

JAMES R. GILMAN.
Improvement in Buggies.

No. 114,000.

Patented April 25, 1871.

Fig. 1

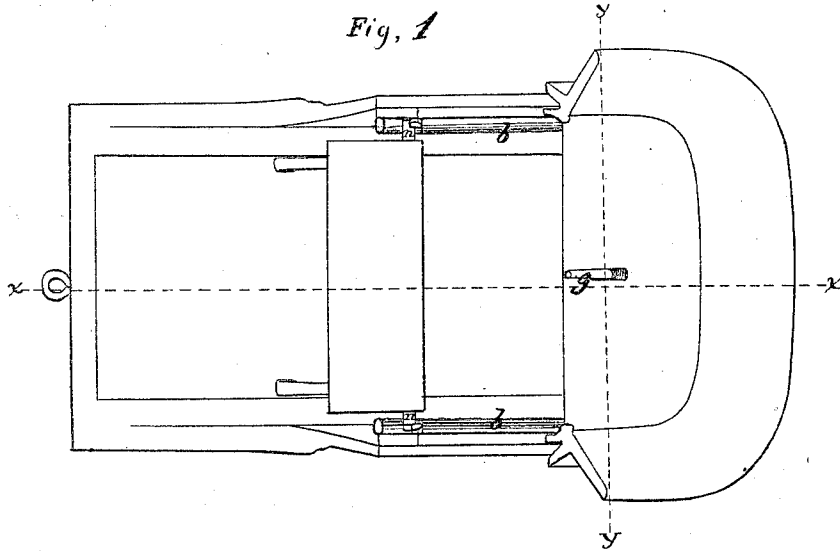


Fig. 5

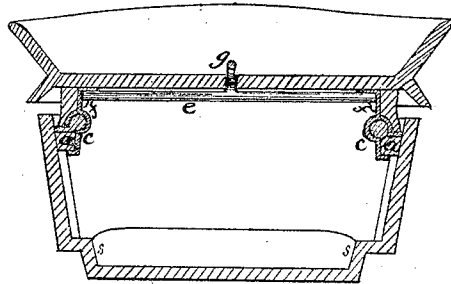


Fig. 7

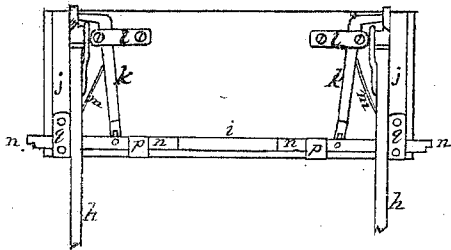


Fig. 8

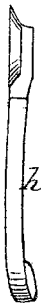
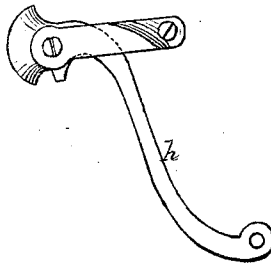


Fig. 9



Witnesses,

Frederick Smith.
Clifton Brown

Inventor,

James R. Gilman
By his attorney
J. C. Robbins

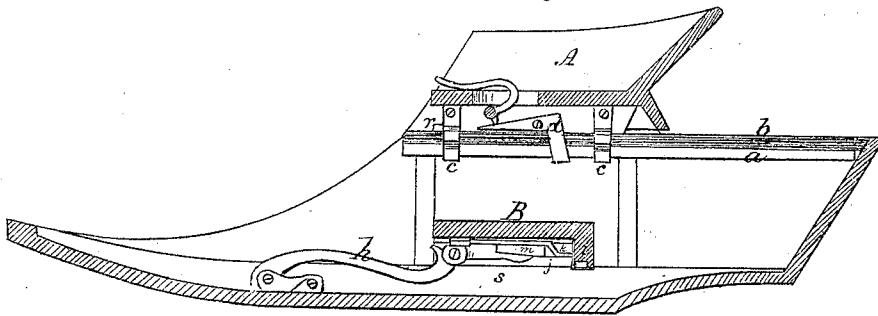
JAMES R. GILMAN.

Improvement in Buggies.

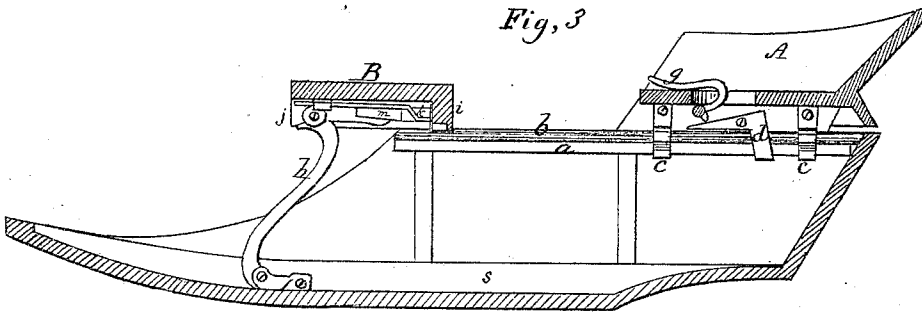
No. 114,000.

Patented April 25, 1871.

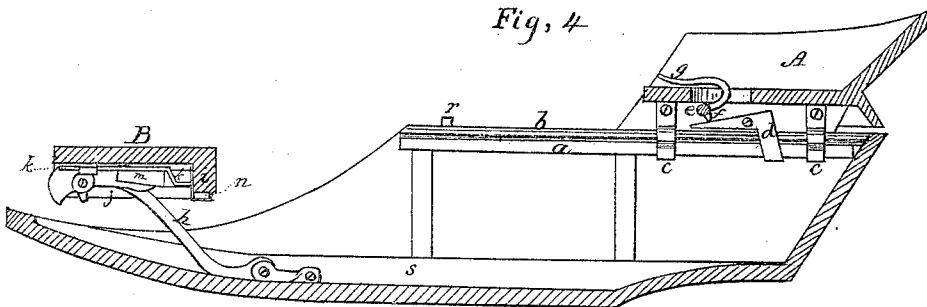
Fig, 2.



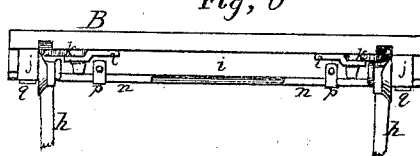
Fig, 3



Fig, 4



Fig, 6



Witnesses

James P. Smith
Chas. Brown

Inventor,

James R. Gilman
By his Attorney
J. C. Robbins

United States Patent Office.

JAMES R. GILMAN, OF SOUTH BEND, INDIANA, ASSIGNOR TO STUDEBAKER BROTHERS' MANUFACTURING COMPANY, OF SAME PLACE.

Letters Patent No. 114,000, dated April 25, 1871.

IMPROVEMENT IN BUGGIES.

The Schedule referred to in these Letters Patent and making part of the same

To all whom it may concern:

Be it known that I, JAMES R. GILMAN, of South Bend, in the county of St. Joseph and State of Indiana, have invented a new and improved Buggy, to be known by the name of the Colfax buggy; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawing, which forms a portion of this specification.

Figure 1 is a top view of the body portion of my said improved buggy;

Figures 2, 3, and 4 are vertical longitudinal sections of the same in the line *x x* of fig. 1;

Figure 5, a transverse section in the line *y y* of fig. 1; and

Figures 6, 7, 8, and 9 are views of undivided portions of said buggy detached.

The body portion of my improved buggy is so arranged and constructed that it can at will and with the least possible labor or inconvenience be changed from a perfectly-proportioned single-seated buggy to a perfectly-proportioned double-seated buggy, and *vice versa*.

The modern fashionable shape may be given to the body of my improved buggy, or any other shape that may be preferred.

Horizontal ledges *a a*, projecting from their firm connection with the inner sides of the buggy-body, are surmounted and combined with metallic casings *b b*, of the shape represented in figs. 2 and 5, and these metallic casings constitute the ways for the reception and support of the main seat A of the buggy in its different positions, and also the supports of the front seat B when it is elevated to the position shown in fig. 3.

Metallic chairs *c c*, of the shape shown in fig. 5, form the medium for connecting the seat A with its metallic supporting ways *b b*. These chairs, it will be perceived, are of such a shape that they closely embrace the cylindrical portions of the ways *b b*, and also pass under their supporting ledges *a a*, thereby preventing the possibility of the spreading of the sides of the buggy-body, and also preventing the possibility of the accidental removal of said seat from its supporting ways, while, at the same time, the said chairs permit the buggy-seat A to be located at any portion of its supporting ways.

The seat A is retained at any desired position upon its ways in the following manner:

Angular gripping-levers *d d*, of the shape shown in figs. 2, 3, and 4, are pivoted to the pendent portions of the sides of said seat. The extremities of the descending legs of said levers are bent under the ledges *a a*, and the forwardly-projecting legs of the same are acted upon in the following manner, viz:

A shaft, *e*, passes immediately beneath the bottom

of the seat, and works in bearings secured to the descending portions of the sides of the same.

Short levers or cams *f f*, projecting laterally from the ends of the said shaft *e*, bear against the horizontal legs of the gripping-levers *d*, and from the central portion of said shaft a lever, *g*, passes up through a slit in the bottom of the seat, and is bent forward, as shown in fig. 2. It will therefore be perceived that by turning the lever *g* to the depressed position shown in figs. 2, 3, and 4, the buggy-seat A will be firmly held in its then position upon its ways, and that, by turning said lever upward, the seat can be freely moved backward or forward upon said ways.

In the accompanying drawing—

Fig. 2 represents the position of the seat A when arranged for carrying two persons, and

Figs. 1 and 3 represent the position of said seat when the buggy is arranged for carrying four persons.

The lugs *r r*, which rise from the seat-ways *b b*, figs. 2 and 4, form the forward limit to the adjustment of the main buggy-seat A, and they also form the counteracting support for the forward seat B when it is arranged in the position shown in fig. 3.

In fig. 3 is shown the proper position for the seat B when the buggy is arranged for carrying two persons, and

In fig. 4 is shown another and lower position that the said seat can be readily made to assume for the reception of children.

Fig. 6 is a front edge view of the seat B;

Fig. 7 a bottom view of the same; and

Figs. 8 and 9 are enlarged views of the supporting legs *h h* of said seat, detached.

A ledge, *i*, descends from the rear edge of the under side of the seat B, and transverse ledges *j j* descend from points near to the ends of said seat.

The heads of the curved supporting legs *h h* are securely pivoted to the inner sides of the front ends of the transverse ledges *j j*, and the opposite ends of said levers are securely pivoted to the inner sides of the main portions *s s* of the body-frame, as shown in figs. 2, 3, and 4.

The central portions of the exposed faces of the heads of the supporting legs *h h* are flat, and from the said central faces they are beveled gradually outward to the periphery of said heads.

Angular levers *k k* are pivoted to the under side of the seat B, beneath the straps *l l*, as shown in fig. 7.

Springs *m m*, projecting inward from their connection with the transverse ledges *j j* of the seat B, bear against the outer sides of the long legs of the angular levers *k k* with sufficient force to press the ends of the short legs of said levers closely against the inner faces of the heads of the legs *h h*, as shown in figs. 6 and 7.

The forked ends of the long legs of the angular

levers *k k* are jointed to sliding bars *n n*, which work in a rebate in the forward angle of the seat-ledge *i*, beneath the embracing straps *p q*, fig. 7.

When the seat B is turned to such a position as to bring the ends of the short legs of the levers *k k* upon the central flat faces of the heads of the supporting seat-legs *h h*, said movement will thrust outward the sliding bars *n n* to the positions shown in fig. 7, and the said sliding bars *n n* are invariably thrown into said position when the seat B is elevated to the position shown in fig. 3; and the thickness of the heads of the seat-legs *h h* must always be sufficient to throw out the sliding bars *n n* a sufficient distance to enable them to rest upon the supporting seat-ways *b b*, where the counteracting lugs *r r* prevent the seat B from passing too far to the rear, and thus enable the sliding bars *n n* to securely hold the said seat in the desired position for forming a two-seated buggy, or a buggy for carrying four persons, as shown in figs. 1 and 3.

By turning the seat B to the position upon its supporting legs, represented in fig. 2, the sliding bars *n n* will, by the action of the springs *m m*, be retained in their withdrawn position, and consequently the seat can be uninterruptedly turned rearward and downward to the concealed position represented in the aforesaid fig. 2.

So, also, when the seat B is turned to the position upon its supporting legs, shown in fig. 4, the sliding bars *n n* will remain in their withdrawn and concealed position; and when in that position, the curved shape of its supporting legs will cause said seat to be retained in the horizontal position shown in said drawing.

I claim as my invention—

1. The combination of the main seat A with the

supporting ways *b b* by means of the chairs *c c*, which are of such a shape that they prevent the spreading of the sides of the buggy-body, while they enable said seat to be adjusted to any desired position, substantially as herein set forth.

2. The combination of the cam-shaft *e* and the angular gripping-levers *d d* with each other and with the buggy-seat A, and the supporting ledges *a a*, substantially as and for the purpose herein set forth.

3. The combination of the front seat B and its supporting legs *h h* with each other and with the angular levers *k k*, the springs *m m*, and the sliding bars *n n*, in such a manner as to enable the said seat to be shifted to the respective positions herein represented and described.

4. The within-described combination and arrangement of parts by which the main seat A and the forward seat B can be arranged and secured in the respective positions represented by fig. 2 of the drawing.

5. The within-described combination and arrangement of parts by which the main seat A and the forward seat B can be arranged and secured in the positions represented by fig. 3 of the drawing.

6. The within-described combination and arrangement of parts by which the main seat A and the forward seat B can be arranged and secured in the respective positions represented by fig. 4 of the drawing.

In testimony that the foregoing is a true and full specification of my improved buggy, to be known as the Colfax buggy, I hereunto subscribe my name.

J. R. GILMAN.

Witnesses:

H. YUNKERY,
E. BYERLEY.