

B. BURR.
METAL SEAT RISER.

No. 187,451.

Patented Feb. 20, 1877.

FIG. 1.

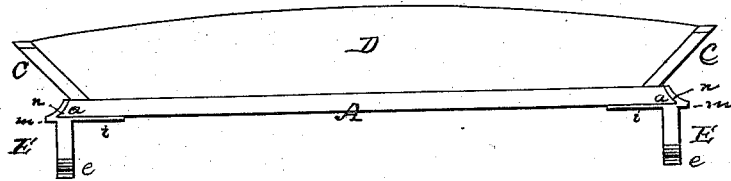


FIG. 2.

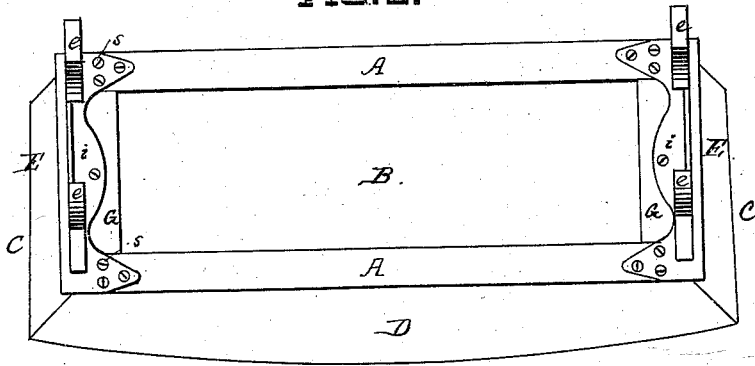
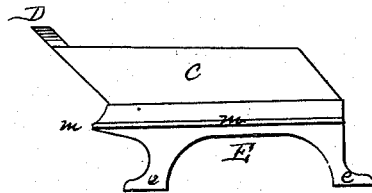


FIG. 3.



Witnesses
 George R. Smith
 Stanley S. Holbrook

Bradley Burr Inventor

Alunday Evans
 Attorneys

UNITED STATES PATENT OFFICE.

BRADLEY BURR, OF BATAVIA, ILLINOIS.

IMPROVEMENT IN METAL SEAT-RISERS.

Specification forming part of Letters Patent No. 187,451, dated February 20, 1877; application filed October 3, 1876.

To all whom it may concern:

Be it known that I, BRADLEY BURR, of Batavia, in the county of Kane and State of Illinois, have invented certain Improvements in Carriage-Seats, of which the following is a specification:

In the accompanying drawing, which forms a part of this specification, Figure 1 is a front view of a seat constructed with my improvement. Fig. 2 is a bottom view of the same, and Fig. 3 is an end view.

Like letters of reference, made use of in the several figures, denote like parts wherever employed.

The invention relates more particularly to the construction and application to the seat of its legs or supports, technically known as "risers." These risers I make of metal, preferably of malleable iron, and so construct and attach them to the body of the seat that the customary framing or tenoning and mortising of the structure is dispensed with, the said metallic risers themselves forming the end bars of the seat-frame, and the continuation of the molding or ornamental configuration of the outer edge of the seat-bottom.

In the said drawing, A A are the longitudinal sill-pieces of the seat, into which, by tongue and groove, or in other suitable manner, is secured the thin bottom-board B. These sill or frame pieces A extend for the whole length of the seat-bottom, and project far enough beyond the rail or arms and back to receive the form of the molding, as at *a*.

C C are the side rails or arms, and D the back of the seat. These parts may be secured to the bottom in any manner desired. I usually fasten them with nails or screws. E E are the metal risers, made preferably with legs *ee*, and constructed to give the proper height to the seat. The upper portion of said risers is made of a shape to conform, as at *m*, to the customary molding usually formed upon the end sill when such sill is used; and the inside of this upper portion is hollowed out, as at *n*, to receive the chamfered end *a* of the longitudinal sill-pieces.

Just below the sill-pieces A a shoulder or

flange, *i*, projects inward from the riser, affording a means of attaching it to the seat through the medium of screws *s*. No end sills whatever are made use of in this seat. The transverse pieces marked G G at each end are simply strips of board slipped under the flange, and between it and the bottom board, to make up to the requisite thickness, so that the flange *i* will have a continuous bearing, and this is necessary only because the bottom board B is of a less thickness than the sills A.

The metal riser may, if desired, be cast all in one piece, of the form shown, or it may be made of more than one piece.

It will be seen that in this seat the nice workmanship of framing in the exposed ends of the longitudinal sills with end sills, is not required. On the contrary, it is only necessary to chamfer off the ends of the sills and apply the risers, which serve all the purposes of end sills, and conceal any imperfection or roughness of the work at the ends of the seat-bottom. And it will be understood by those familiar with the art that the seat thus constructed is much more easily and quickly made than the ordinary framed seat, and will prove stronger and more durable.

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

1. The metal riser for carriage-seats, as an article of manufacture, consisting of the legs *e e*, the molding *m*, hollowed out as at *n*, to receive the chamfered ends of the wooden sill-pieces of the seat-bottom, and furnished with a shoulder or flange, *i*, to support the sill-pieces, and to afford a means of attachment thereto, as specified and shown.

2. The combination, with the carriage-seat and the longitudinal wooden sills thereof and the bottom board, of the metal risers E E, constructed with legs *e e*, hollowed molding *m n*, and flange *i*, as specified and shown.

BRADLEY BURR.

Witnesses:

L. M. WHITNEY,
J. H. CABY.