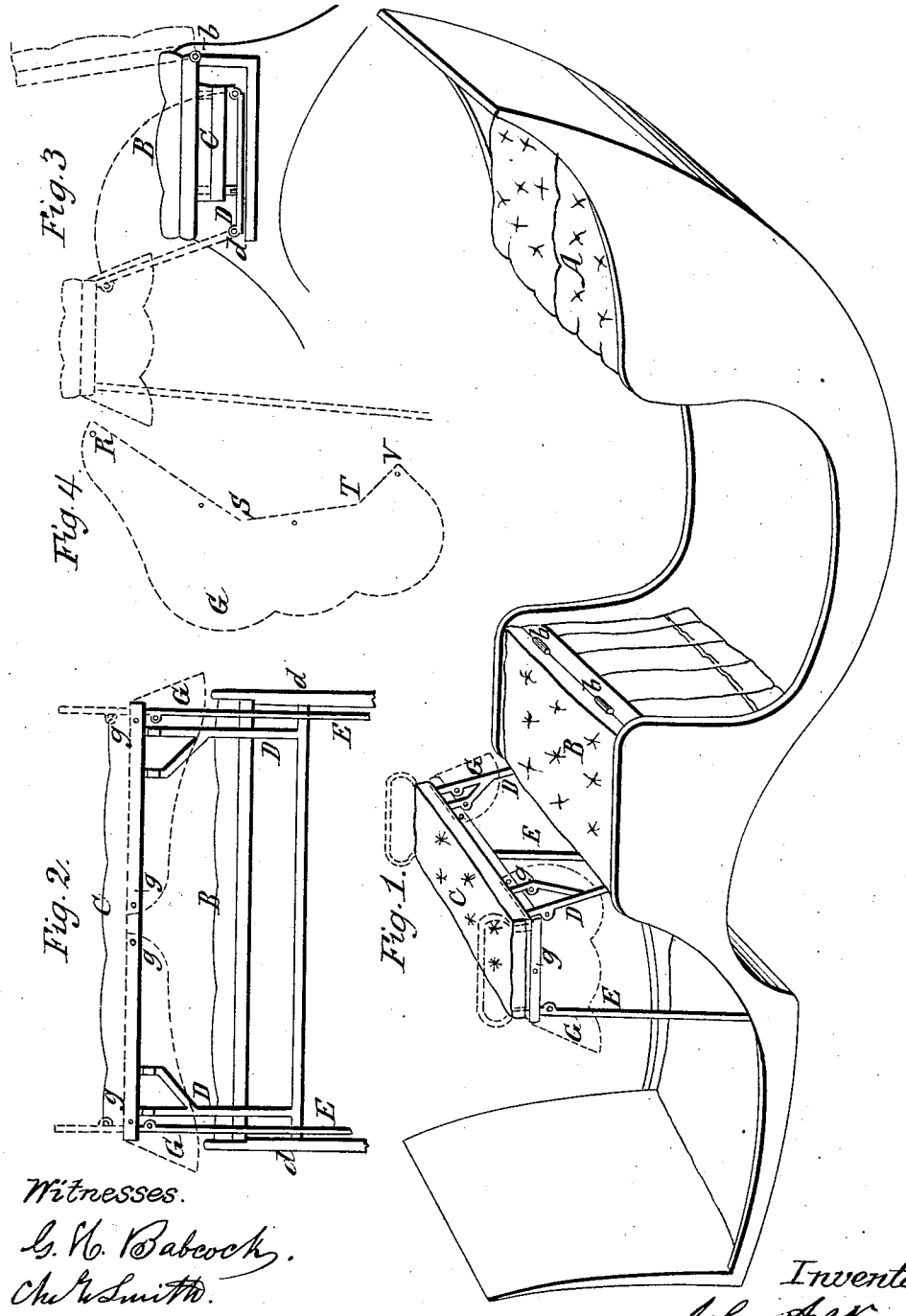
J. A. NAYLOR.

Carriage-Seat.

No. 29,709. Patented Aug. 21, 1860.



Witnesses.

G. N. Babcock.

Chas. R. Smith.

Inventor.

John A. Naylor.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JOHN A. NAYLOR, OF RAHWAY, NEW JERSEY.

EXTENSION-SEAT FOR CARRIAGES.

Specification of Letters Patent No. 29,709, dated August 21, 1860.

To all whom it may concern:

Be it known that I, JOHN A. NAYLOR, of Rahway, in the county of Union, in the State of New Jersey, have invented a new and useful Improvement in Supplemental Carriage-Seats; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of a carriage when my improvement is adjusted so as to be ready for use. Fig. 2 is a front view of a portion when adjusted for use. Fig. 3 is a section on line S S with my improvement folded. The dotted lines in Fig. 3 show the positions of the parts when unfolded.

The blue lines in the several figures show the boot which is knobbed upon the seat after it is unfolded and must be removed before the seat is again folded.

Similar letters of reference indicate like parts in all these figures.

The blue outline Fig. 4 shows the form in which each half of the boot is cut. The entire boot is made from two single pieces of leather.

The nature of my invention consists in a new combination and arrangement of parts whereby the supplemental seat is folded under the other in a novel manner.

To enable others skilled in the art to make and use my invention I will proceed to describe its construction and operation by the aid of the drawings and of the letters of reference marked thereon.

A is the hind seat and B the front seat of the carriage. A is mounted in the usual manner. B is hinged at *b* and is capable of being raised into the position shown by the red lines in Fig. 3.

The supplemental seat is designated by C. Its rear side is connected by hinged braces D to the body of the carriage at *d*. Its front side is supported by folding legs E.

In order to change the parts of my supplemental seat from one condition to the other, that is to say, from the folded to the extended condition or from the extended to the folded, the seat B is raised into the position shown by the red lines in Fig. 3. After the change has been effected B is restored to its first position.

To make C and its attachments ready for use C is lifted bodily and moved forward without inverting its position until it arrives at the position shown by light dotted lines in Fig. 3. The supports E are then unfolded and their feet planted upon the carriage. The seat B is next depressed into its proper place and both B and C are ready for use, those using B being required of course to sit with their faces toward the rear of the carriage. The reverse of the above operation replaces C and its attachments under B without reversing its position or sliding it over any surface.

All the hinges or joints should be knuckles so as to become rigid when opened to the proper extent.

The boot G is knobbed upon C by the knobs *g* after C is fixed in its position for use. Each half of the boot is cut in the form shown in Fig. 4 from a single piece of leather. Its upper edge is denoted by the letters R S T V in this figure. The edge S T is equal in length to the width of the supplemental seat C and the angular positions of those portions of the upper edge denoted by R S and T V relatively to that portion denoted by S T insures a graceful flare of the boot when in place. The fact of each half being a single piece cut in this manner, in lieu of being pieced and gathered upon the seat in the manner usually practiced allows the boot to be detached and laid in any plane receptacle, as under the seat A.

I do not claim the invention shown in the patent of F. J. Flowers dated Dec. 27th 1859. My invention differs therefrom because in Mr. Flowers' invention the elevation of the supplementary seat above the permanent seat cannot be made sufficiently great except at the expense of its breadth, the supplementary seat being necessarily made narrower as the width of his "raising bar" or hinged part which connects it to the permanent seat is increased. This results from the fact that in Mr. Flowers' invention the sum of the width of both the supplementary seat and the hinged connection must be only equal to the width of the permanent seat. In my invention no such necessity exists and the seat may be of any width ever required or desired by any purchaser and at the same time be made to stand at a proper height above the permanent seat.

My folding seat differs from that patented to me June the 26th 1860 because in that invention patented June 26th the supplemental seat must be inverted and is compelled to

slide backward and forward in the space beneath the permanent seat, and unless such space is larger than would generally be convenient the sliding of the seat therein in an inverted position rubs the prominent parts of the cushion upon the surface below, and this surface being soon covered with dust defaces and abrades the same. In my present invention the supplemental seat is dropped into its folded condition face uppermost and is not required or allowed to slide at any time. My present invention is also more easily operated than that patented June the 26th because the sliding parts are liable to bind and retard the operation unless both sides are moved equally in operating my invention of June 26th, while my present invention requiring simply to open the knuckle joints is certain to operate smoothly and with a resistance due only to the friction of the joints in turning properly upon the axes or central pins.

Having now fully described my invention, what I claim as new and desire to secure by Letters Patent is—

The arrangement of the removable seat B, supplemental seat C and hinged braces D operating together in the manner and so as to produce the effect herein set forth.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOHN A. NAYLOR.

Witnesses:
G. H. Babcock,
Chas. W. Smith.