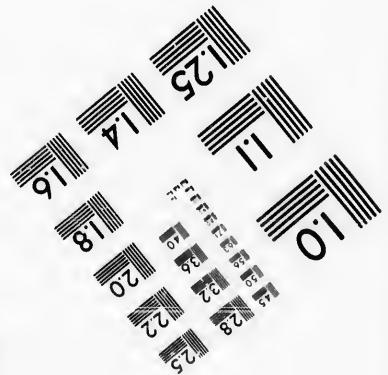
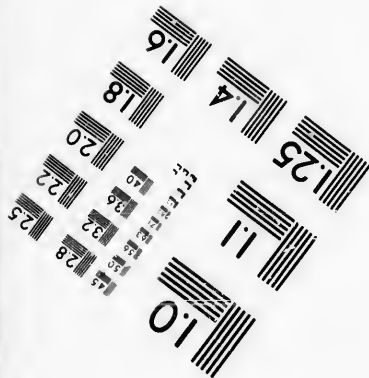
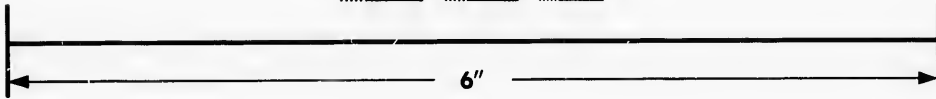
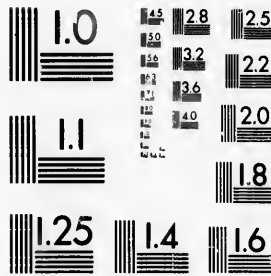


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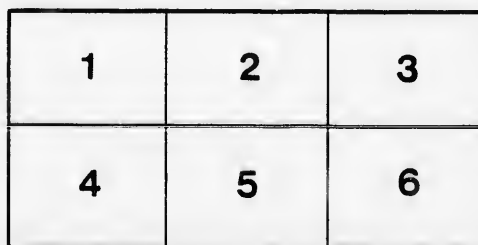
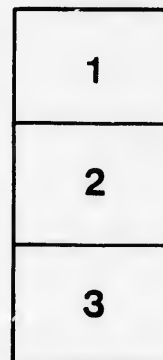
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32X

J. G. CARROLL,

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SEATS AND RAILS.



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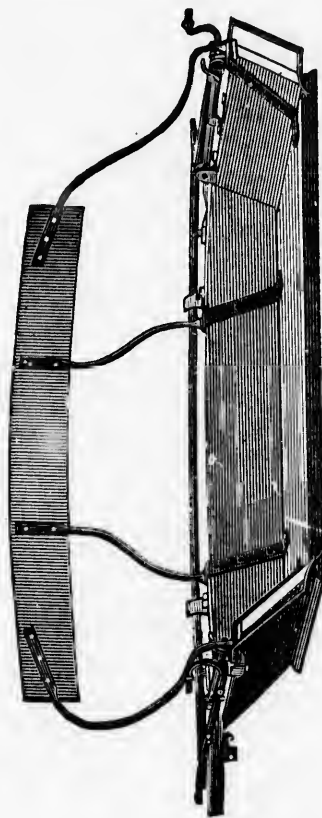
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As Easily Attached to a Seat

AS ANY RAIL IN THE MARKET,

—AND—

✱Cannot✱be✱Adjusted✱Wrong✱✱



SEAT WITH RAIL CLOSED.

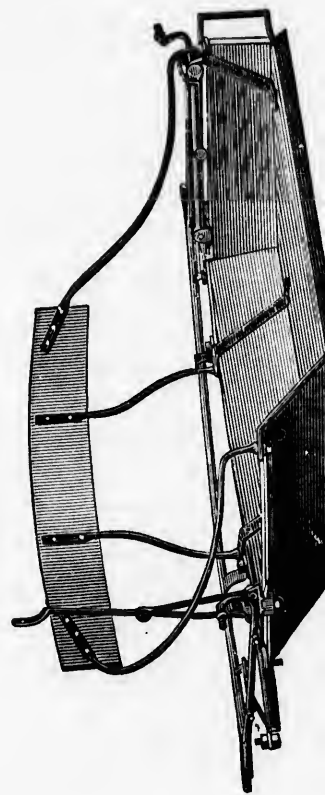
It ✱ is ✱ Noiseless ✱ in ✱ Operation

And Solid as a Stationary Rail
When Closed.

✱IT✱IS✱MADE✱OF✱

Steel, Malle

AND WROUGHT IRON



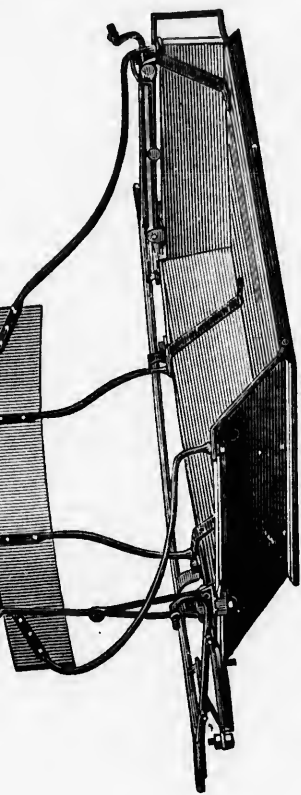
It ✱ is ✱ Simple ✱ in ✱ Con

AND WELL FINISH

IS MADE OF

Malleable

WROUGHT IRON.



SEAT WITH RAIL THROWN BACK.

ple in Construction

AND WELL FINISHED.

Furnished to the Trade

IN

STANDARD SEATS,

Any size desired, Ironed complete, ready to
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With any Grade of Top.

With or without Trimmings.

A SAMPLE SEAT,

Fully Ironed will be sent on Trial upon
Application.

SEND FOR PRICES.

To the Carriage Trade.

POINTERS.

I am presenting you with this circular I would respectfully call your attention to the construction of the Seat and rail :

1st.—The wear plate on end of seat being rivited to projecting iron on back of seat takes the place of the ordinary corner irons, which makes a strong seat which cannot give way at back corner.

2nd.—The shifting rail is made of the best Lamoor iron, and has one hole punched through it near goose-neck, whereby it is secured to sliding-block, the back of rail having studs so as to secure adjustable hooks, which keeps rail in place. One of said studs has two nuts on it so as to allow hook to be raised or lowered to allow it to move free underneath projecting iron, which keeps top from tipping forward when opposite side is moved back. At the same time adjustable hooks guides shifting rail when closed, and securely fastens top at rear corners.

3rd.—Adjustable stops on back of seat are set in far enough from corner of seat to allow sufficient spring on shifting rail to keep lever tight when closed in place, said adjustable stop having a slot so that it can be moved in or out to make more or less spring on rail.

4th.—The bolt going through shifting-rail at goose-neck, is screwed into top part of sliding-block, allowing rail to turn on said bolt. The bottom part of sliding-block being secured on same bolt by a nut, which should be screwed perfectly tight.

When properly adjusted it cannot work loose or rattle.

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