C. H. STRATTON.
Carriage-Seat.

No. 204,859. Patented June 11, 1878.

Fig. 1

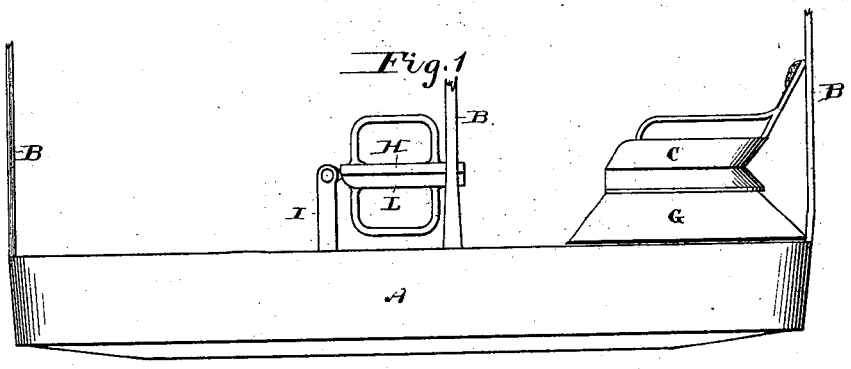

Fig. 2.

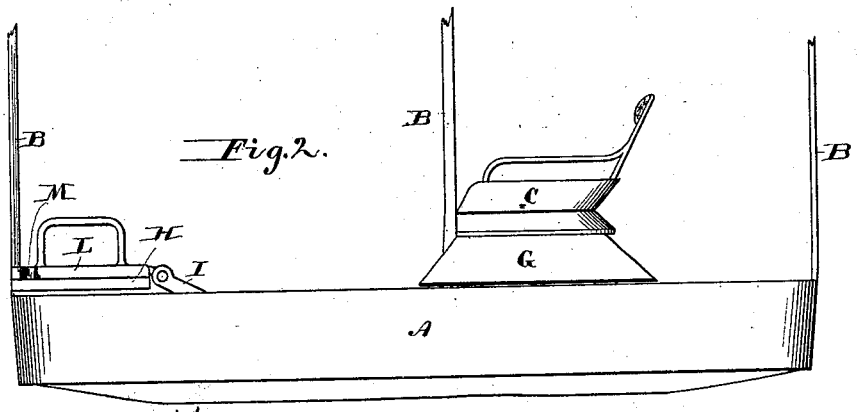

Fig. 4

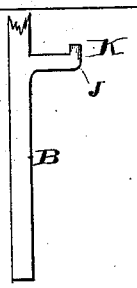

Fig. 3.

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CHARLES H. STRATTON, OF SALEM, OHIO.

IMPROVEMENT IN CARRIAGE-SEATS.

Specification forming part of Letters Patent No. **204,859**, dated June 11, 1878; application filed April 30, 1878.

To all whom it may concern:

Be it known that I, CHARLES H. STRATTON, of Salem, in the county of Columbiana and State of Ohio, have invented certain new and useful Improvements in Carriage-Seats; and I do hereby declare that the following is a full, clear, and exact description thereof.

This invention relates to certain improvements in carriage-seats; and the invention consists in the special construction and arrangement of parts in a two-seat carriage which will be hereinafter more fully set forth.

This invention is designed as an improvement on that class of carriages in which the ordinary or main seat is made adjustable to accommodate an additional or front seat, which is also made adjustable, in order that it may be thrown forward to the front, resting on the bottom of the body, or placed upon a line with the main seat, in which case the latter is adjusted backward, thereby making or providing the carriage with two seats, the additional seat being also susceptible of being thrown backward to the bottom of the body, and the main seat adjusted to its normal position, covering the additional seat, thereby making the carriage a one-seat vehicle.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and arrangement, reference being had to the accompanying drawing, which forms a part of this specification, and in which—

Figure 1 is a side elevation, showing the main seat adjusted back and the additional seat set up to and secured to the middle standard of the vehicle-top. Fig. 2 is a side elevation, showing the main seat in its normal position and the additional seat thrown forward. Fig. 3 is a central vertical section, showing the additional seat thrown back and the main seat in its normal position; and Fig. 4 is a detached view, showing the additional-seat support.

In the drawing, A denotes the body, provided with standards B, for supporting a suitable top. This construction, however, is optional, as the body may only be provided with the middle standards, and they extend just high enough to support the additional seat, which will be hereinafter described.

At opposite sides of the main seat C is loosely secured one end of two arms, D, the other end of which latter are secured to the sill E, just back of the normal position of the main seat, as shown in Fig. 3 of drawing. The main seat is provided, on opposite sides, with two supports, F, which extend down on the inside of the body and rest on the sill E. These supports ease off the weight on the seat-panels G, which rest on the sides of the body and extend forward on the outside of the middle standard B, as shown.

The additional seat H is held by two arms, I, one at each end. The upper end of said arms I are loosely secured to the seat, and the other end loosely secured to the sill E, about one-third of the way from the middle standard B and the front end of the body. The additional seat should be cushioned on both sides, in order that either side may be used as a seat. This seat, when placed up in position, as shown in Fig. 1, is supported by two projections, J, extending inwardly from the middle standard B. The vertical ends K of these projections pass into a suitable perforation, M, in the iron end pieces L. The seat H, when thrown forward, rests on the foot-brace N, which extends across the body, and is secured to the sills E in any suitable manner.

The operation is as follows: When it is desired to make the carriage a two-seat vehicle, the additional seat is placed up in position, as shown in Fig. 1, the vertical ends K of the projections J passing into the perforations M of the irons L, thereby supporting the seat in a stiff and rigid manner.

It is understood that in the first instance, before the adjustment is made, the main seat is passed back of its normal position.

When it is desired to use the additional seat for children or other purposes, it is thrown forward, as shown in Fig. 2, in which case it is reversed, the other or under side being, consequent to its manner of attachment, turned up; and when it is desired to make the carriage a one-seat vehicle, the main seat is shoved back, and the additional seat adjusted over, as shown in Fig. 3, it being first turned

down, in order to pass the projections on the middle standards B.

By this construction, it will be seen that each adjustment is stiffly and securely maintained, no matter how rough the street traversed. At the same time the compactness, simplicity, and cheapness in construction provide a vehicle that overcomes objections heretofore made.

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

1. In a vehicle, an adjustable seat, C, provided with supports F and arms D, one end of said arms being pivoted to the seat, and the other end pivoted to the sill E, as set forth.

2. The combination of an adjustable seat, C, constructed with panels G, supports F, and arms D, with the standards B, having projections J, substantially as described.

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

CHARLES H. STRATTON.

Witnesses:

JOHN E. ROGERS,

H. B. ALLEN.