arm extending from the seat end is perforated.

From the top of the body resting against the back, a , extends an arm, b' , parallel with the top of the seat back. This arm, at its end, terminates in a cross head, b^2 , one arm extending down to be secured to the back of the seat, and the other to be recessed into the top edge of the back, and its end, which extends beyond the back, is also perforated.

The front irons, C, are formed to rest with the foot, c , upon the seat and the body, c' , against the seat end, and has an outwardly extending branch, c^2 , which is also recessed into

the top of the end, a' , the extended end being perforated to receive the front end of the arm rail, D, which is secured upon it by a nut on the under side, as shown in Figs. 1 to 4, inclusive, or by having its lower end hooked and bent around one side of the extended end of the iron, C. (See Fig. 5.) The arm rail, D, extends back and around the rear corner of the seat and has branches, d and d' , one of which, d , extends upwardly and is flattened at its upper end to rest against the rear of the lazy back, F, to which it is secured by bolts or screws; the other branch extends downwardly, terminating in an enlarged boss to rest upon the top of the rearwardly extended end of the cross head, b^2 , and has a downwardly extending screw threaded shank to pass through the perforation in said cross head. From the forward end of the arm rail projects outwardly a bracket arm, d^2 , having a screw threaded shank to receive the eye of the bow top irons.

The angle rail, E, which has the bracket arm or prop block e , extending out from it, has perforated ends to secure it to the arms, b and b^2 , of the angle seat iron, B. It rests on top of the arm, b , to which it is secured by a screw bolt, e' . The rear end is curved or bent downwardly to pass under the extended end of the cross arm, b^2 , to which it is secured by the shank of the downwardly extending branch, d' , the shank passing through the perforated end of the arm, b^2 , and also through the bent end, e^2 , of the arm E. This rear portion of the arm, E, is perforated to receive the fastenings for the back quarter of the buggy top.

The seat shown is fitted for a top buggy and when it is desired to remove the top and use the vehicle as an open buggy, the rail, D, is removed by removing the bolt e' , taking the nut from the lower end of the branch, d' , and replacing it after the arm E has been removed. By these means I am enabled to dispense with the ordinary shifting rail, which usually extends entirely across the back, and also the supports which extend up from it to support the lazy back, as well as the bracket arm which supports the bow irons of the top. This bracket arm or, as it is commonly called, the goose neck, d^2 , being attached to the arm rail, D, the screw threaded nut may be cov-

ered with a cap nut after the top is removed, to cover the screw threaded end of the bracket.

Referring particularly to the modification, 5
Fig. 5: In this form the screw threaded shank of the arm rail, D, and the rail, E, is replaced by unthreaded hooked ends, d^3 and e^3 . In applying the rail in this form, the hooked end, d^3 , is first passed through the eye in the over 10
lapping end, c^2 , of the iron C, and the rail, D, drawn down and its downwardly extending branch, d , tightened up upon the cross arm, b^2 , by the nut, and the hooked end, e^3 , is passed in a similar manner through the branch, b , 15
of the corner iron, B, and the opposite angular end of the rail E, forced down underneath the said arm, b^2 , and tightened up in place by the nut which secures the branch, d' , in position. To avoid any rattling, the 20
turned ends, e^3 and d^3 , may be hammered over against the under side of the seat irons.

It is obvious that for an open seat buggy the bracket arm, d^2 , may be omitted entirely from the arm, D, in which case there will be 25
no necessity for employing the angle rail, E, but it is generally desirable to have the parts of the seat iron so constructed that they may be adapted to either a top buggy or an open seat buggy.

30 There are other obvious mechanical changes that may be made without varying the principle of my invention and, therefore, without limiting myself to the precise details of construction, shown,

35 What I claim is—

1. In a buggy seat, the combination of the seat, the front seat irons, and angle seat irons bracing the seat and furnishing supports for the arm rail and lazy back, the arm rail hav- 40
ing an upwardly extending branch to support the lazy back and a downwardly extending

branch supported by the seat iron, the lazy back secured to said upwardly extending branches, and means such as shown to secure the said rail to the seat iron, substantially as 45
shown and described.

2. The combination of the seat, the seat irons B, and C, bracing the seat, back, and sides, and having outwardly extending perforated arms, the arm rail having downwardly extend- 50
ing ends to couple to the seat irons and an upwardly extending branch to support the lazy back, the lazy back, the angle rail, E, having the bracket arm or prop block, e , and perforated ends for coupling the said rail to the 55
outwardly extending arms of the seat iron, B, and means, such as shown, to couple the arm rail and rail, E, to said seat irons, substantially as shown and described.

3. The combination of the seat, A, having back, a , and ends a' , the front seat irons, C, having a perforated base to secure to the seat, an outwardly extending arm passing over the top of the end rail and perforated to receive the front end of the arm rail, the angle seat 65
iron, B, having extending arms, b and b' , and cross arm b^2 , the arm rail, D, having upwardly extending branch, d , downwardly extending branch, d' , and the bracket arm, d^2 , the lazy back secured to said upwardly ex- 70
tending branch, the angle rail, E, having formed integral with it bracket arm or prop block, e , and having its ends perforated to couple with the seat irons, and means for coupling the arm rail and angle rail to the 75
seat irons, substantially as shown and described.

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Witnesses:

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