J. V. RANDALL.

Seats for Extension-Carriages.

No. 158,738. Patented Jan. 12, 1875.

Fig. 1.

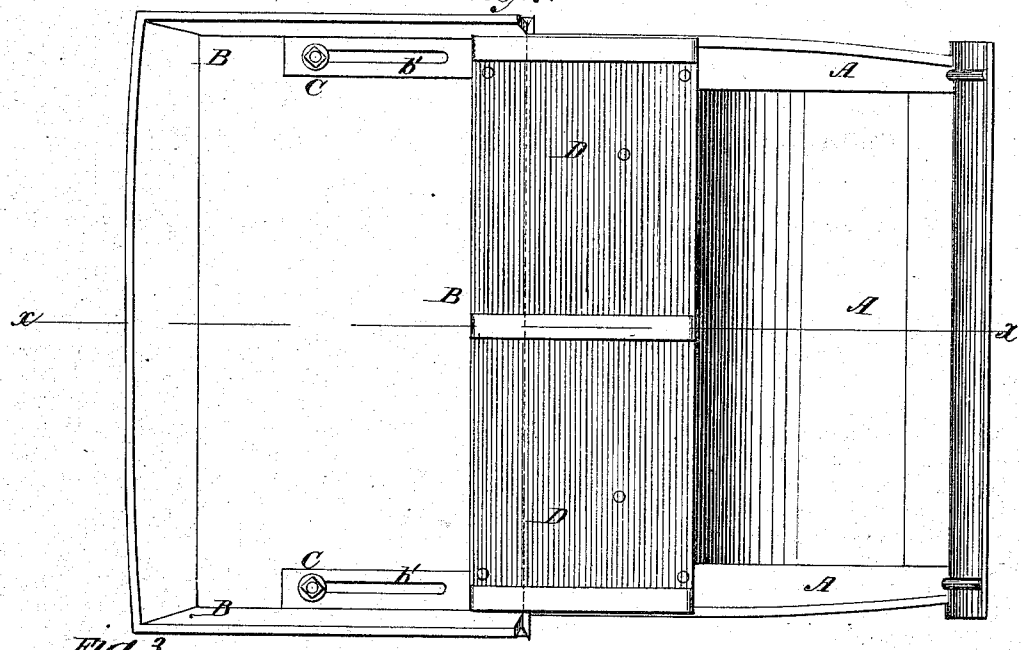


Fig. 3.

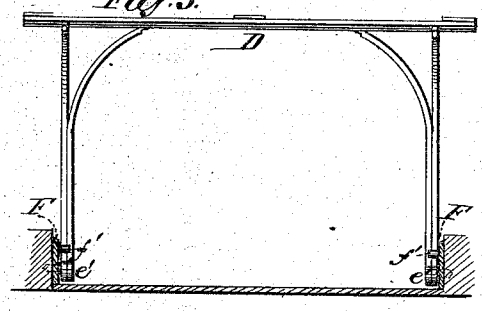
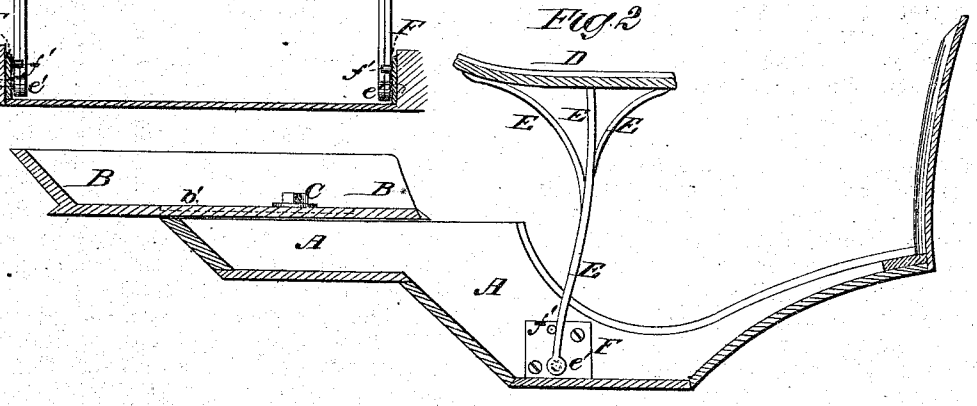


Fig. 2



WITNESSES:

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UNITED STATES PATENT OFFICE.

JAMES V. RANDALL, OF NEWTOWN, PENNSYLVANIA.

IMPROVEMENT IN SEATS FOR EXTENSION-CARRIAGES.

Specification forming part of Letters Patent No. **158,738**, dated January 12, 1875; application filed November 30, 1874.

To all whom it may concern:

Be it known that I, JAMES V. RANDALL, of Newtown, in the county of Bucks and State of Pennsylvania, have invented a new and useful Improvement in Extension-Carriages, of which the following is a specification:

Figure 1 is a top view of a carriage-body to which my improvement has been applied. Fig. 2 is a vertical longitudinal section of the same, taken through the line *x x*, Fig. 1. Fig. 3 is a detail view of the forward seat.

Similar letters of reference indicate corresponding parts.

The invention relates to an improvement in seats and seat attachments of phaetons, rockaways, and other carriages; and consists in the construction and arrangement of parts whereby the rear seat is made adjustable toward or from the front of the carriage, and whereby the elastic front seat is pivoted and supported as hereinafter described.

A represents the body of the carriage, upon the rear part of which rests and fits the seat B. C are bolts, which are rigidly and permanently attached to the part of the body A, upon which the seat B rests near its ends, and which pass through slots *b'* in the end parts of the bottom of said seat, and have nuts screwed upon their upper ends. The slots *b'* are made of such a length that, when the seat B is pushed forward so far as to bring the bolts C into the rear ends of the slots *b'*, the said seat B will be in the ordinary position of the seat in a one-seated carriage. When the seat B is pushed back so far as to bring the bolts C into the forward ends of the slots *b'*, the carriage will have the appearance of a long-bodied carriage, and there will be room in front of the seat B for a second seat, D. To the under side of the end parts of the seat D are attached the upper ends of the standards E, which said upper ends are made with three branches, as shown in Fig. 2, to give a firm support to said seat D. Upon the outer side of the lower ends of the standards E are formed gudgeons *e'*, which enter sockets F, attached to the sides of the carriage-body A. The sockets F are provided with pins or other stops, *f'*, to prevent the seat D from swinging too far back, while allowing it to be swung forward to enable persons to get in and out of the carriage conveniently. The branched upper ends of the standards E are so formed as to bring the central line of the seat D a little in rear of the said standards E, so that the weight of the persons sitting upon the seat D may press the standards E back against the stop *b'*, and thus hold the said seat firmly in place. The seat D and standards E are made sufficiently elastic to enable the gudgeons *e'* to be readily sprung into and out of the sockets F. By the elasticity of the seat D the weight of the person or persons sitting upon it will spring its center down slightly, which tends to throw the lower ends of the standards E outward, and thus holds the gudgeons *e'* securely in the sockets F.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination, with the carriage-body A, of the seat B, having slots *b'* and the stationary clamping-bolts C, whereby said seat may be held and adjusted over the rear of the of the body, as shown and described.

2. The elastic seat D, the elastic branched standards E, provided with gudgeons *e'* at their lower ends, and the sockets F, provided with stops *f'*, in combination with a carriage-body, A, provided with an adjustable seat, B, substantially as shown and described.

JAMES V. RANDALL.

Witnesses:

GEO. A. JENKS,

JESSE LEEDEN.