

D. CONBOY.
Carriage Seats.

No. 159,798.

Patented Feb. 16, 1875.

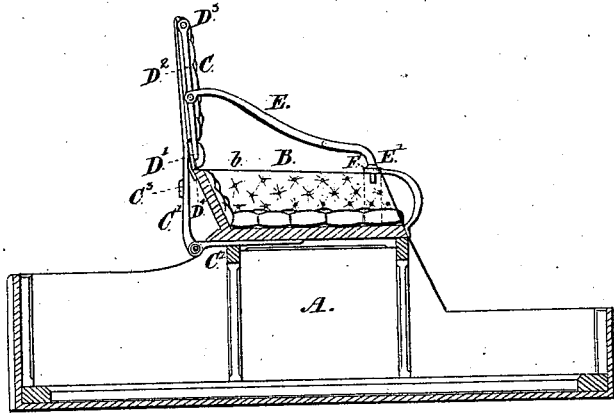


Fig. 1.

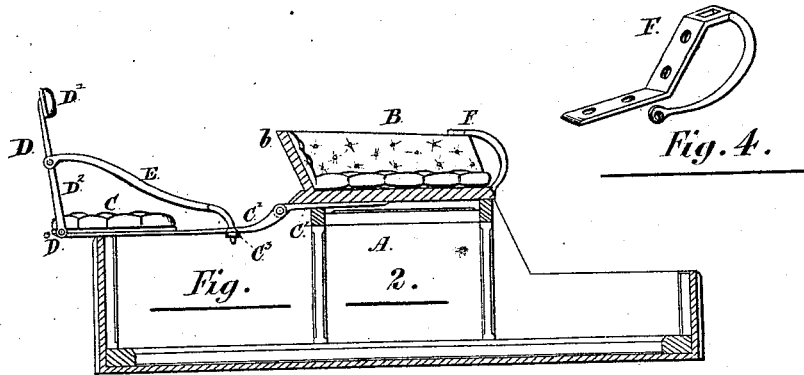


Fig. 4.

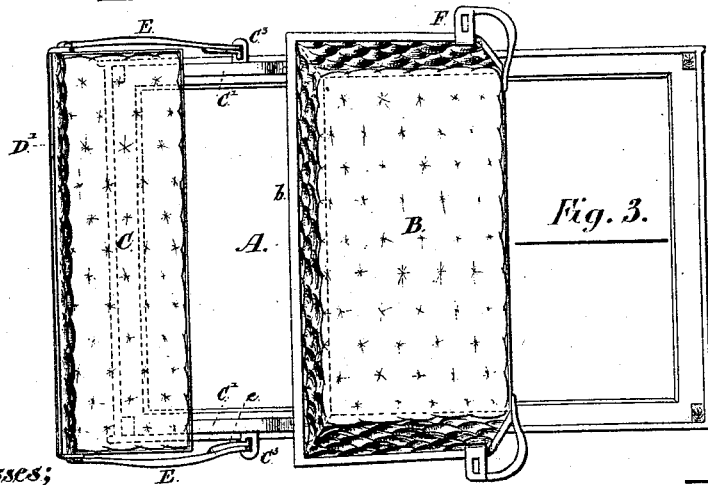


Fig. 3.

Witnesses;

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UNITED STATES PATENT OFFICE.

DANIEL CONBOY, OF UXBRIDGE, CANADA.

IMPROVEMENT IN CARRIAGE-SEATS.

Specification forming part of Letters Patent No. **159,798**, dated February 16, 1875; application filed January 18, 1875.

To all whom it may concern:

Be it known that I, DANIEL CONBOY, of the village of Uxbridge, in the county of Ontario, in the Province of Ontario, Canada, carriage-manufacturer, have invented certain new and useful Improvements in Vehicles for the Conveyance of Passengers, of which the following is a specification:

My invention relates more particularly to improvements in the construction of the seats of the above-mentioned vehicles, so that they may be used either with one or two seats, as desired; and it consists in hinging the rear seat to the front seat in such a way that when the former is turned up a suitable distance it forms a high back for the front seat. It consists, further, in the peculiar construction and arrangement of the pivoted folding back of the rear seat; and, lastly, in the side-stays or arm-rails which hold the pivoted back of the seat in place, and which, when the rear seat is turned up to form the back of the front seat, hold it in proper position.

In the accompanying drawings, Figure 1 is a longitudinal section of an ordinary open buggy or sleigh box with the seats constructed according to my invention, and represented as a single-seated buggy or sleigh. Fig. 2 is a section, showing the same when arranged as a two-seated buggy or sleigh. Fig. 3 is a plan of the same as fitted with two seats. Fig. 4 is a detail of the hasps in which the side-stays lock on the front seat.

A is the body of a buggy or sleigh, the form and construction of which may be varied, as desired. B is the stationary seat placed at or near the center of the box, and having raking shallow stuffed sides. *b* C is the rear seat, hinged to the bottom of B by the bars C¹ C². D is the back of the rear seat, consisting of a stuffed rail, D¹, and two standards, D², which

are pivoted at the point D³, to enable the back to be turned down when it is desired to use the vehicle with a single seat only. E are the side-stays and arm-rails, pivoted at one end to the back D, the other end, E', fitting, when the vehicle is used with a double seat, in a hasp, C³, attached to the bars C¹. When the vehicle is used with a single seat the ends E' fit into the hasp F. (Shown in detail in Fig. 4.) Any common method of securing the stays to the hasp may be adopted, such as a thumb-screw on the end of the stays, or a tapering wedge, *e*, as shown in drawings, pivoted to the stays, which crowds the enlarged end of the latter under the margin of the hasp-slot when both are inserted. When the vehicle is used with a single seat the rail D¹ folds forward, resting on the bars C¹, and when the rear seat is lifted up and arranged as the back of the front seat, this rail fills in the space which occurs between the seat C and the shallow back *b*. D¹ is provided with lugs D⁴, which bear against *b*, and hold the whole combination in place when the stays E are locked.

The advantages gained by my invention are, that a vehicle with a combination-seat constructed according to my invention can be used with single or double seat, as desired, without in either case cramping the occupants or sacrificing its good appearance.

I claim as my invention—

The combination of seat B, bars C¹ C², seat C, pivoted back D, lugs D⁴, side-stays E, and hasps C³ and F, substantially as and for the purpose set forth.

DANIEL CONBOY.

Witnesses:

W. B. RUSSELL,
PETER WOOD,
H. M. HOWELL.