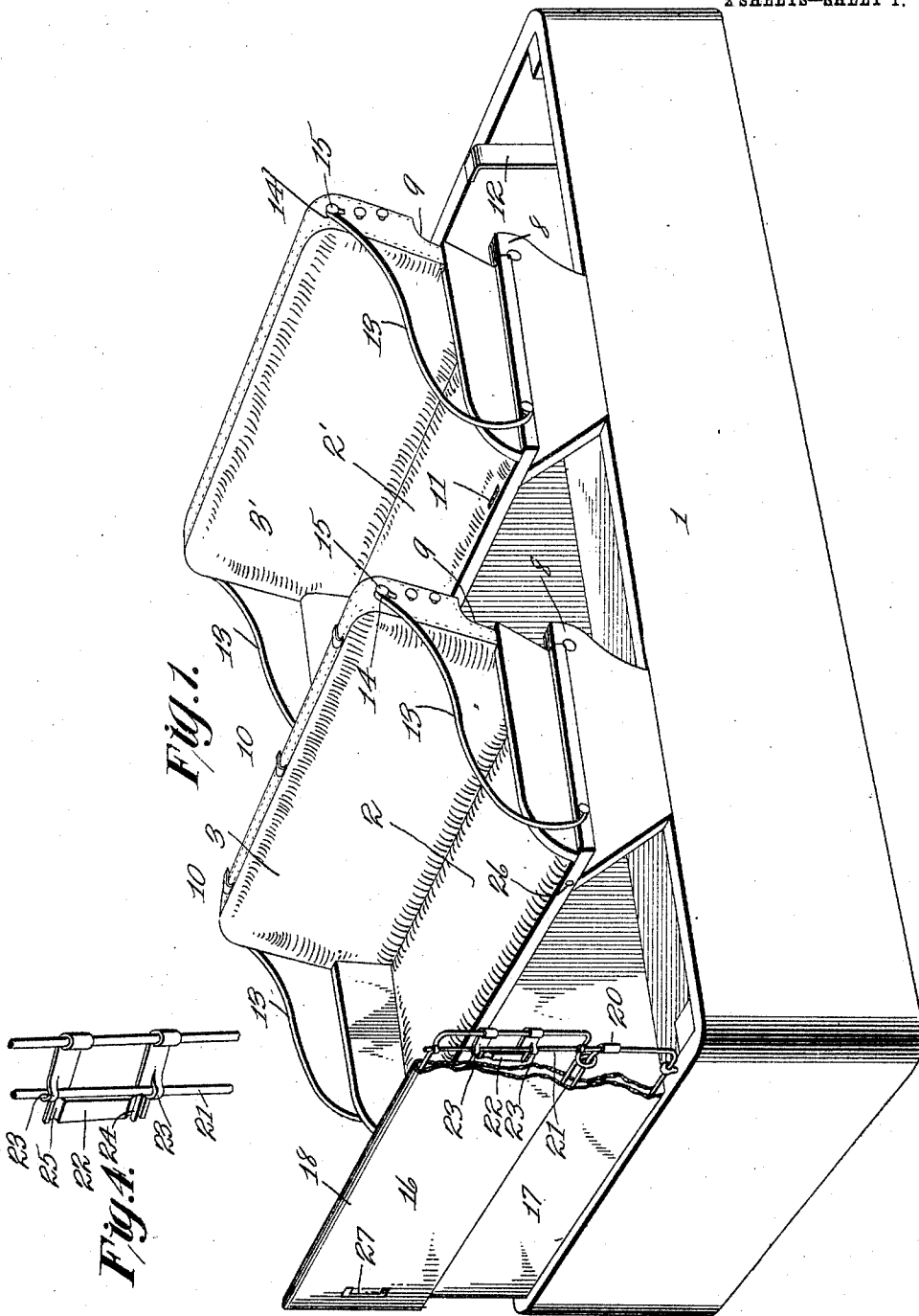


J. W. ANGEL.
COMBINED CARRIAGE SEAT AND COUCH.

APPLICATION FILED AUG. 8, 1904.

2 SHEETS—SHEET 1.



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Fig. 2.

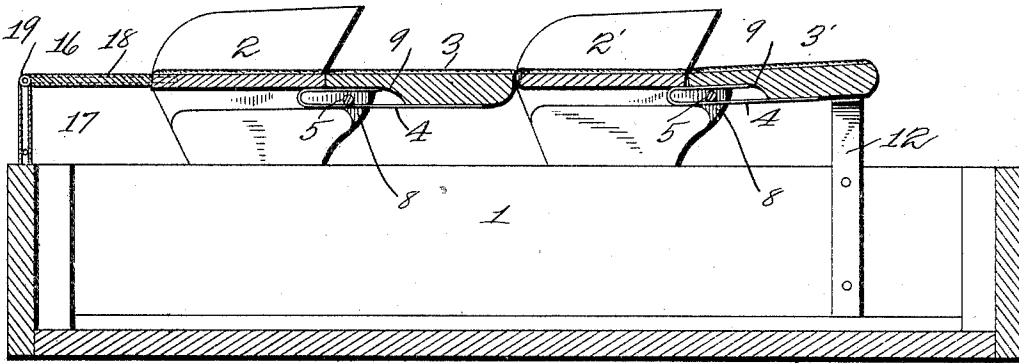
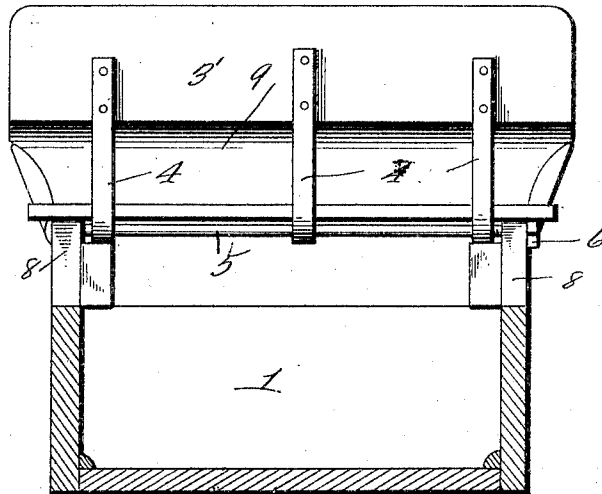


Fig. 3.



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UNITED STATES PATENT OFFICE.

JOHN W. ANGEL, OF RISINGSTAR, TEXAS.

COMBINED CARRIAGE-SEAT AND COUCH.

SPECIFICATION forming part of Letters Patent No. 788,694, dated May 2, 1905.

Application filed August 8, 1904. Serial No. 220,003.

To all whom it may concern:

Be it known that I, JOHN W. ANGEL, a citizen of the United States, residing at Risingstar, in the county of Eastland and State of Texas, have invented a new and useful Combined Carriage-Seat and Couch, of which the following is a specification.

This invention relates to a combined carriage-seat and couch, and has for its principal object to so construct the seats of the carriage that they may be adjusted to form a couch adapted for use of the transportation of invalids or to be used on long journeys where temporary camps are made in the evening.

A further object of the invention is to provide a novel construction of carriage-seat which may be adjusted to alter the extent of inclination of the back or in which the back of the seat may be lowered to the horizontal plane of the seat proper.

A still further object of the invention is to provide a novel form of dashboard which may be adjusted when necessary to a horizontal position in alinement with the seat, thus to form a portion of the couch.

With these and other objects in view, as will more fully hereinafter appear, the invention consists in certain novel features of construction and arrangement of parts, hereinafter fully described, illustrated in the accompanying drawings, and particularly pointed out in the appended claims, it being understood that various changes in the form, proportions, size, and minor details of the structure may be made without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings, Figure 1 is a perspective view of a carriage-body having seats constructed in accordance with the invention, a portion of the dashboard being broken away in order to illustrate its construction. Fig. 2 is a longitudinal sectional elevation of a carriage-body, showing the seats adjusted to form a couch. Fig. 3 is a transverse sectional elevation of the carriage-body, one of the seat-backs being shown in the position illustrated in Fig. 1. Fig. 4 is a detail perspective view of portions of the dashboard-locking mechanism.

Similar numerals of reference are employed to indicate corresponding parts throughout the several figures of the drawings.

The carriage or wagon body 1 may be of the usual construction and in the present instance is provided with supports for a front seat 2 and a rear seat 2', that are provided, respectively, with adjustable backs 3 3'. To the rear of each back are secured a number of metal strips 4, the lower ends of which are looped and pass around horizontal rods 5, extending transversely of the wagon-body and held from longitudinal play by suitable nuts 6. The loops in the straps 4 are of sufficient length to permit adjustment of the back to any position within certain limits, and the straps at the ends of each back are arranged to rest on shoulders 5', extending inward from the seat-supports, the ends of the loops passing between the shoulders and the bottoms of the seats and serving to some extent as spring-locks for retaining the backs in horizontal position. The seat-supports are further provided with projecting shoulders 8, on which the front edge of each back rests when in horizontal position. The rear edge of the front back 3 is provided with a number of catches 10, which seat within recesses 11, formed in the front edge of the rear seat 2', when the parts are adjusted to form a couch, while the back 3' is supported in the horizontal position by auxiliary brackets 12.

To support the backs 3 3' in the normal position, side arms 13 are employed, the lower and forward ends of these arms being pivotally connected to the ends of the seats and the upper ends being bent to form hooks 14, which may engage headed pins 15, projecting from the ends of the back members, thus permitting adjustment of the degree of inclination of the back members to suit the occupants of the vehicle.

In many cases the combined lengths of the seat-backs will not be sufficient to form a comfortable couch, and to extend the length of the latter the dashboard is so constructed that its upper portion may be adjusted to the horizontal plane of the seats, as shown in Fig. 2.

The dashboard is formed in two sections 17 and 18, of which the lower section 17 is rig-

idly secured to the body of the wagon. The lower section is preferably formed of a heavy wire frame or suitable connected rods covered in the usual manner. The sections 17 and 18 are coupled by hinges 19, that may be formed by simply twisting one of the frame-bars of the upper section into the form of a loop and passing the same around the upper bar of wire of the lower section 17. At each end of the lower section 17 the frame is provided with a socket 20, that is adapted for the reception of a slidable bolt 21, carried by the upper section. The framework of the upper section carries a small frame 22, which may be formed of stamped sheet metal, and during the die-forming operation suitable guides 23 are formed for the bolt. Projecting from the bolt is a handle member 24, which may be turned and seated in sockets 25 in order to prevent accidental longitudinal movement of the bolt. This handle is accessible through a slot 27, formed in the covering of the upper section of the dashboard.

When the parts are in the position shown in Fig. 1, the lower ends of the bolts 21 are seated in the sockets 20, and the two parts of the dashboard are thus rigidly held in a common vertical plane. When it is desired to adjust the upper section to the horizontal plane of the seats, the handle member 24 is turned around at a right angle to the position shown in Fig. 4, and the bolt is moved upward out of the socket 20. This permits the upper section 18 to be swung to the horizontal position shown in Fig. 2, and the bolt 21 may then be moved so that its normally upper end will enter a recess 26, formed in the front edge of the seat 2, after which the handle 24 is turned to enter the upper portion of the two recesses 25. (Shown in Fig. 4.) It will be observed that both ends of the bolt may be used for locking purposes, the lower end entering the socket 20 and retaining the dashboard in vertical position and the opposite end being movable into the socket 26 and supporting the dashboard in the horizontal position.

While the illustration and description in the present case is confined to a two-seat carriage or wagon, it is obvious that the invention may also be applied to carriages or wagons having more than two seats, the back of the rear seat being supported by the brackets 12, while the backs of the remaining seats are provided with the catches 10, entering recesses 11, formed in said remaining seats.

Having thus described the invention, what is claimed is—

1. The combination in a carriage, of a seat having a movable back portion, means for supporting said back portion in a horizontal position to form a couch, and a dashboard having a portion adjustable to the horizontal plane of the seat.

2. The combination in a vehicle, of a seat having a movable back, catches on the upper edge of the back, and a second seat arranged to the rear of the first and provided with recesses for the reception of said catches when the back is adjusted to a horizontal position.

3. The combination with a carriage, of seat-supporting brackets having rearwardly-extending shoulders, seats arranged on the brackets, and a movable back adjustable to a horizontal position and adapted to rest on said shoulders when so adjusted.

4. The combination in a carriage, of a seat having a movable back, a rod extending transversely of the body of the carriage, and a plurality of bands secured to the seat-back and having loop portions through which said rod extends.

5. The combination in a carriage, of a seat, a movable back for the seat, means for supporting the front edge of the back when the latter is adjusted to a horizontal position, and auxiliary brackets carried by the body of the carriage and serving as supports for the rear portion of said back.

6. A carriage having a seat provided with bolt-receiving sockets, a dashboard having an upper adjustable section, and a bolt carried by said adjustable section and adapted to the sockets, thereby to support said upper section in the horizontal position.

7. The combination in a carriage, of a seat having bolt-receiving sockets, a dashboard comprising a lower rigid section, and an upper section pivoted thereto, a slidable bolt carried by said upper section, socket members carried by the lower section for the reception of the bolt, and means for holding said bolt from longitudinal movement.

8. In a carriage, a dashboard comprising a lower fixed portion secured to the carriage-body, and an upper portion hinged to the lower portion, a front seat, and means on said front seat for retaining the hinged portion when swung into a horizontal position.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOHN W. ANGEL.

Witnesses:

J. L. WREN,
W. W. JOYCE.