(No Model.) 2 Sheets—Sheet 1.

C. C. ADELSPERGER.

SHIFTING SEAT FOR CARRIAGES.

No. 340,970. Patented May 4, 1886.

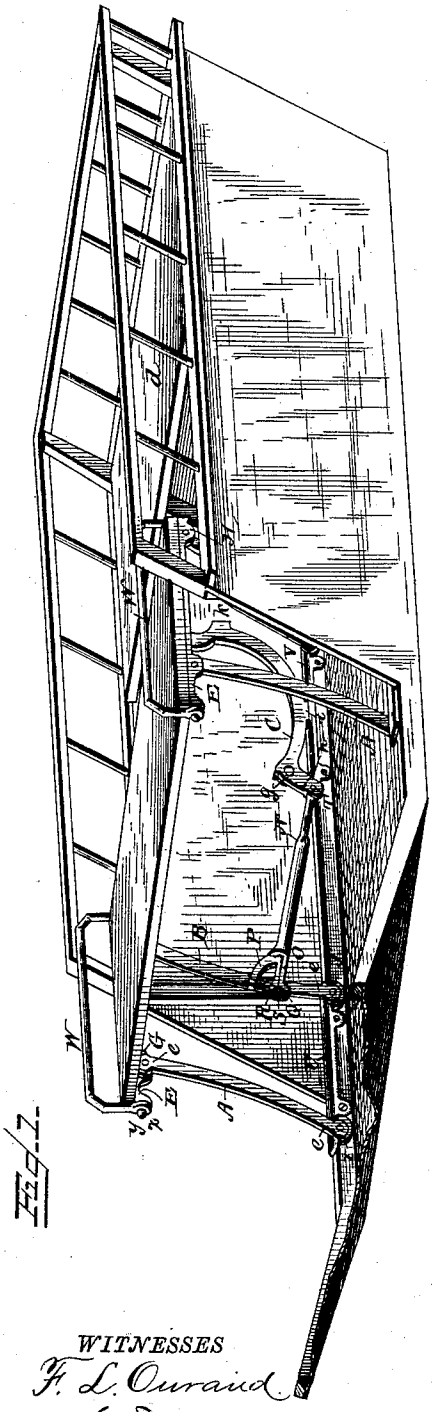


Fig. 1.

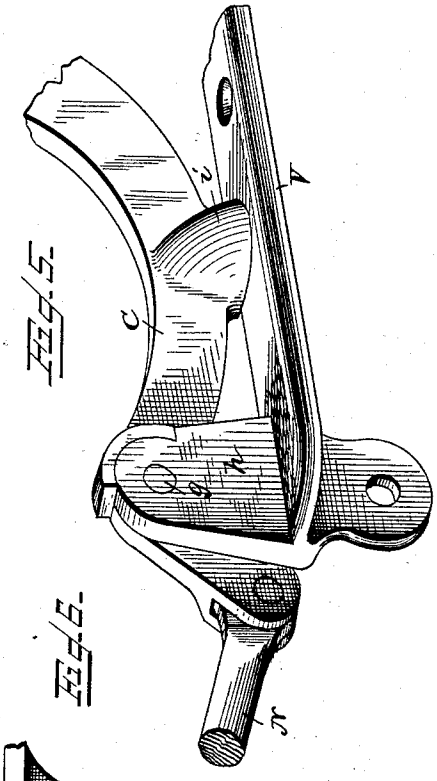


Fig. 3.

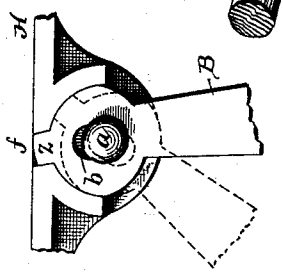


Fig. 5.

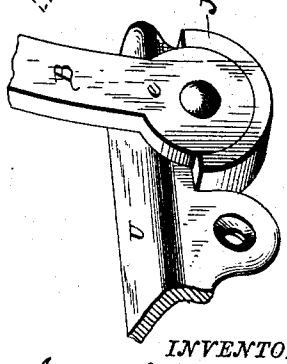


Fig. 4.

WITNESSES

F. L. Ouraud.

J. A. Prevost.

INVENTOR

Charles C. Adelsperger

by Joseph A. Bower

his Attorney

N. PETERS, Photo-Lithographer, Washington, D. C.

(No Model.) 2 Sheets—Sheet 2.

C. C. ADELSPERGER.

SHIFTING SEAT FOR CARRIAGES.

No. 340,970. Patented May 4, 1886.

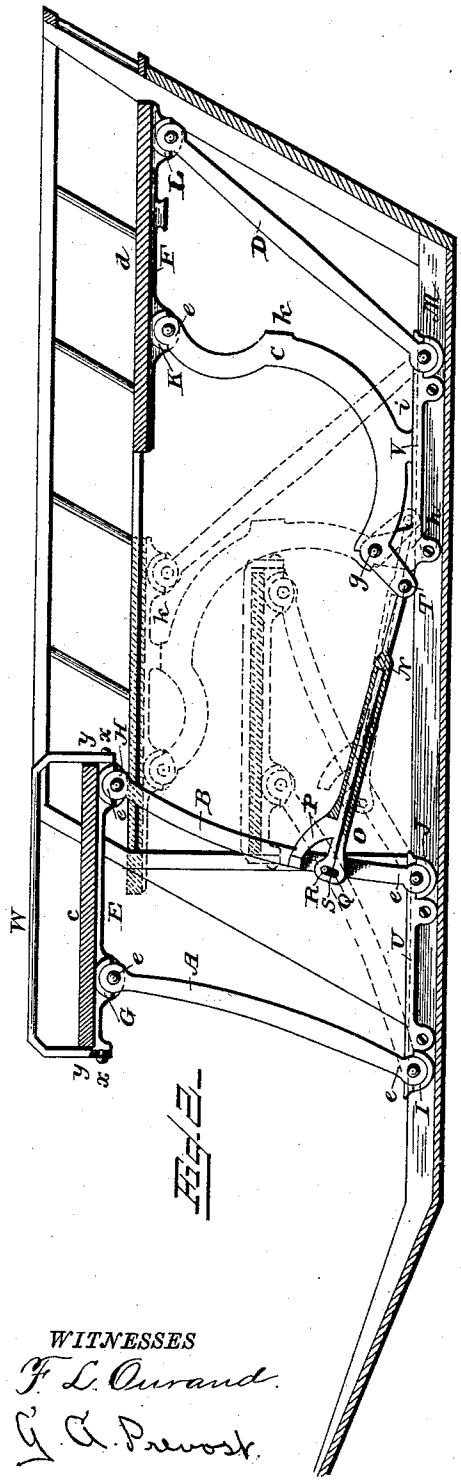


Fig. 1.

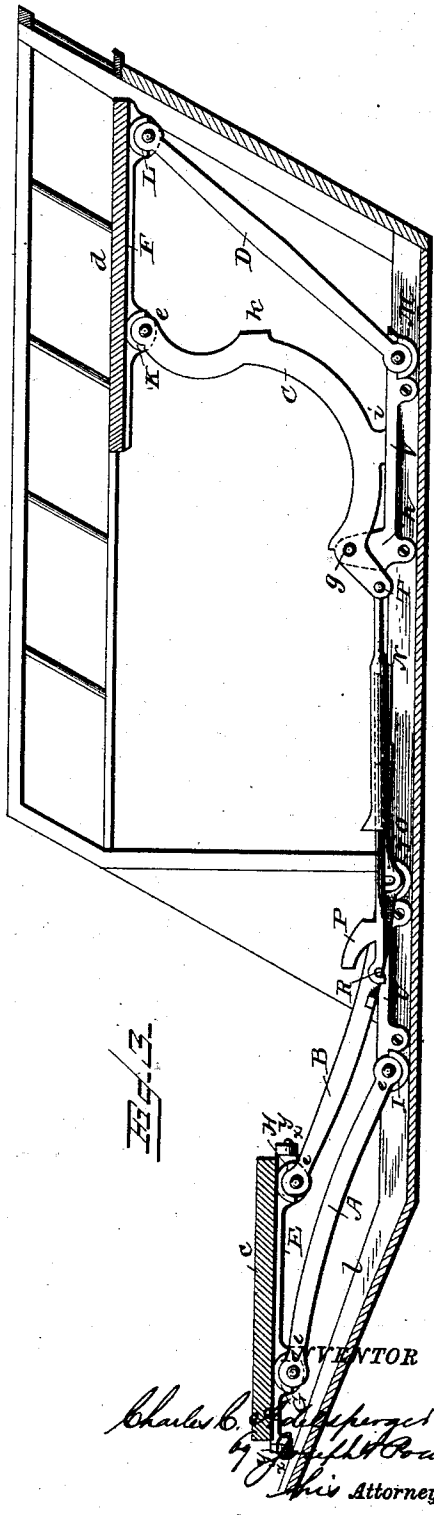


Fig. 2.

WITNESSES

F. L. Ourand.

G. A. Prevost.

INVENTOR

Charles C. Adelsperger

by Wright Brown & Quinby

his Attorney

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

CHARLES C. ADELSPERGER, OF ARCANUM, OHIO.

SHIFTING SEAT FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 340,970, dated May 4, 1886.

Application filed November 12, 1885. Serial No. 182,551. (No model.)

To all whom it may concern:

Be it known that I, CHARLES C. ADELSPERGER, a citizen of the United States, residing at Arcanum, in the county of Darke and State of Ohio, have invented certain new and useful Improvements in Shifting Seats for Carriages; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in shifting seats for carriages; and the objects of my improvements are, first, to afford facilities for converting a two-seated into a one-seated vehicle, and vice versa; second, to provide a means of adjusting the front seat of a vehicle independently of the rear seat; third, to provide certain bearings which materially add to the strength and wearing qualities of the seats; and, fourth, to provide a lock by means of which the whole mechanism can be readily adjusted. I attain these objects by the means illustrated in the accompanying drawings, in which—

Figure 1 is an entire view in perspective as the vehicle appears when two seats are used. Fig. 2 is a side elevation showing the interior, the dotted lines indicating the position of the seats when it is desirable to carry only two passengers. Fig. 3 is a side elevation showing the means of independently adjusting the front seat. Figs. 4 and 5 are detailed views of portions of the front and rear seats. Fig. 6 is a detailed side elevation showing lock or means of adjusting seats.

Similar letters refer to similar parts throughout the several views.

E and F are front and rear seat-plates on which one end of the seat-boards *c* and *d* rest. U and V are rocker-plates. These seat and rocker plates are provided with bearings G H I J K L M, situated above and below the pivots *e*, which bearings consist each of a half-circle and stand flush with the top and bottom of each leg A B D and the top of leg C. The legs A B D are rounded at both ends. The leg C is rounded at the upper end. These rounded portions are made to fit in the bearings with which the seat and rocker plates are provided, and retained there by means of the pivots *e*. These bearings, working on the ends of the legs, relieve the pivots of all strain and wear. The rear bearing, H, on seat-plate E, is provided with a notch, *f*, to receive the lug *z* on upper part of leg B.

Below the lug *z*, in the leg B, is a slot, *b*. Through this slot and the side of the seat the pin *a* passes, being firmly attached to the side of seat and so arranged as to allow the seat-plate to be raised at pleasure. (See Fig. 6.)

To the lower end of the leg C is fastened, by the pivot T, the iron rod N, a portion of which is hollow.

To the lower end of the leg B, and about one-third of its length from the bottom, is fastened, by means of the pivot R, the iron O, provided at one end with a shoulder, P, and a slot, S. Through the slot S the pivot R passes. The other end of the rod O is made so as to fit in the hollow iron N, in which it may be moved back and forth when necessary.

At each of the ends of the seat-plate E are two round lugs, *x x*. W is a piece of shaped iron containing circular openings *y y*, which pass over the lugs *x x*. Pins are then fixed in the lugs *x x*, and the iron W, which forms a seat-guard, is secured firmly; but working as it does on the round lugs *x x* it may be kept in an upright position, as in Figs. 1 and 2, or it may be laid down next to the seat-board, as in Fig. 3. This iron W may also be used as a means of raising the front seat-plate, as will be hereinafter described.

The leg C is made of a piece of iron or other metal, bent in a compound curve and rounded at the upper end, engaging the bearing K. The rocker-plate V is provided with a flange, *h*. The lower end of the leg C is curved slightly upward, and is secured to the flange *h* by the pivot *g*, on which it works. The leg C is so constructed as to support the rear seat, when used as such, at the point *i*, resting on the rocker-plate V. When the rear seat is used alone, the leg C supports it at the points *g* and *k*, at which latter point it rests against the seat-plate F.

The following is the manner of executing the automatic shift. To change a two-seated into a one-seated vehicle, raise the front seat-plate by means of the seat-guard W until the lug *z*,

is clear of the notch *f'*. Then push the front seat back, which motion, by means of the iron rods O and N pressing against the lower portion of the leg C at the point T, forces the rear seat forward on the pivot *g* at the same time that the front seat is moved backward until, finally, the seats are in the position indicated by the dotted lines in Fig. 2, when the rear seat is in the center of the vehicle and the front seat underneath it and entirely out of the way. By pushing the rear seat backward when in the above position the front seat is simultaneously pushed forward by means of the rods O and N until the lug *z* in the leg B engages the notch *f* in the bearing H, when the vehicle becomes two-seated.

When it is desirable to carry four passengers, lift the seat-plate E in manner hereinbefore described, and pull it forward (which motion the rod O working out of the hollow portion of the rod N renders possible) until it rests against the foot-board *l*. Place the guard W in a flat position next to the seat-board, and the entrance for the rear passengers is thus made. (See Fig. 3.)

Having described my invention and the manner of manipulating and using it, I claim as follows:

1. The combination, in a shifting-seat vehicle, with a seat-plate provided with bearings G and H and lugs *x x*, of the shaped iron seat-guard W, provided with circular openings *y y*, which pass over the lugs *x x*, substantially as described.

2. The combination, in a shifting-seat vehicle, with a seat-board, of two seat-plates, each provided with two bearings and two lugs, with the two shaped iron seat-guards, W W, each provided with circular openings *y y*, passing over the lugs *x x* in each of the seat-plates, substantially as described.

3. The combination, in a shifting-seat vehicle, with a seat-plate provided with bearings G H and round lugs *x x*, of the shaped iron seat-guard containing circular openings *y y*, passing over the lugs *x x*, and the legs A B, rounded at the ends and fitting in the bearings G H, substantially as described.

4. The combination, in a shifting-seat vehicle, with a seat-plate provided with bearings G H, of the legs A B, rounded at the ends and fitting in the bearings G H, with the bearings I J, with which the rocker-plate U is provided, substantially as described.

5. The combination, in a shifting-seat vehicle, with a seat-plate provided with bearings G H, of legs A B, rounded at the ends and fitting in the bearings G H, with the bearings I J, with which the rocker-plate V is provided, an iron rod, O, furnished at one end with a shoulder, P, and a slot, S, engaging the pivot R on the leg B, the rod N, a portion of which is hollow, and the curved leg C, substantially as described.

6. The combination, in a shifting-seat vehicle, with a seat-plate provided with a bearing, H, containing a notch, *f*, of the leg B, provided at the upper end with the lug *z* and a slot, *b*, with a pin, *a*, passing through the slot *b*, and being firmly attached to the side of seat, substantially as described.

7. The combination, in a shifting-seat vehicle, with a seat-plate provided with a bearing, H, containing a notch, *f*, of the leg B, provided at the upper end with the lug *z* and the slot *b*, and engaging the bearing J at the lower end, with a rod, O, provided at one end with a shoulder, P, and a slot, S, the rod N, a portion of which is hollow, and the curved leg C, substantially as described.

8. The combination, in a shifting-seat vehicle, with a seat-plate provided with a bearing, K, of the leg C, so constructed as to support the seat at the points *i* and *k* when situated in the rear part of the vehicle and at the points *g* and *k* when moved to the center, with the flange *h*, with which the rocker-plate V is provided, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES C. ADELSPERGER.

Witnesses:
S. S. COONS,
J. H. SMITH.