

C. FRITSCHY.
Shifting-Rail for Carriage-Seats.

No. 200,447.

Patented Feb. 19, 1878.

FIG. 1.

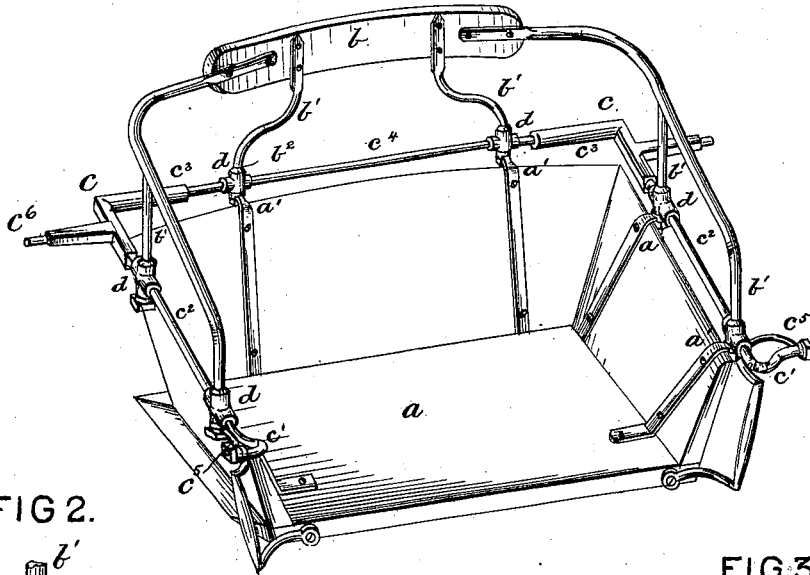


FIG. 2.

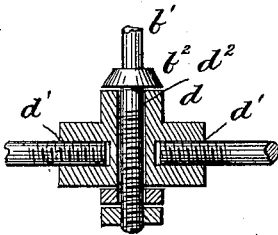


FIG. 3.

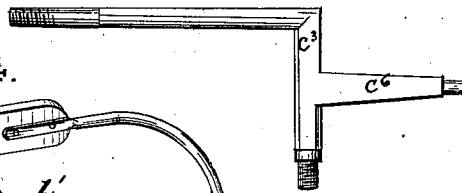
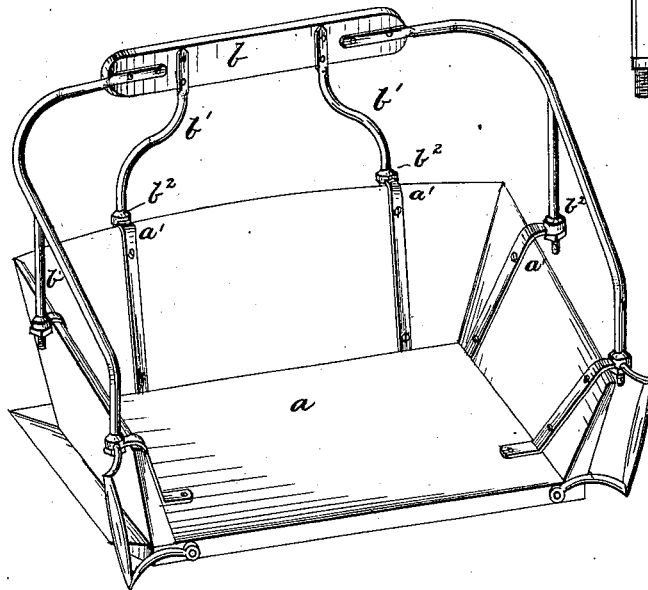


FIG. 4.



WITNESSES

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UNITED STATES PATENT OFFICE.

CONRAD FRITSCHY, OF DELAWARE, OHIO.

IMPROVEMENT IN SHIFTING-RAILS FOR CARRIAGE-SEATS.

Specification forming part of Letters Patent No. **200,447**, dated February 19, 1878; application filed January 24, 1878.

To all whom it may concern:

Be it known that I, CONRAD FRITSCHY, of Delaware, in the county of Delaware and State of Ohio, have invented certain new and useful Improvements in Buggy or Carriage Seats; and I 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 pertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention has for its object to furnish an improved shifting-rail for buggy-seats, the nature of which will be hereinafter fully set forth.

In the drawings, Figure 1 is a perspective view, in which are shown the lazy-back and shifting-rail, both attached to the seat. Fig. 2 is a perspective, showing the lazy-back attached after the shifting-rail has been removed. Fig. 3 is one of the corners or angle-sections of the shifting-rail, and Fig. 4 is a vertical longitudinal section of one of the socket-nuts by which the sections of the rail are united.

a is the seat, to which are secured a series of straps or supports, a' , for holding the shifting-rail and lazy-back. b is the lazy-back, which is provided with the series of supports b' , corresponding in number to the supports a' . The lower ends of the supports b' are provided with threads and nuts, and with shoulders b^2 , all arranged so that they may be securely fastened to the supports a' , as shown more clearly in Fig. 2.

c is the shifting-rail, to which is attached the buggy-top. It is made in sections $c^1 c^2 c^3 c^4$. The sections c^1 are curved upward, and are adapted to support on their ends the socket or other device to which the lower ends of the top bows are secured, while their opposite ends are screwed into one end of the socket-nut d .

$c^5 c^6$ are braces, attached as shown, for the purpose of holding the sections c^1 firmly in position.

The sections c^2 are straight, and have threads cut on both ends, which turn into the connecting socket-nuts d , and they form the end or side sections of the rail.

The angle-sections c^3 have the arms $c^5 c^6$, which support the lower ends of the knees or hinged braces of the buggy-top, and on the ends are formed threads for connecting with the socket-nuts d .

The back section c^4 is similar in construction and application to the end sections c^2 .

The socket-nuts d are made with the sockets d^1 , in which are cut threads, and into which the ends of the sections $c^1 c^2 c^3 c^4$ of the rail c are turned when putting the rail in place. There is formed through the socket-nut the vertical hole d^2 , through which the lower end of the supports a' of the lazy-back a are put when both lazy-back and rail are being attached to the seat.

The manner of putting the sections of the rail together, and the manner of placing it in position on or removing it from the seat, as also the mode of putting on and removing the lazy-back, will be readily understood by reference to the drawings.

By this shifting-rail I am enabled to easily remove the cover or top of the buggy, and convert the latter into an open vehicle, and can again readily replace the top. In case any portion of the rail becomes bent, broken, or otherwise rendered useless, it can be readily repaired by taking out the damaged part and putting in a new section, thus avoiding much expense.

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

The shifting-rail c , made in sections $c^1 c^2 c^3 c^4$, united by socket-nuts d , having the vertical openings d^2 , in combination with the seat a , having supports a' , and lazy-back b , having supports b' , all arranged and adapted together substantially as and for the purposes set forth.

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

CONRAD FRITSCHY.

Witnesses:

H. S. CULVER,
W. T. GESSNER.