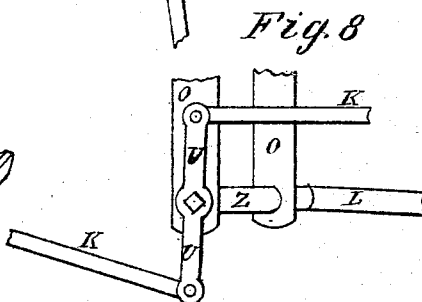
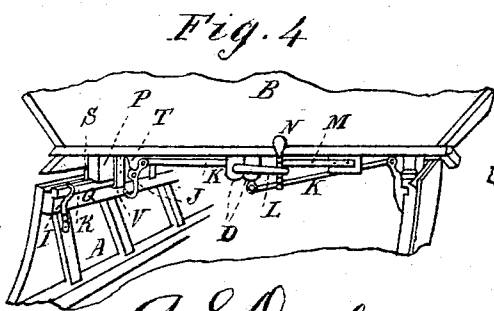
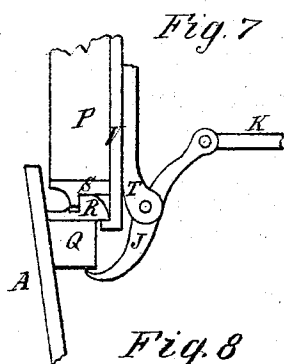
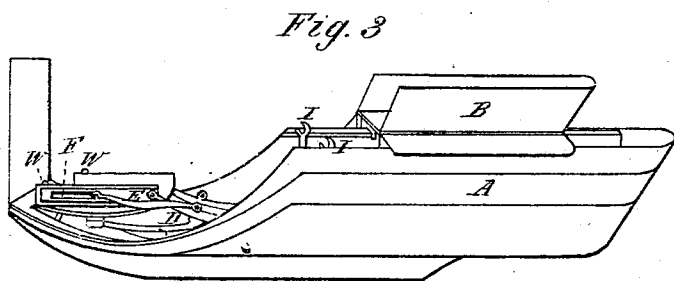
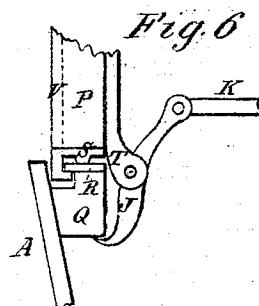
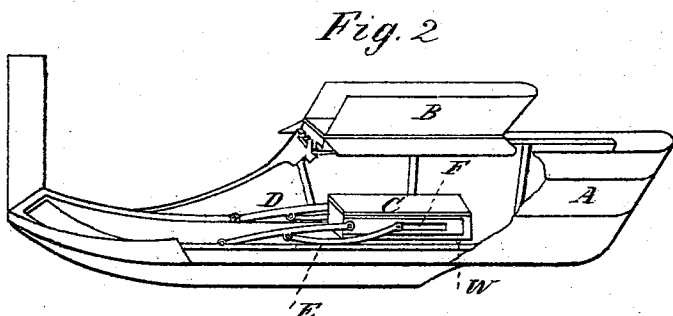
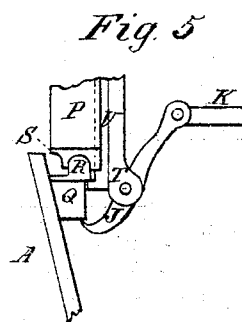
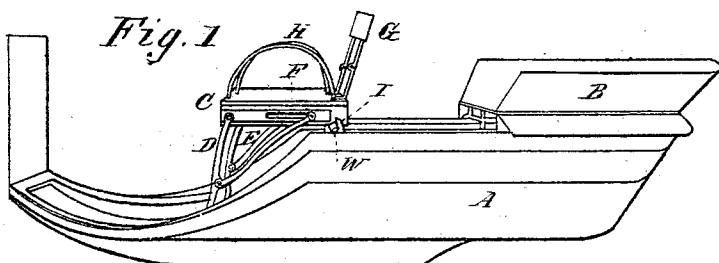


D. ASPINWALL.

Improvement in Carriage Seats.

No. 123,547.

Patented Feb. 13, 1872.



Inventor

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UNITED STATES PATENT OFFICE.

DAVID ASPINWALL, OF SOUTH BEND, INDIANA.

IMPROVEMENT IN CARRIAGE-SEATS.

Specification forming part of Letters Patent No. 123,547, dated February 13, 1872; antedated February 1, 1872.

SPECIFICATION.

I, DAVID ASPINWALL, of the city of South Bend, in the county of St. Joseph, and State of Indiana, have invented certain Improvements in Movable Carriage-Seats, of which the following is a specification:

Nature and Objects of the Invention.

The first part of my invention relates to the manner of adjusting and reversing the front seat by means of braces or arms, forming a joint at one end with the legs of the seat, and at the other attached to, and moving an iron pin in a slot in each end of the said seat, thus guiding the seat in any desired direction or position, allowing it to be used either in an upright position, or reversed and thrown forward for a child's seat in the extreme front of the carriage, and when not in use to be dropped back in the bottom of the carriage-body. The second part of my invention relates to the combination of the lever, spring, and bars with the hooks underneath the back seat, by means of which the said seat is secured in, and released from any desired position. The third part of my invention relates to the combination of the seat-raiser and the irons attached thereto, with the rails of the carriage-body, by means of which the said back seat is guided and moved backward and forward as desired.

Description of the Accompanying Drawing.

Figure 1 is a side view of a carriage-body with my invention in position therein, as the same appears when used as a two-seated carriage. Fig. 2 is an interior side view of the same, showing the front seat thrown back in the bottom of the carriage-body, and the back seat drawn forward over it, as when used as a single-seated carriage. Fig. 3 is a side view of the carriage-body, with the front seat reversed and thrown forward bottom upward, forming a child's seat in the extreme front of the carriage, and with the back seat in position at any desired distance therefrom. Fig. 4 is a front and inside view of a portion of the carriage-body and back seat, showing the contrivance by which said seat is secured in and released from any desired position. Fig. 5 is a vertical transverse section, showing those parts of the carriage-body and back seat which

are used conjointly. Figs. 6 and 7 are the same as Fig. 5, except that the irons by which the back seat is secured to and fastened upon the rails of the carriage-body are of different shape, and are somewhat differently adjusted, and the iron rail of the carriage-body is also of different shape, all three of which styles I find work well, the principle upon which they operate being similar in each, and the manner of adjusting and holding the seat to the rails being much the same. Fig. 8 is a rear view of the contrivance underneath the back seat for working and controlling the hooks by which said seat is secured in and released from any desired position.

General Description.

A represents an ordinary carriage-body, designed for movable seats. My invention can be adjusted to any style and shape, and hence, no particular style is referred to. B is the back seat. C is the front seat. D D are the iron legs which support the front side of the front seat when in position, as shown in Fig. 1, and which said legs work in a joint at each end. E E are iron arms or braces, reaching from about the middle of the legs D D (to the outside of which they are attached, forming a joint) to an iron-bound slot, F, in the ends of the seat C, in which slot an iron bolt or pin with head inside, and riveted through the upper end of said arms or braces E E respectively, is made to slide backward and forward as the said seat C is changed in position, and thus governing and directing the movements of said seat as may be desired. G is the back of said front seat. H H are the side arms of the same, all of which are jointed and fold up together when the said seat is not in an upright natural position. I I are the iron rests on each side of the carriage-body, into which are received the stationary iron pins W W, which are fixed in the ends of said seat, near the lower back corner, thus keeping the seat in position when upright. J J are the hooks, worked by the bars K K and lever L, and are used to secure the back seat B in any desired position, by hooking under the wooden rail Q of the carriage-body. L is the lever, in front of the seat B, by which the bars K K are made to work the hooks J J, as desired. The lever

L is shown in Fig. 4, as turned down and secured in a ratchet, N, which is attached to the spring M, and while the lever is in this position, the hooks J J are firmly pressed under the wooden rail Q of the carriage-body, and the seat B cannot be moved. The ratchet N terminates at the top in a thumb-piece, and is by the action of the spring M thrown out about an inch from the front of said seat, and extends upward about even with the bottom of the seat, and by a smart pressure on the thumb-piece the lever is liberated, and by raising it up the said hooks are at once released from the rail Q, and the seat is free to move as may be desired; when by simply placing the lever in the ratchet again the said seat is securely held in position. P is the wooden seat-raiser, under each end of which is attached the iron saddle or shoe S, and to the side of which said seat-raiser near each end, is attached the iron holder V, which terminates in a right angle at the bottom, and extends a short distance under the edge of the iron rail R, thus preventing the seat from raising up either when stationary or when being moved. R is the iron rail or way, attached to the top of the wooden rail Q, and upon which the seat B rests, and is moved backward and forward. T is a piece of iron fastened to the inside of the seat-raiser P, about midway of its length; the bottom end of which said iron T is turned inward, and in an open slot in the end of which

is bolted the hooks J J, on each side respectively of said seat. In Fig. 6, the rail R is made flat, and the iron holder V is used on the outside of the seat-raiser P, and the iron saddle or shoe S is made convex, running upon a smooth narrow surface on the rail R. The adjustment and working of the contrivance for securing the seat B in any desired position, and releasing it at will therefrom, however, is the same in all the several styles.

Claims.

I claim as my invention—

1. The combination of the legs D D, arms E E, and the iron-bound slot F, with the seat C and carriage-body A, substantially as and for the purposes hereinbefore set forth.
2. The combination of the hooks J J, bars K K, lever L, spring M, ratchet N, supports O O, connecting-bar U U, and shaft Z, with the iron T and wooden rail Q, substantially as and for the purpose hereinbefore set forth.
3. The combination of the wooden seat-raiser P, iron saddle or shoe S, iron holder V of the seat B, with the iron rail R, and wooden rail Q of the carriage-body A, substantially as and for the purpose hereinbefore set forth.

DAVID ASPINWALL.

Witnesses:

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E. B. METZGER.