

W. A. BIRD.

Carriage-Seat.

No. 27,881.

Patented Apr. 17, 1860.

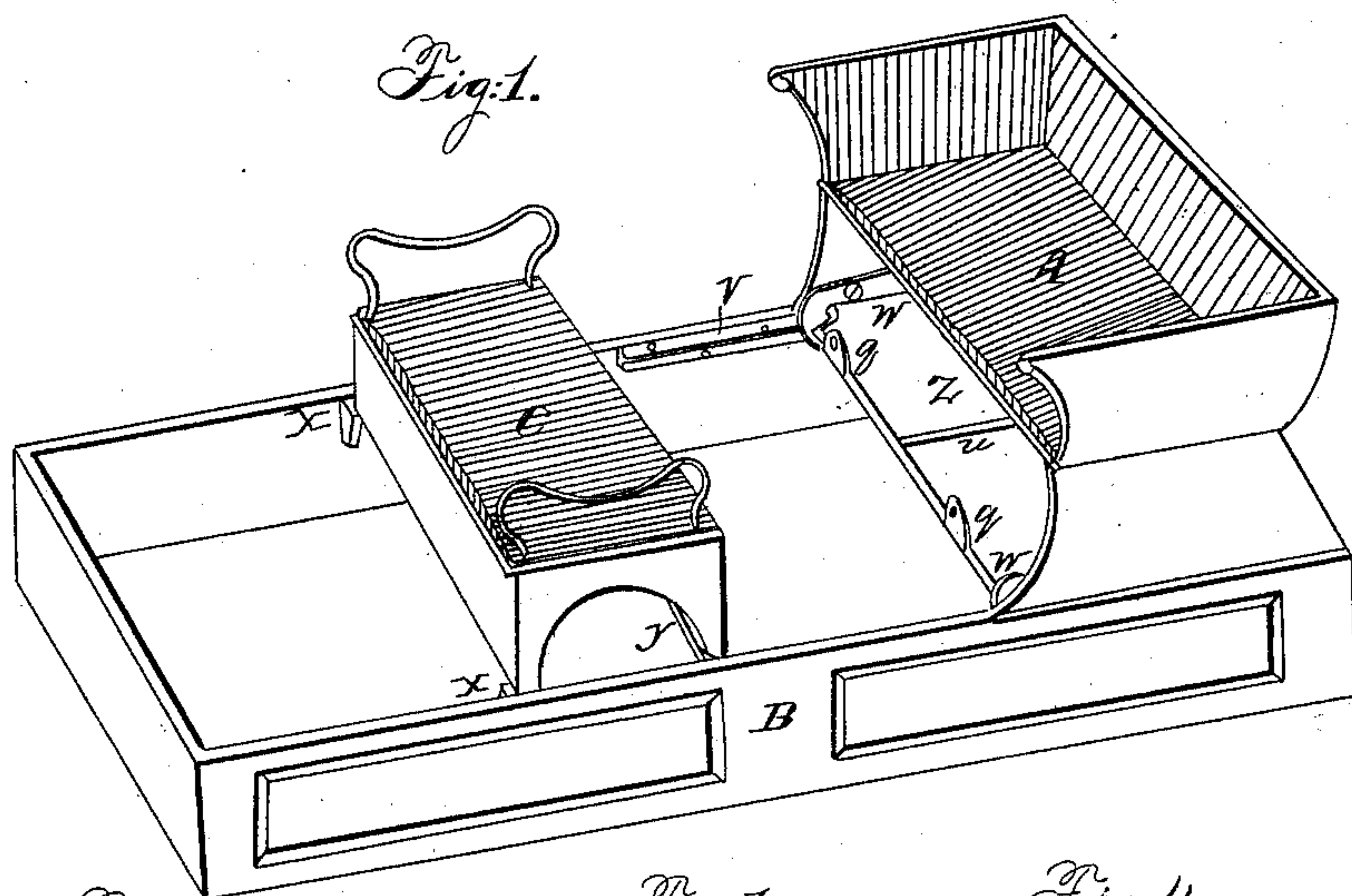


Fig. 2.

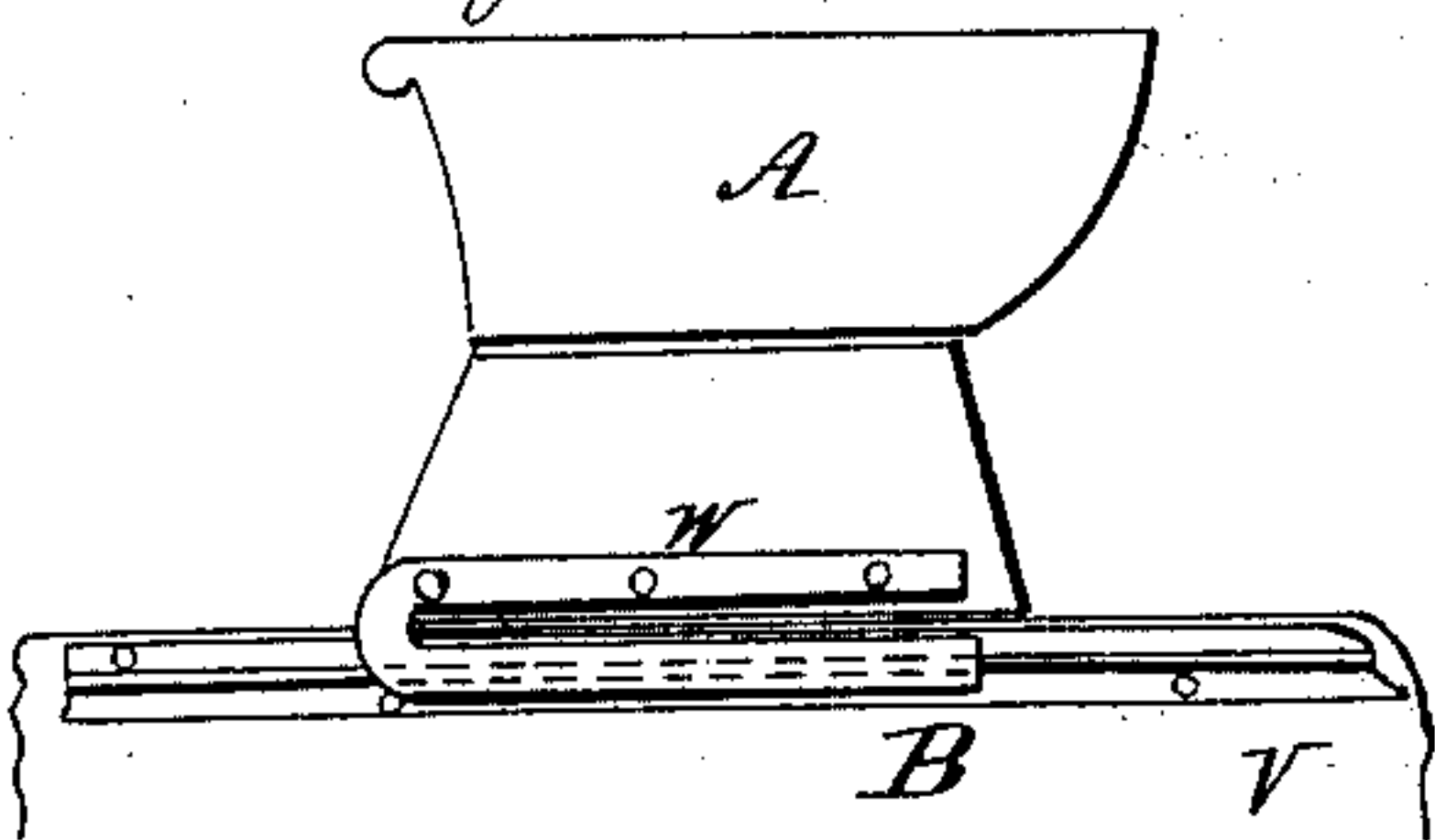


Fig. 3.

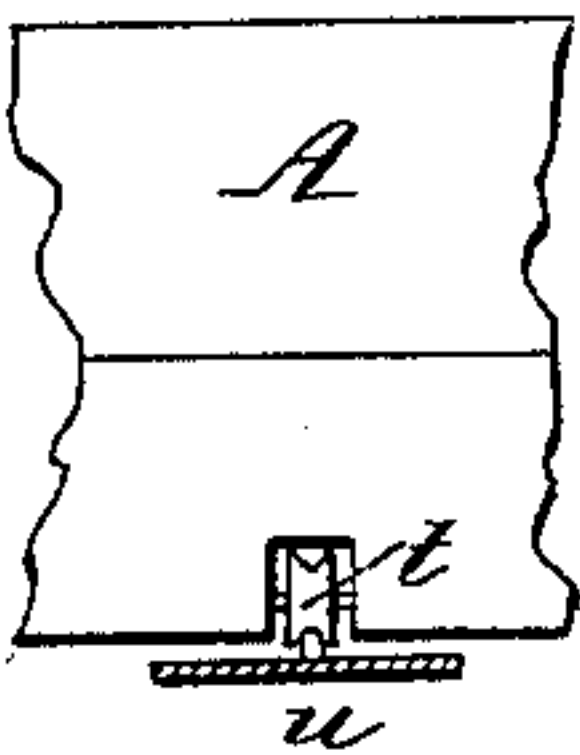


Fig. 4.

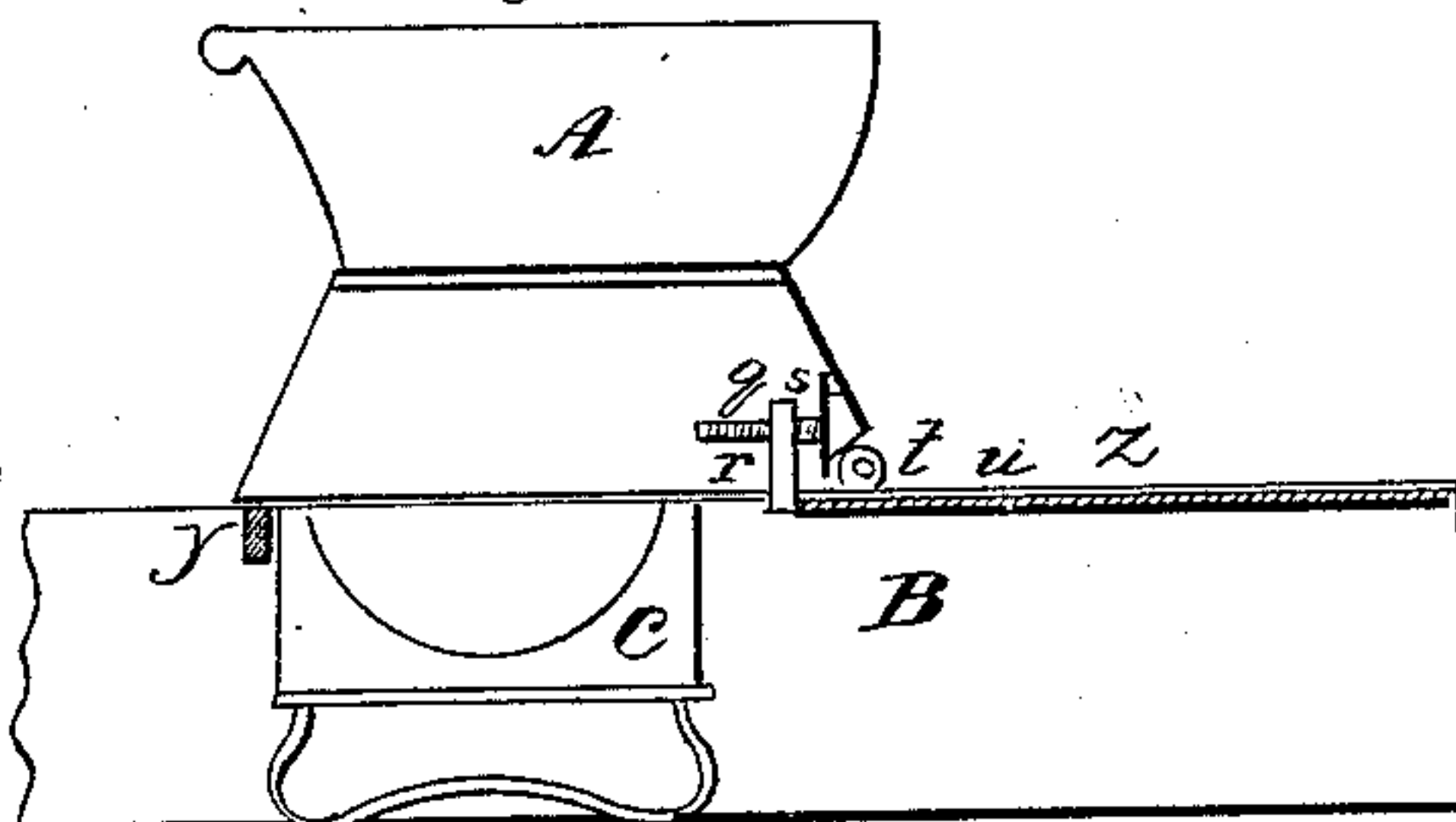


Fig. 5.

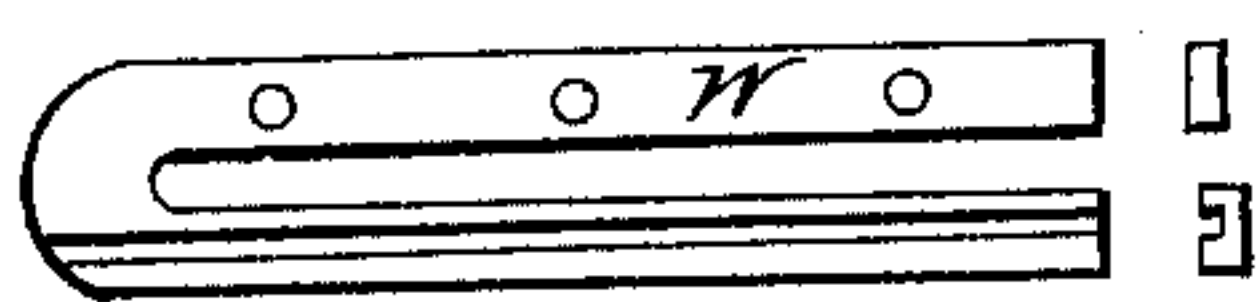


Fig. 6.

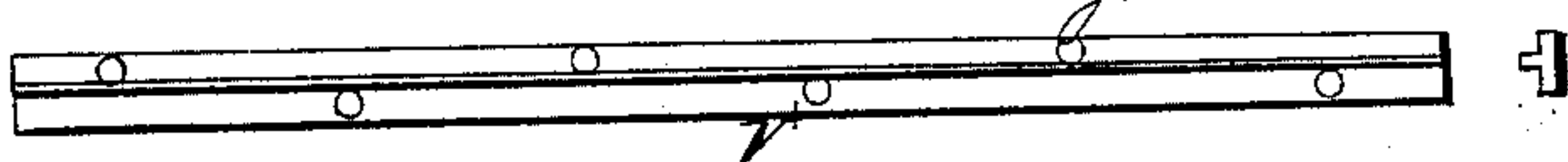
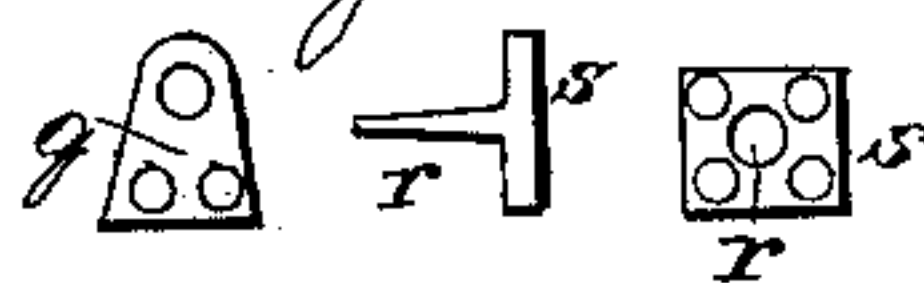


Fig. 7.



Witnesses
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UNITED STATES PATENT OFFICE.

WM. A. BIRD, OF NEWARK, NEW JERSEY.

SLIDING CARRIAGE-SEAT.

Specification of Letters Patent No. 27,881, dated April 17, 1860.

To all whom it may concern:

Be it known that I, WILLIAM A. BIRD, of the city of Newark, in the county of Essex and State of New Jersey, have invented certain Improvements in Attachments for the Duplicating or Sliding Carriage-Seat; and I do hereby declare the following to be a full and exact description thereof, reference being had to the drawings which accompany this specification and make part of the same.

The nature of my invention consists in rendering the seat firm and quiet, yet easy to move by means of irons peculiarly constructed and adapted thereto.

In the drawings Figure 1 is a perspective view of the carriage body when in use with duplicate seats showing some of the irons in their places. Fig. 2 is a sectional view of the seat with the supporting sliding irons in place. Fig. 3 is a section from the middle of the back of the seat to show a supporting roller therein. Fig. 4 is another sectional view of the seat showing the steady pins in the eye pieces when but one seat is in use also showing the position of the seats when the carriage is used as a single seated conveyance. Fig. 5 is a view of the iron attached to the inside lower edge of the seat, in which iron is the groove that sustains the seat and keeps it from defacing the plating on the edge of the carriage body. Fig. 6 is the tongued iron secured to the inside upper edge of the carriage body, and on which Fig. 5 slides, and Fig. 7 is a view of the steady pin and eye piece.

The same letters refer to the same part in each figure.

A refers to the seat which slides from over the deck panel *z* at the back end of the carriage body B, and passes forward over the seat C when it is turned down as in Fig. 4. The seat C is hinged at its back to a bar *y* framed into the body of the carriage and rests upon supports *x* at the front, which arrangement allows of its turning over and lying in the carriage body under seat A when that seat is drawn forward. The iron *w* has its upper limb screwed fast to the inside lower edge of seat A so that when its lower limb slides on the iron, *v*, the seat is thereby supported

clear of the edges of the carriage body and clear of the deck panel *z* so as not to deface the varnish nor the platings when the seat is moved. Along the middle of the deck panel *z* is placed a metal rod *u* upon which runs the roller, *t*, which roller is secured in the back of the seat A to assist in the support and solidity of the seat, also to facilitate its movement.

To the inner lower part of the back of the seat A two steady pins are affixed. The flat plate *s* with the projecting pin *r* are shown in Fig. 7, and the eye pieces *q* are shown in Fig. 1 in position as secured to the front edge of the deck panel *z*. When the seat is drawn forward the pins *r* enter the eyelets *q* and being tapering the pins hold the seat so firmly in place as to save wear from clattering and from the unpleasant noise.

The advantages of using the attachments constructed and arranged as described are, a seat as firm as strong and as noiseless as one made immovably fast to the carriage, while the ornamental beauty of the body remains undefaced by the moving of the seat. The unavoidable rattling from what is termed technically lost motion, where many friction rollers are used, and which has caused the entire disuse of carriages having them, is by the new attachments entirely avoided.

The peculiar form of the iron *w* makes it slightly elastic just sufficient, when properly put on, to hold the roller, *t*, tight down on the rod *u*.

I do not claim the duplication of the seats nor the concealment of one seat by the other, nor do I claim a sliding seat nor the manner of its sliding, but

What I claim and desire to secure is—

The steady pins be they more or less than two, and the eye pieces when constructed arranged and operated, substantially in the manner and for the purpose herein above set forth, also the irons *v* and *w* when used in connection with the steady pins to insure the firmness of the seat.

WM. A. BIRD.

Witnesses:

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