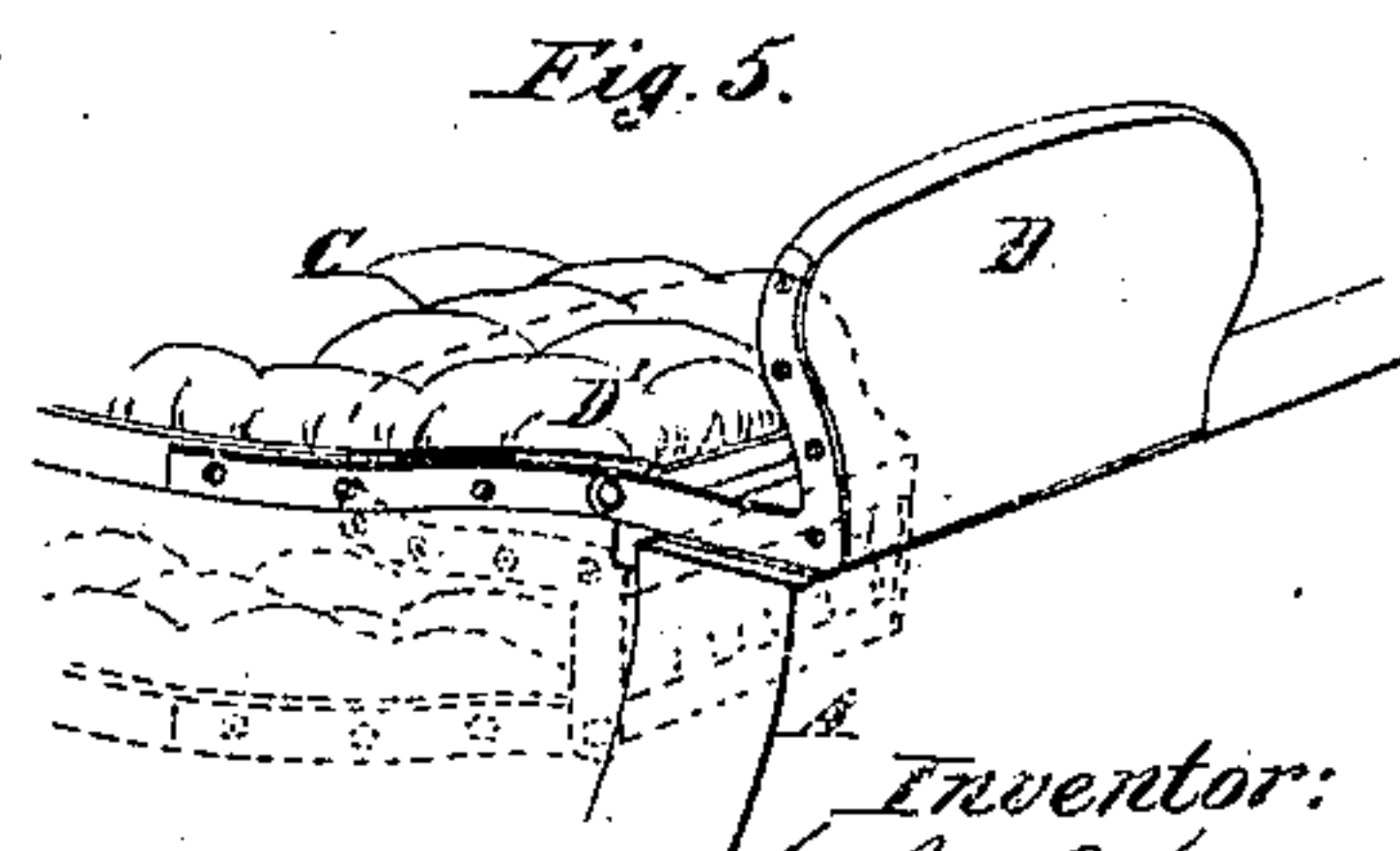
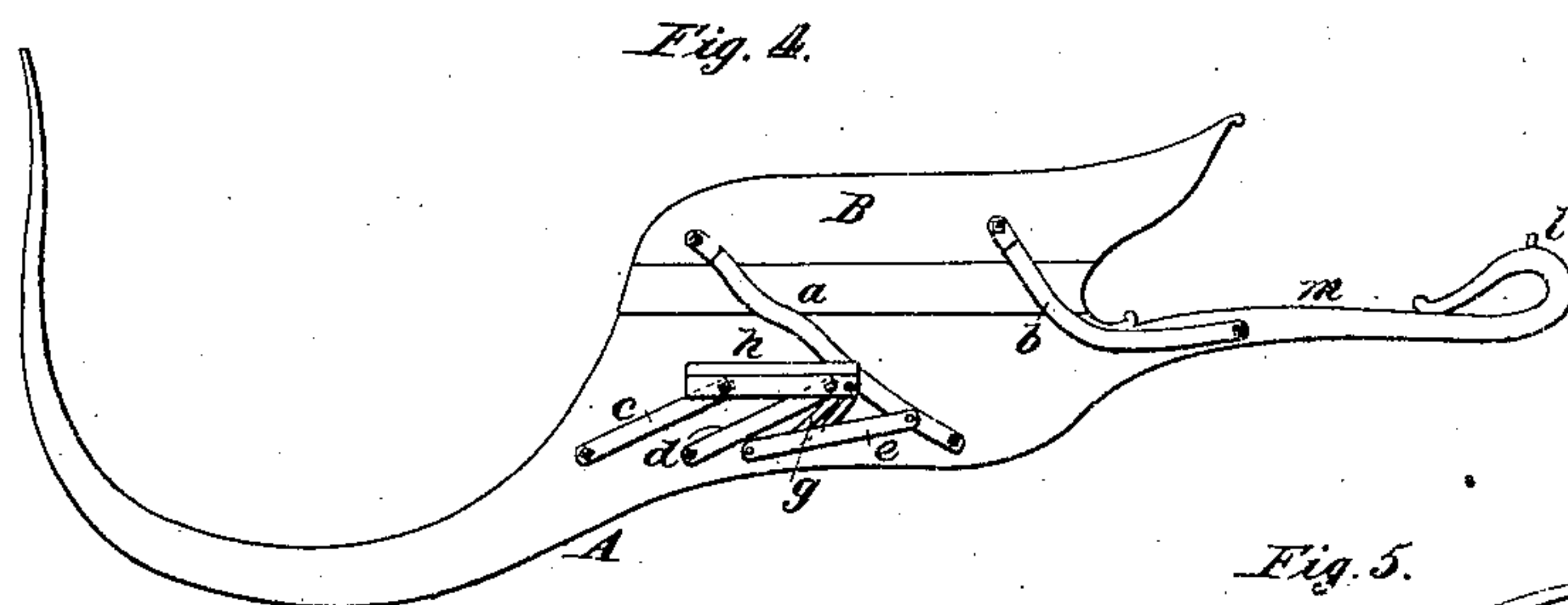
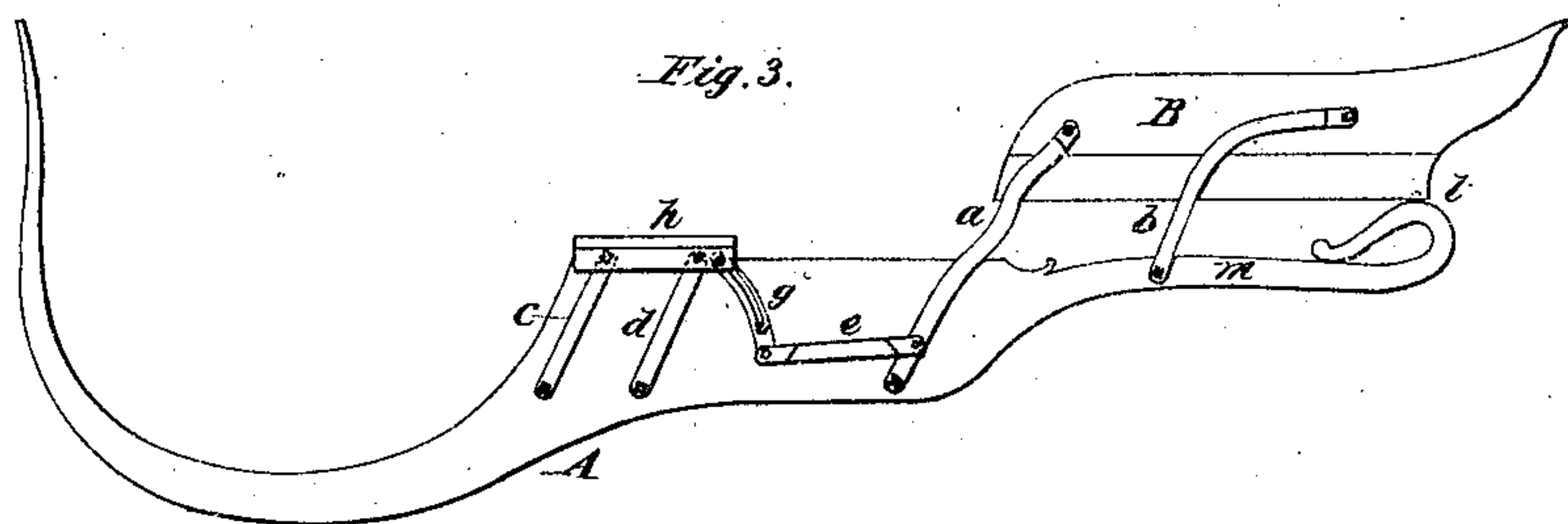
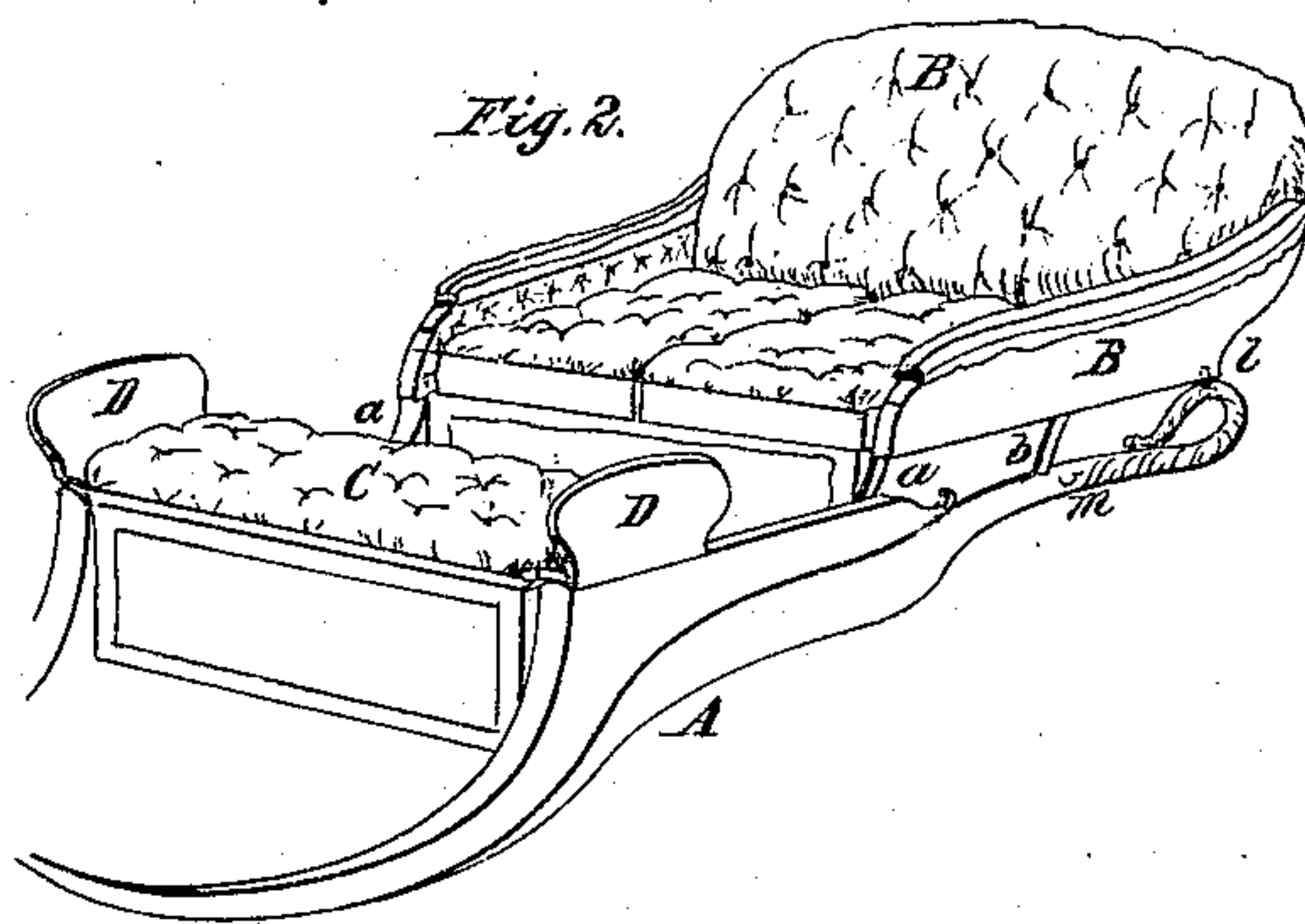
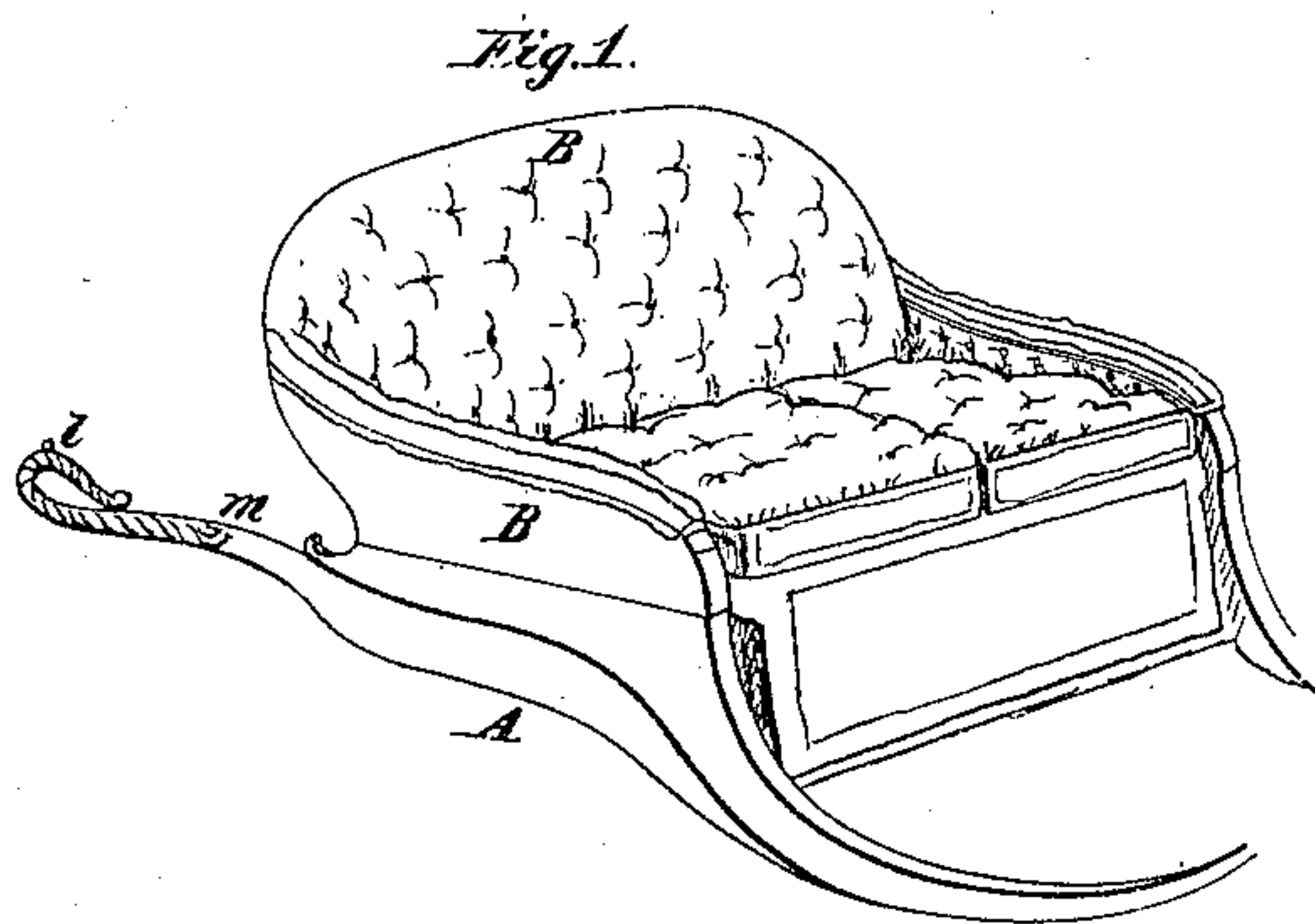


J. C. KIMBALL.
SELF ACTING ADJUSTABLE CARRIAGE SEAT.

No. 31,023.

Patented Jan. 1, 1861.



Witnesses:
E. H. Carrington
R. F. Fidelity

Inventor:
J. C. Kimball

UNITED STATES PATENT OFFICE.

JOHN C. KIMBALL, OF NEW HAVEN, CONNECTICUT.

SELF-ADJUSTING CARRIAGE-SEAT.

Specification of Letters Patent No. 31,023, dated January 1, 1861.

To all whom it may concern:

Be it known that I, JOHN C. KIMBALL, of the city and county of New Haven, in the State of Connecticut, have invented a new and useful Improvement in Self-Acting Adjustable Carriage-Seats; and I do hereby declare that the following is a full, clear, and exact description of the construction, character, and operation of the same, reference being had to the accompanying drawings, which make part of this specification, in which—

Figure 1, is a perspective view of the main portion of the body of the carriage, showing it as used with one seat. Fig. 2, is a perspective view of the same, showing it as used with two seats. Fig. 3, is a longitudinal section of the same, showing the connection of the legs, &c., and their position when two seats are used. Fig. 4, is a longitudinal section of the same, showing the position of the legs, &c., when used with one seat. Fig. 5, a perspective view of a portion of the forward seat, showing (in dots,) its position when not used, (as in Fig. 1.)

My improvement consists in so connecting the seats with the inner sides of the body, and with each other, that by taking hold of the main, or back, seat, slightly raising it, and pushing it forward, the action of the legs, &c., will draw back and depress, the forward seat, and place the main seat over it, without touching the edge of the body, (in passing either way, to wear or injure it,) so that it will appear as a one seat carriage,—and, of course, raising the seat and pushing it backward, will raise the front seat and carry it forward, to its position for use,—and place the main seat in its proper position, so that the whole will be ready for use, as a two seat carriage, (as in Fig. 2).

I make the body, A, of the carriage, substantially, as represented in the drawings or in any other suitable form.

I make the main seat, B, substantially, as shown in Figs. 1 and 2, and indicated in section, in Figs. 3 and 4.

I make the forward seat, C, substantially, as represented in Fig. 2, or, in any other suitable form.

I attach the main seat, B, to four legs, or bars, two at each end, as represented at *a*, and *b*, Figs. 2, 3, and 4, which support the front portion of the seat when

it is used as a back seat, (for the two seat carriage,) as shown in Figs. 2 and 3, and on which the seat is carried forward, to the position shown in Figs. 1, and 4, (where it rests upon the edges of the body.)

I attach the forward seat to four legs, or bars, two at each end, as represented at *c*, and *d*, Figs. 3, and 4, which legs sustain, or support, it when used, as in Fig. 2.

I connect the legs, or bars, of the seats by the bars, *e* and *g*, Figs. 3, and 4, (the front seat being attached to, or made a part of the pieces, or block, *h*.)

Having made the several parts, and connected them as herein described,—if I wish to use the carriage with two seats, (as in Fig. 2,) I carry the seat, B, backward, on the legs, or bars, *a*, and *b*, (as shown in Figs. 2, and 3,) and steady it in its latter position by pins, or projections, as represented at *l*, Figs. 1, 2, 3, and 4, on the pump handles, *m*. But if I wish to use the carriage with but one seat, (as represented in Fig. 1,) I slightly raise the back seat, B, and carry it forward, when the bar, *e*, by its connection with the slotted bar, *g*, and piece, *h*, will carry the front seat, C, Fig. 2, backward, and downward, to the position indicated in Fig. 4, and shown in dots, in Fig. 5, and the main, or back, seat, B, will come down over it, all as represented in Fig. 1, (the ends, D, and D, of the front seat, being turned down flat, by the action against the edges of the body, as shown in dots at D', in Fig. 5.)

The advantages of my improvement consist, (in part,) in the ease, and readiness, with which I can change from a one, to a two, seated carriage, and vice versa, as it requires no preparation, but may be done, at any time, by simply taking hold of the main seat, slightly raising it, and pushing it forward, or backward, (as the case may be,) all which may be done in two seconds, of time, and with the power of one hand, if necessary;—and, in that, neither of the seats need to be fastened in their places by any other means than the regular operation of the legs on which they are supported, and the bars by which said legs are connected.

I am aware that carriages have been made where one seat was "jumped" over the location of the other, as that patented by G. and D. Cook, Feb. 3, 1857, but in that the two seats had no connecting parts, but each must be handled separately, and that sliding seats

have been made adjustable, so as to constitute a one, or a two, seat carriage, as patented by George J. Lucas April 27, 1858,—
5 but, these seats move backward, and forward in a right line, and neither of the seats are moved on legs, which would give them a curvilinear motion when moved backward and forward, as they must then rise and fall on their legs, so as not to touch the railing
10 of the box. I, therefore, do not claim any such, as my invention, nor any other means, or device, which would be applicable to sliding seats thus moving in a right line, but

What I claim as my invention, and desire to secure by Letters Patent, is—

15 So constructing, and connecting, the two seats that the curvilinear motions of the back seat will perfectly control the curvilinear motions of all parts of the forward seat, when the two seats are constructed, connected, and made to produce the result, substantially, as herein described. 20

J. C. KIMBALL.

Witnesses:

D. F. POND,
R. FITZGERALD.