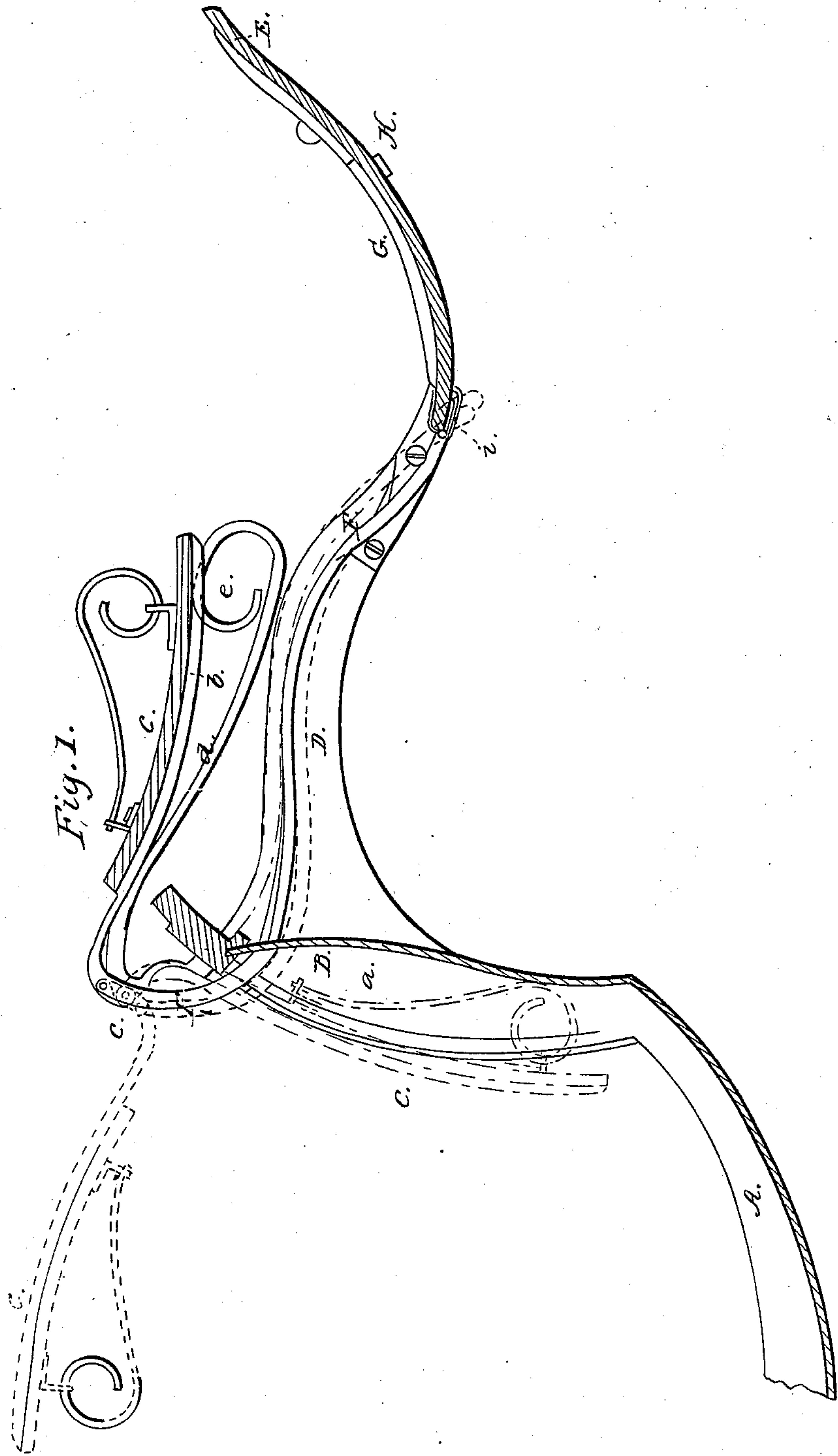


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Carriage-Seat.

Patented Sept 15, 1863.

No 39,971.

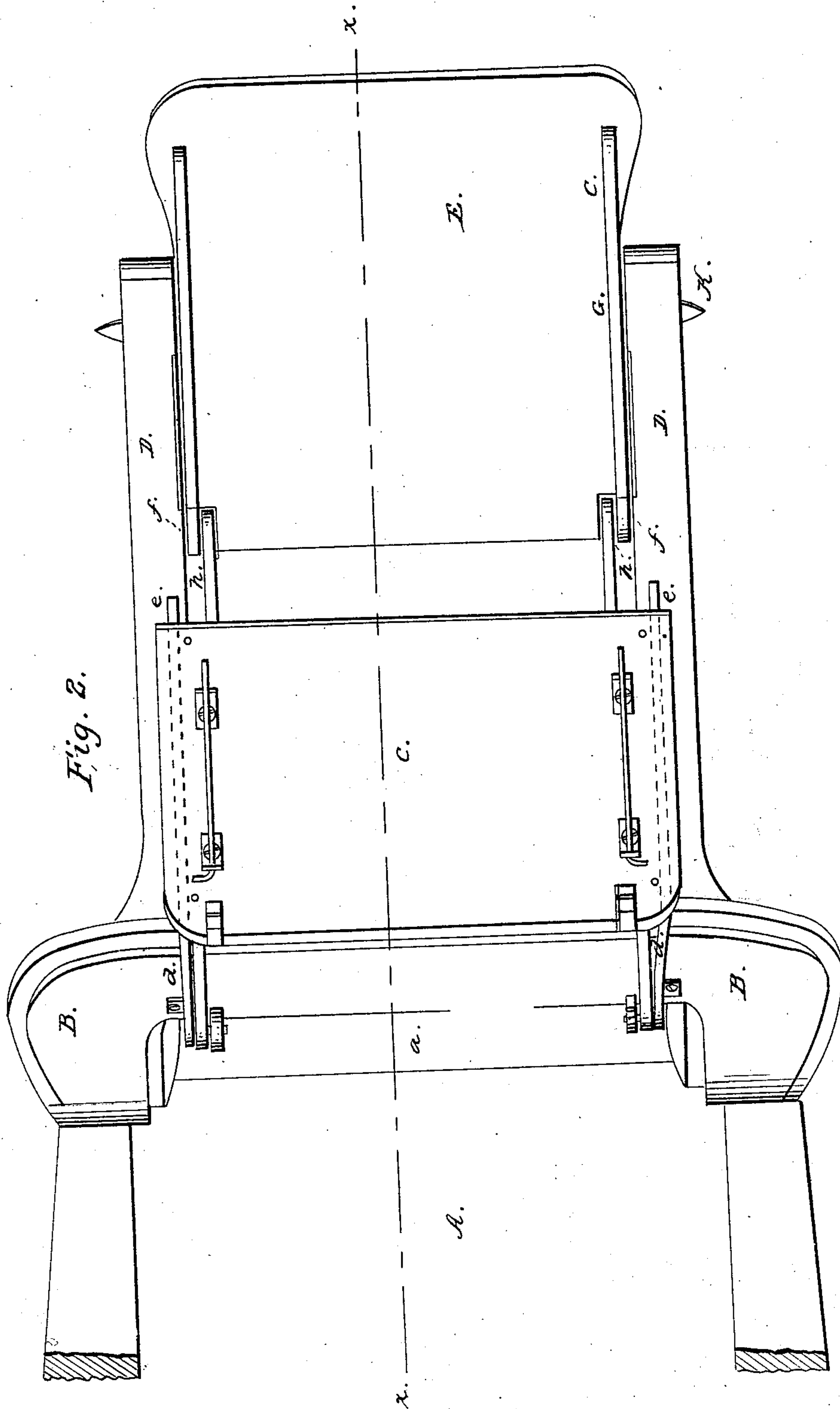


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Carriage-Seat.

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Patented Sept. 15, 1863.



UNITED STATES PATENT OFFICE.

GOTTFRIED TEICHERT, OF NEW HAVEN, CONNECTICUT.

IMPROVEMENT IN CARRIAGE-SEAT.

Specification forming part of Letters Patent No. 39,971, dated September 15, 1863; antedated November 26, 1862.

To all whom it may concern:

Be it known that I, GOTTFRIED TEICHERT, of New Haven, in the county of New Haven and State of Connecticut, have invented a new and Improved Carriage-Seat; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 represents a longitudinal vertical section of my invention taken in the plane indicated by the line *x x*, Fig. 2. Fig. 2 is a plan or top view of the same.

Similar letters of reference in both views indicate corresponding parts.

The object of this invention is to provide a carriage with a reversible seat and foot-board, which, when not used, can be turned out of the way and which can be conveniently changed or reversed when it is desired to use the same.

The invention consists in the arrangement of curved slotted levers connected to the arms from which the reversible seat is suspended by means of a pivot in close proximity to the pivot on which said seat swings, in combination with pins which are inserted into the sides of the hinged reversible foot-board, and which retain the slotted ends of the curved levers in such a manner that in reversing the seat and foot-board the former will move through a certain arc and come to such a position which gives to the operator a favorable leverage, before the foot-board begins to move. It consists, also, in combining the reversible seat and foot-board with the dash-board of a carriage in such a manner that when not used it can be turned in and the horses driven from the inside of the carriage, or that said seat can be turned out when it is desired to have the driver sit on the outside.

To enable those skilled in the art to make and use my invention, I will proceed to describe its construction and operation with reference to the drawings.

A represents the front part of a carriage, which is provided with a dash-board, B, in the ordinary manner. This dash-board is provided with a recess, *a*, on the inside large enough to receive the hinged reversible seat C. This seat is suspended by means of arms *b* from pivots *c*, which project from the inside of standards *d*. Said standards are secured

with one end to the upper part of the dash-board and with the other end to curved arms D, extending from the front side of the dash-board, and their outer ends are curled up, forming large loops *e*, which support the seat C, when it is turned out to the position shown in black outlines in Fig. 1.

E is the foot-board, which is attached to the arms D by means of pivots *f*, which project from the inside of said arms and which catch into arms *g*, that are rigidly attached to the foot-board. From the outer ends of these arms pivots *h* extend through slots *j i* in the end of curved levers F, which connect the foot-board with the seat. These levers pass through slots in the foot-board and their inner ends are connected by means of pivots *j* to the arms *b*, which support the seat. The pivots *j* project from the inner sides of the arms *b* at a short distance from the pivots *c*, on which said arms swing. The arms *b* and the levers F are curved, and the slots *i* act in such a manner that in reversing the seat C, from the position shown in black to that shown in red outlines in Fig. 1, the levers are first drawn in and then pushed out again and the seat comes to the position shown in dotted lines in Fig. 1 before the foot-board begins to move; and in the same manner, if it is desired to bring the seat and foot-board from the position shown in red to that shown in black outlines, the seat moves up to the position shown in dotted outlines before the curved levers begin to act on the foot-board. By this arrangement the seat is brought in that position which gives the most favorable leverage to the operator before the weight of the foot-board is thrown on the levers F, and at the same time the weight of the seat balances that of the foot-board, and the seat and foot-board can be reversed in either direction with little exertion. When the foot-board is thrown out to the position shown in black outlines in Fig. 1, it rests on a cross-bar, *k*, secured to the under sides of the arm D, and the seat is provided with hinged arm-supports G, and when the seat is turned out to the position shown in black outlines said supports are turned up to a vertical position. When the seat is not used, the supports are turned down so that they do not prevent the same entering the recess *d* in the dash-board when it is turned down to

a position shown in red outlines in Fig. 1. By this arrangement the seat and foot-board can be reversed with very little trouble and exertion, and the carriage be driven from the inside or from the outside, as may be desired.

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

1. The arrangement of the curved levers *F* with slots *i* and hinged reversible seat *C* with curved arms *b*, in combination with the arms

g and foot-board *E*, all constructed and operating as and for the purpose shown and described.

2. The combination of the hinged reversible seat *C* and foot-board *E* with the dashboard *B* of a carriage, substantially as and for the purpose set forth.

GOTTFRIED TEICHERT.

Witnesses:

E. LE ROY WILCOX,

F. W. WILCOX.