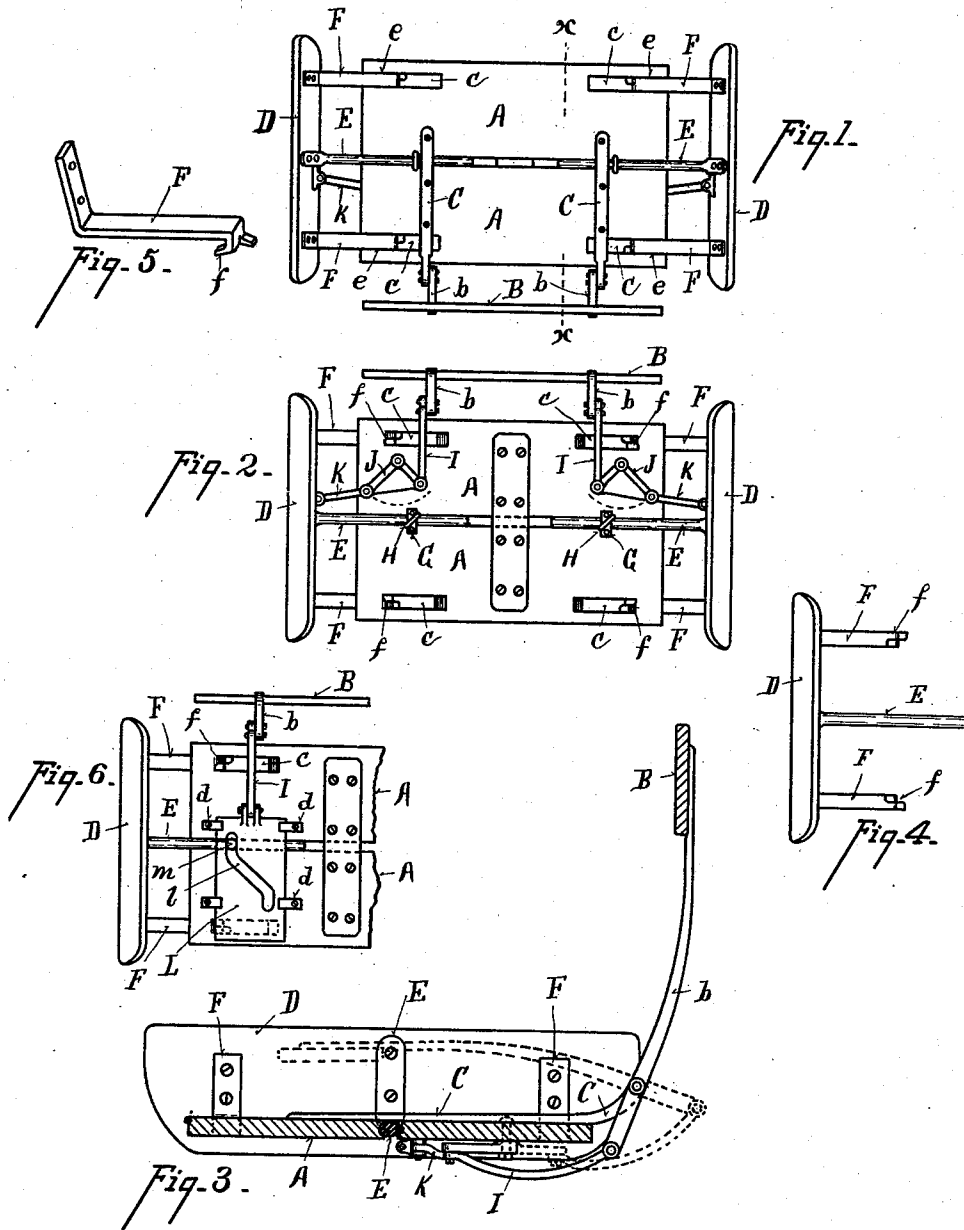


(No Model.)

J. MURPHY.
EXTENSIBLE CARRIAGE SEAT.

No. 567,491.

Patented Sept. 8, 1896.



Witnesses

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UNITED STATES PATENT OFFICE.

JOHN MURPHY, OF COVINGTON, KENTUCKY.

EXTENSIBLE CARRIAGE-SEAT.

SPECIFICATION forming part of Letters Patent No. 567,491, dated September 8, 1896.

Application filed March 26, 1896. Serial No. 584,979. (No model.)

To all whom it may concern:

Be it known that I, JOHN MURPHY, residing at Covington, in the county of Kenton and State of Kentucky, have invented certain new and useful Improvements in Extensible Carriage-Seats of which the following is a specification.

The object of my invention is to make an extensible seat for a carriage. It is especially adapted to be used as a jump-seat, or the front seat of a two-seated carriage, capable of being converted into a single-seated carriage by the closing of the extensible seat, so it will fit under the rear seat when not in use, and when in use it may be extended to have the same width as the rear or permanent seat.

The features of my invention will be more fully set forth in the description of the accompanying drawings, making a part of this specification, in which—

Figure 1 is a top plan view of my improvement in position. Fig. 2 is a bottom plan view of the seat in the same position. Fig. 3 is a section on line *xx*, Fig. 1. Fig. 4 is a detailed view of one of the sliding end sections and its guide-rods. Fig. 5 is a perspective view of one of the guide-arms. Fig. 6 is a modification of the parts shown in Fig. 2.

A represents the base of the seat.

B represents the folding back.

C represents the straps, to which the back arms *b* are hinged.

D represents the sliding end sections.

E represents extension-rods, one end of each of which is rigidly connected to its respective end section. These rods slide in a way formed in the base of the seat.

F represents the side arms, one end of each of which is respectively connected to its end section. The free end slides in recesses *e*, formed, preferably, on the top side of the seat.

f represents a hook adapted to engage with the ends of the slots *e*, so as to limit the movement of the end sections. In order to lock the end sections rigidly in their extended positions, I provide a clamp-yoke G and set-screw H, tapping through said yoke to clamp the rods E and hold them rigidly in the position to which they are adjusted. It is some-

times desirable to extend the end sections of the seat by raising the hinged back B and to close the end sections by folding down the back. This may be accomplished in various ways, and I have shown two ways of accomplishing this result.

I represents a lever hinged at one end to the arm *b* and the other end to the bell-crank lever J. This bell-crank lever operates a link K, which is hinged to the end sections. When the seat-back is raised, the bell-crank lever J pushes the sliding end sections D outward. When the back is folded down, the bell-crank lever J pulls the sliding sections D inward and lessens the length of the seat. An equivalent means is shown in Fig. 6, in which L represents a slide, which is held in position laterally by gibs *d*, but is moved longitudinally by the lever I, hinged thereto.

l represents a cam-slot. *m* represents a pin on the extension-rod E, engaging said slot *l*. The movement of the slide L is accomplished by raising and lowering the back. When the slide L is moved in one direction, the end sections D are extended, and when moved in the opposite direction the end sections are drawn inward against the seat-base.

I use the two guides F and the central slide-rod E for the purpose of making a strong support for the end sections, and to apply the extension power centrally to the side arms; but the method of constructing and placing these seat guides and supports may be variously modified without departing from the principles of invention herein set forth.

I claim—

1. In an extension carriage-seat, the combination of the base A, the sliding end sections D, side guide-rods F rigidly attached to each end section and arranged to travel in ways formed on said base, and hooks *f* formed on the ends of the guide-rods F and operating to limit the outward movement of the end sections, substantially as described.

2. In an extension carriage-seat, the combination of the base A, the sliding end sections D, a central guide-rod 3 and two side guide-rods F, rigidly attached to each end section and arranged to travel in ways formed on said base, means for locking the end sections in their adjusted positions, and hooks

f formed on the ends of the guide-rods *F* and operating to limit the outward movement of the end sections, substantially as described.

3. In an extension carriage-seat, the combination of the base *A*, the sliding end sections *D* provided with guide-rods *E*, the folding back *B* hinged to the base, the slides *L* adapted to move transversely of the base in ways thereon, and having cam-slots *l* engag-

ing pins *m* on the guide-rods, and levers *I* connecting said slides and seat-back, substantially as described.

In testimony whereof I have hereunto set my hand.

JOHN MURPHY.

Witnesses:

C. W. MILES,
W. R. WOOD.