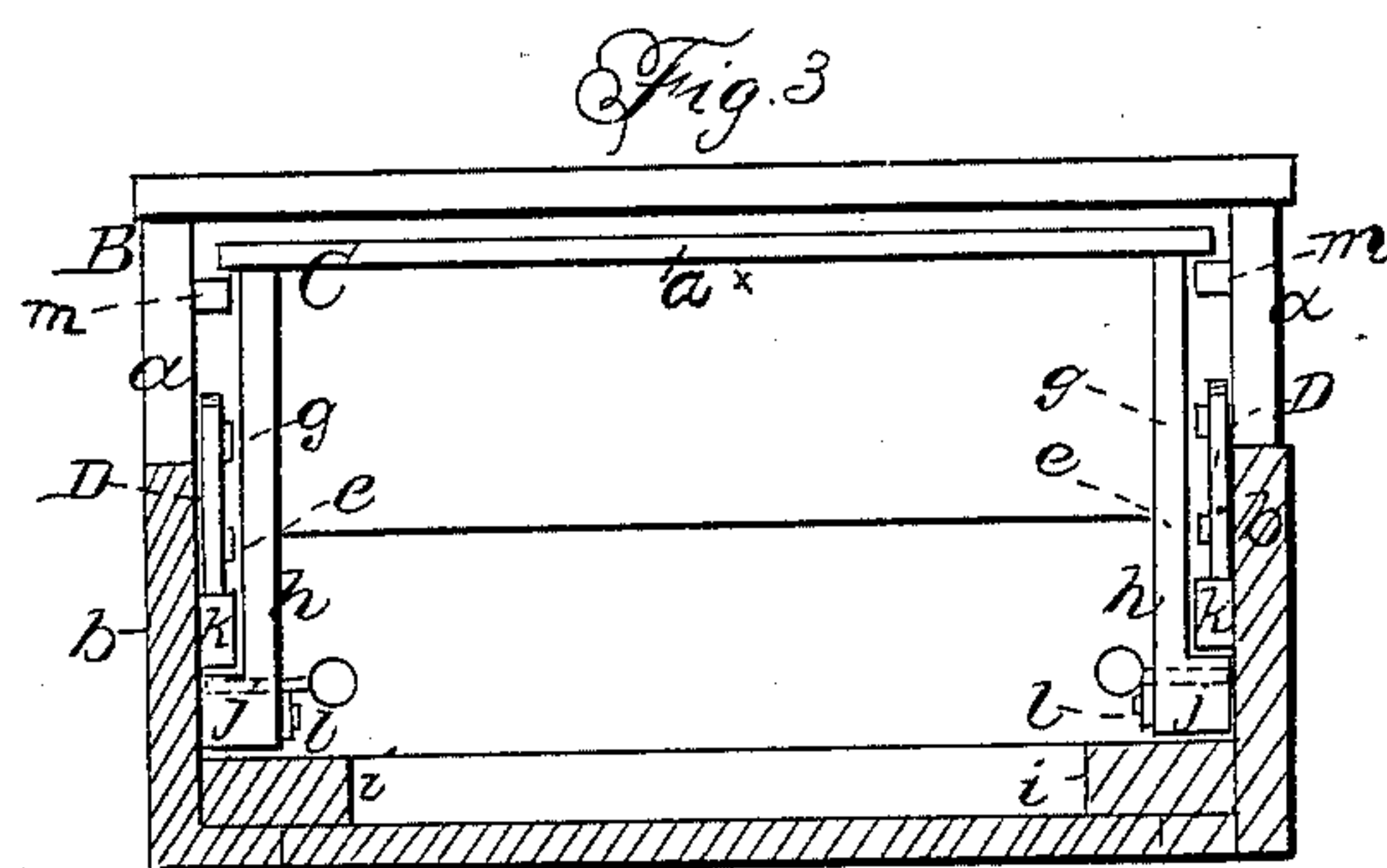
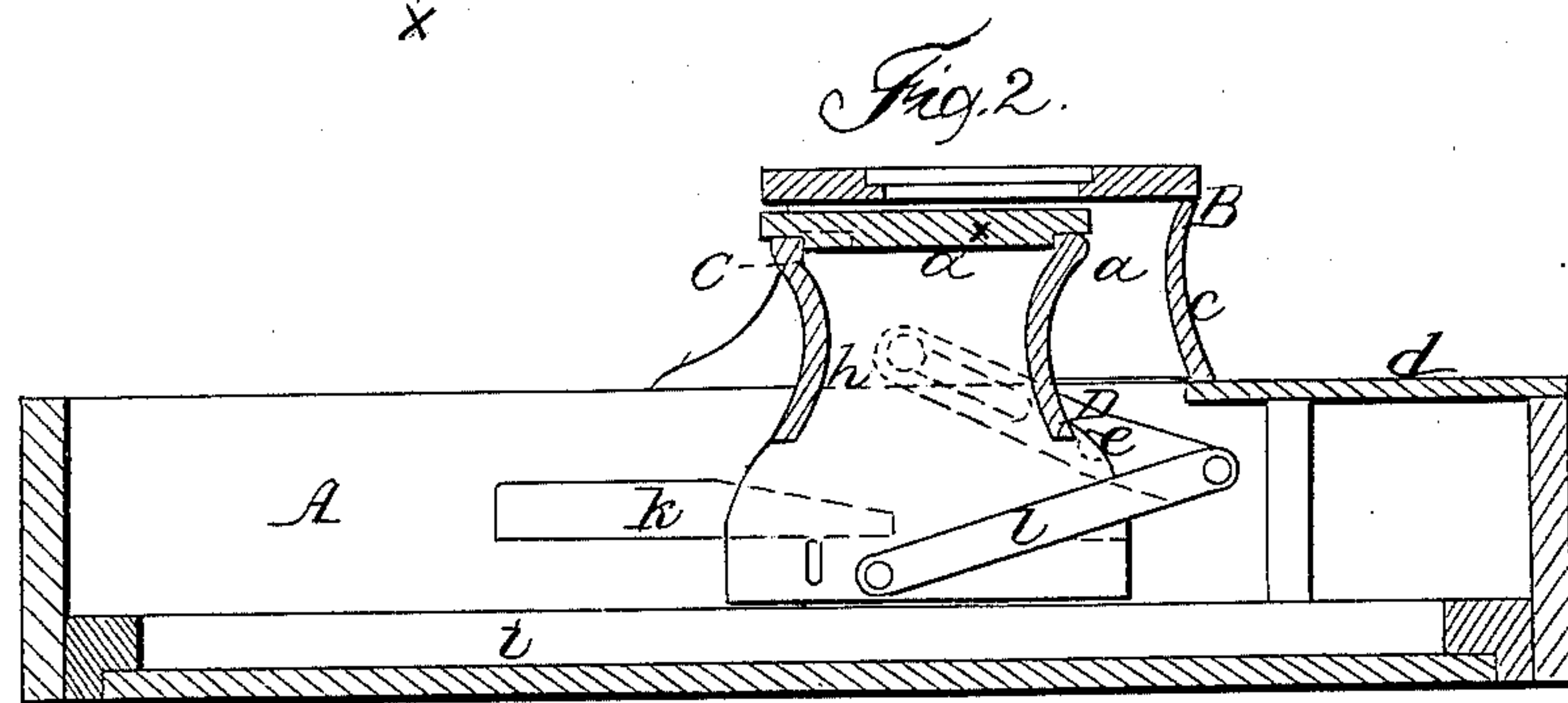
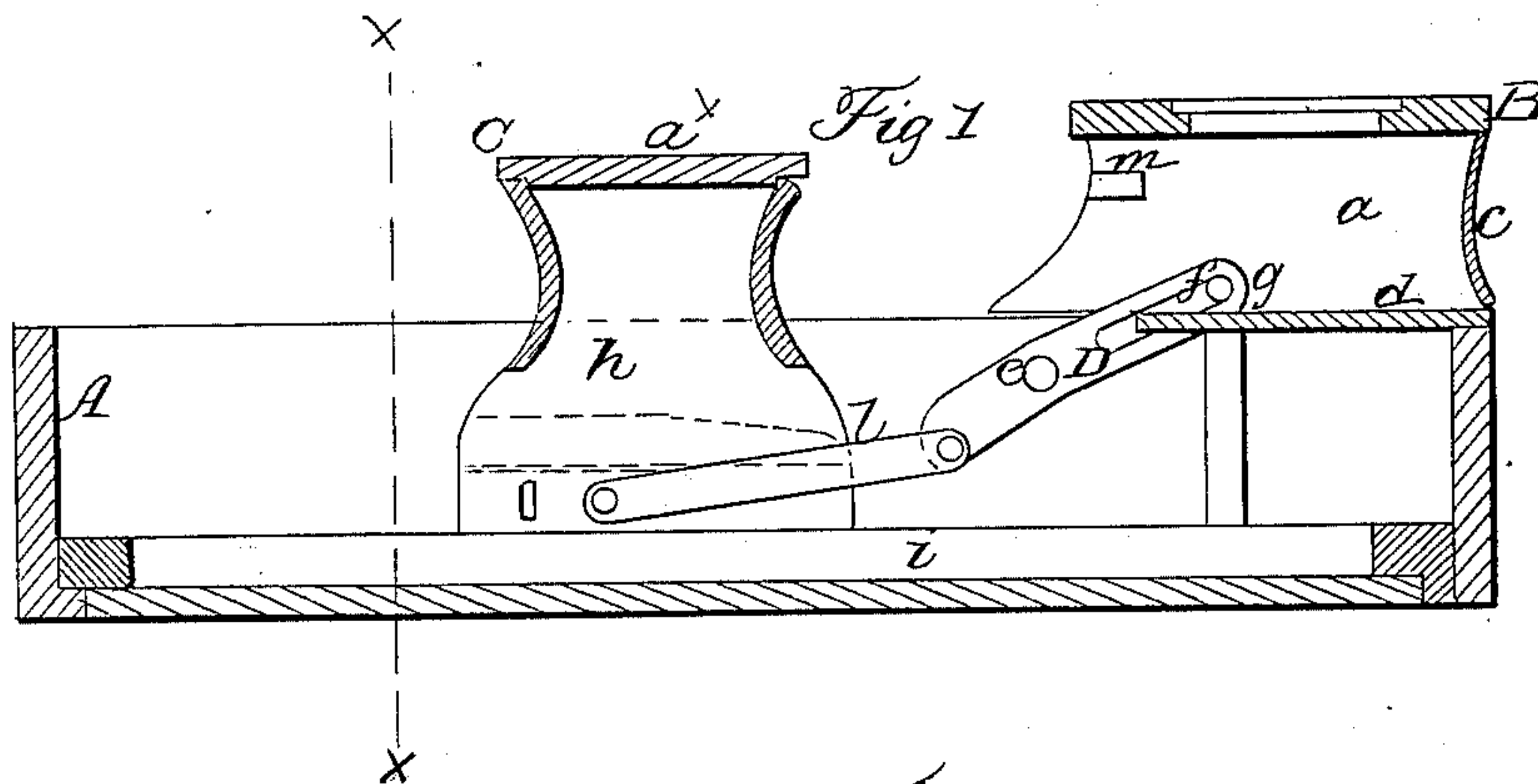


G. J. LUCAS.

Wagon-Seat.

No. 20,127.

Patented Apr. 27, 1858.



UNITED STATES PATENT OFFICE.

GEORGE J. LUCAS, OF POUGHKEEPSIE, NEW YORK, ASSIGNOR TO HIMSELF
AND JOHN G. LUCAS, OF SAME PLACE.

IMPROVEMENT IN ADJUSTABLE SEATS OF VEHICLES.

Specification forming part of Letters Patent No. 20,127, dated April 27, 1858.

To all whom it may concern:

Be it known that I, GEORGE J. LUCAS, of Poughkeepsie, in the county of Dutchess and State of New York, have invented a new and useful Improvement in Pleasure-Wagons; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figures 1 and 2 are longitudinal vertical and central sections of my improvement, showing the two different positions of the seats. Fig. 3 is a transverse vertical section of the same, taken in the line $x x$, Fig. 1.

Similar letters of reference indicate corresponding parts in the several figures.

This invention consists in a novel way of arranging two seats of a wagon, as hereinafter described, whereby the same may be readily converted from a one to a two seated vehicle, and vice versa.

To enable those skilled in the art to fully understand and construct my invention, I will proceed to describe it.

A represents the body of a wagon, and B C are its two seats. The side pieces or supports $a a$ of the seat B rest on the upper surfaces of the sides $b b$ of the body A, and the back support c of said seat rests on a top board d , which covers the back part of the body, as shown in Figs. 1 and 2. The seat B is allowed to slide freely on the body A, and it is connected to two levers D D, which are attached one to each side b of the body, $e e$ being the fulcras of the levers. The upper ends of the levers D D are slotted longitudinally for a short distance, as shown at f , and pins g , which project one from the inner side and lower part of each support a of the seat B, are fitted in these slots. The side pieces or supports $h h$ of the seat C rest or bear on longitudinal bars i , which are fitted within the body, one at each side, and at its lower part. The outer side of each support h has a ledge attached to it, and these ledges work under ledges or strips k , which are attached to the sides of the body and serve to retain the seat C in proper position. The lower ends of the levers D D are connected by links $l l$ to the lower part of the supports $h h$ of the seat C, and the top board a^x of the seat C projects a short distance beyond each side piece or support h , so that they may, when the seats are closed or fitted one over the

other, project over ledges $m m$, which are attached one to the inner side of each side piece or support $a a$ of the seat B. (See Fig. 3.) It will be seen that the seat C is necessarily rather smaller than the seat B, so that it may pass underneath it, and by moving the seat B forward the two seats B C, in consequence of their connection by means of the levers D D and links $l l$ will approach each other simultaneously in a perfectly horizontal direction, and the seat B will inclose the seat C, (see Fig. 2,) thereby forming a one-seated body, and by shoving the seat B backward a reverse movement will take place and a two-seated body will be obtained, as shown in Fig. 1. When the seats are closed or moved one over the other, they are kept firmly down by means of the ledges $j j k k m m$ and the projecting ends of the top board a^x of the seat C. The seats are secured in either an open or closed state by means of screws $n n$, which pass through the lower parts of the supports $h h$ of the seat C and into the sides $b b$ of the body or into holes made in metal plates fitted therein.

This is a very simple and useful improvement. It may be constructed at a very small expense above the ordinary cost of a two-seated wagon, and the advantage of either a one or two seated wagon obtained, and by having both seats move their position is changed relatively with the body so that the weight of the load will always be properly distributed in the body whether one or both seats are used. This would not be the case if only one seat were movable, as in the latter instance the load could not be properly disposed within the body so that each spring would bear an equal weight.

I do not claim, broadly and irrespective of the arrangement herein shown, so connecting wagon-seats that one may be folded or closed over the other, for this has been previously done; but,

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

The connection of the two seats B C by means of levers D D and links $l l$, substantially as and for the purposes set forth.

GEORGE J. LUCAS.

Witnesses:

H. A. NELSON,

WALTER FARRINGTON.