

H. TIMKEN.

Improvement in Carriage-Seats.

No. 130,546.

Patented Aug. 13, 1872.

Fig. 1.

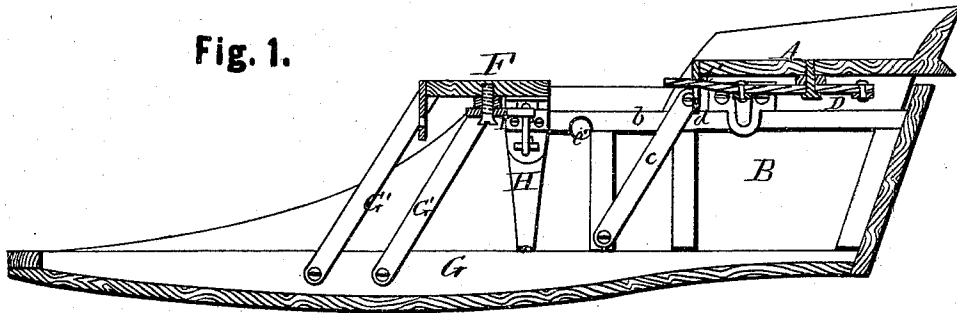


Fig. 3.

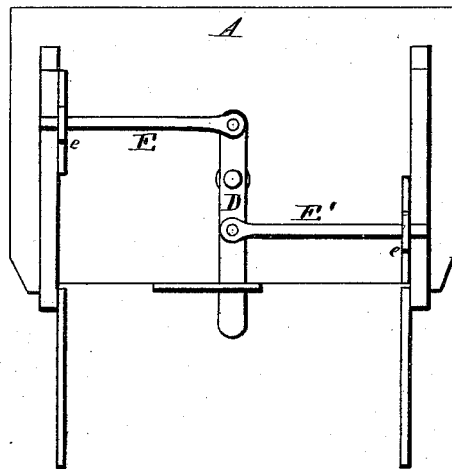


Fig. 2.

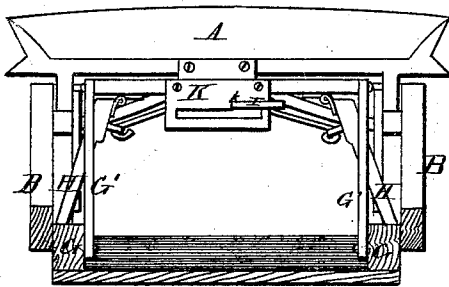
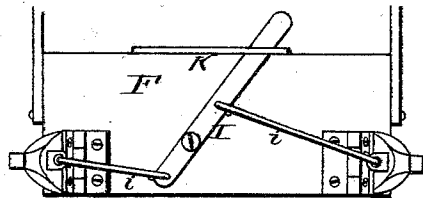


Fig. 4.



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UNITED STATES PATENT OFFICE.

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IMPROVEMENT IN CARRIAGE-SEATS.

Specification forming part of Letters Patent No. 130,546, dated August 13, 1872.

To all whom it may concern:

Be it known that I, HENRY TIMKEN, of St. Louis, in the county of St. Louis and State of Missouri, have invented a new and valuable Improvement in Carriage-Seats; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a central longitudinal section of my invention. Fig. 2 is a front view of the same. Fig. 3 is a bottom view of my seat. Fig. 4 is a detail view of the same.

This invention has relation to the seats of carriages, road-wagons, or other like vehicles. The seat to which my invention appertains is attached to the sides of the carriage or wagon body by means of hinged arms, which allow said seat to be moved out of the way or under another seat located behind it. The novelty of my invention consists in the construction and novel arrangement of a pair of hinged folding legs and of devices for raising, lowering, and holding said legs in position. The novelty of my invention also consists in the arrangement of the hinged arms and locking devices, by means of which the seat is connected to the body of the vehicle, all as hereinafter described.

In the accompanying drawing my invention is shown as applied to an ordinary road-wagon or no-top buggy, having two seats. The hind seat A rests on the sides B and bars b, but is movable lengthwise of the vehicle. This seat is hinged to a pair of arms, c, which are pivoted at their lower ends to the sides of the body. To the under side of the seat is pivoted a lever, D, the forward end of which projects through a slotted plate, d, having a locking-notch at d'. On the opposite sides of the fulcrum of said lever-bolts E E' are pivoted and adapted to work in lateral directions. These bolts pass through holes in the plates e and thence into recesses e', by means of which they secure the seat in place when adjusted to its proper position. The

front seat F is connected to side bars G by means of a pair of parallel arms, G', at either end, which are pivoted both to the seat and to said side bars. By means of these arms the seat may be moved forward and backward so as to lie on the bottom of the vehicle, either in front or else underneath the seat A, when the latter is brought forward. These arms, being parallel, hold the seat in a horizontal position when raised or lowered. To the ends of said seat are hinged the standards or folding legs H. A lever, I, pivoted to the under side of the seat, is connected to and used in adjusting said legs by means of rods i, arranged one on each side of the lever-fulcrum. By means of their arrangement, and of the lever and connecting-rods, the legs H are capable of being folded up against the bottom of the seat, end to end, or lowered and rested upon the side bars G. In the latter position these legs support and brace the seat. As will be observed, the legs diverge laterally, and are thus rendered firmer. The forward end of the lever I projects through a slotted plate, K, in which is made a notch, k, to receive and hold the lever when the legs are spread.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The carriage, wagon, or buggy seat F, attached to the body of the vehicle by means of hinged braces G, and provided with the laterally-folding legs H, lever I, and arms i, substantially as specified.

2. The movable seat F, hinged to the body of a vehicle by means of the parallel arms G', in combination with the adjustable hind seat A and carriage-body having the ledge G, as and for the purpose specified.

3. The slotted plate K having the locking-notch k, in combination with the lever I, rods i, and hinged legs H, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

Witnesses: HENRY TIMKEN.
D. D. KANE,
GEO. E. UPHAM.