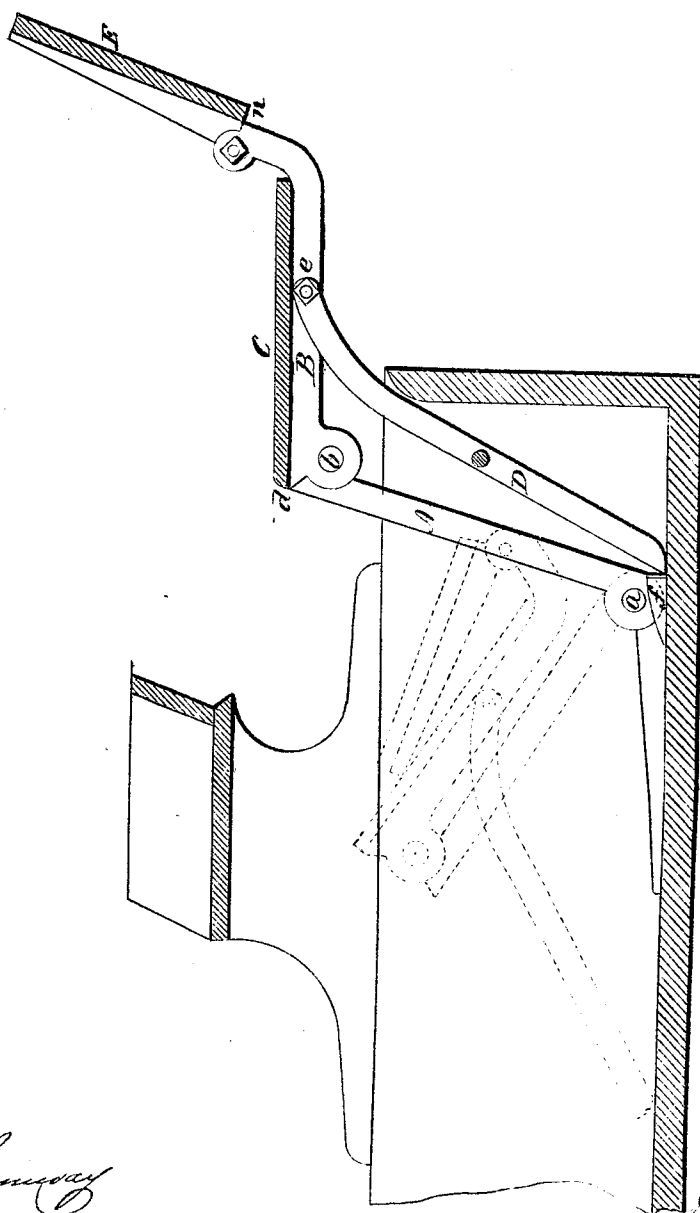


J. PENDERGAST.
FOLDING CARRIAGE-SEAT.

No. 183,964.

Patented Oct. 31, 1876.



Witnesses.

J. H. Conway

Clara Broughton

J. Pendergast

By Atty. General

J. H. Conway

UNITED STATES PATENT OFFICE.

JAMES PENDERGAST, OF NEW HAVEN, CONNECTICUT.

IMPROVEMENT IN FOLDING CARRIAGE-SEATS.

Specification forming part of Letters Patent No. **183,964**, dated October 31, 1876; application filed July 10, 1876.

To all whom it may concern:

Be it known that I, JAMES PENDERGAST, of New Haven, in the county of New Haven and State of Connecticut, have invented a new Improvement in Carriage-Seat; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent a sectional side view of a carriage-body illustrating the improvement.

This invention relates to an improvement in carriage-bodies for "box" carriages, the object being to combine with such a carriage an additional seat, which, when not required, may be folded within the body and not exposed.

The invention consists in a seat hinged to uprights, which in their turn are hinged to the carriage-bottom, combined with a supporting-brace, as more fully hereinafter described.

A represents one of the uprights hinged to the bottom or other convenient point, as at *a*. To the other end of this upright the seat-support is hinged, as at *b*, this hinge being constructed with a stop, *d*, which brings the seat-rest and upright to a bearing when the seat is opened. On this rest or bar B the seat C is supported, and to the bar a brace, D, is hinged, as at *e*, the foot of the brace resting against a stop, *f*.

When not required for use the seat is slightly raised, so as to clear the foot of the brace D from its rest; then the brace is passed forward beside the upright, the upright turning forward and the seat-bar backward until the

whole rests within the body and below the principal seat, as shown in broken lines.

When the seat is required for use the operation is reversed and the brace set firmly against the stop *f*.

In many carriages this seat-frame may serve as a trunk-rack; therefore, while referring to this as a seat, it is not contemplated confining this invention to that particular use.

For the convenience or comfort of the occupants a back, E, is hinged to the seat-bar, constructed with a stop, *n*, to support it in its upright position. When the seat is to be closed this back is turned forward upon the seat, as indicated in broken lines.

It will be understood that there may be several uprights and seat-bars in a single structure, or one only.

The brace may be hinged to the body and the stop on the seat, instead of vice versa, as shown.

I am aware of the Patent No. 69,559, and do not wish to be understood as claiming anything contained therein.

I claim—

The combination of the auxiliary carriage-seat C, the upright A hinged to the body, and also hinged to the seat by a stop-hinge, the brace D hinged to the seat in the rear of the joint between the upright and seat, the whole constructed to be folded forward beneath the stationary seat, substantially as described.

JAMES PENDERGAST.

Witnesses:

JOHN E. EARLE,
CLARA BROUGHTON.