

GALE, AMES & BLAISDALE.

Carriage-Seat.

No. 69,559.

Patented Oct 8. 1867.

Fig. 1.

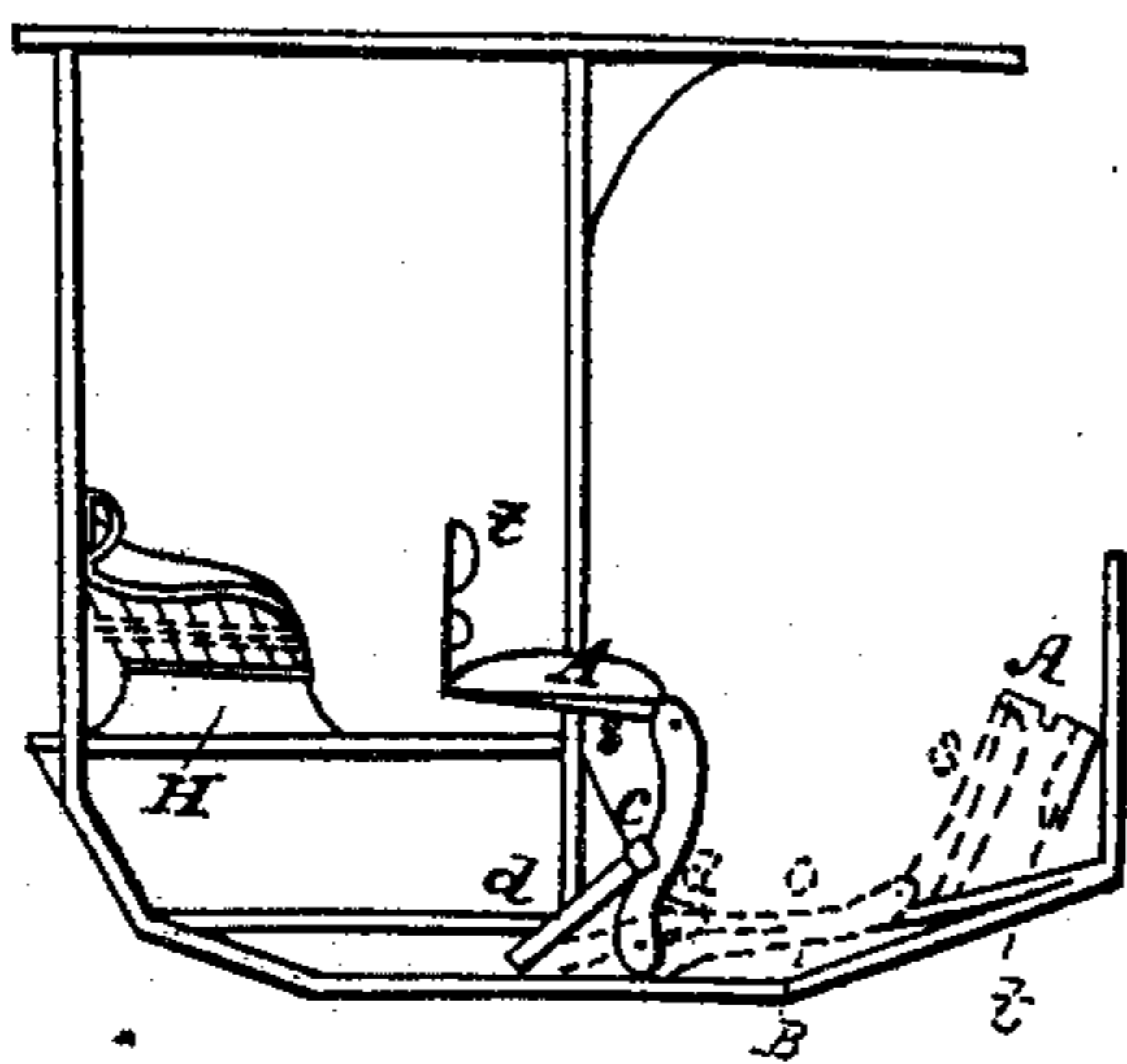


Fig. 3.

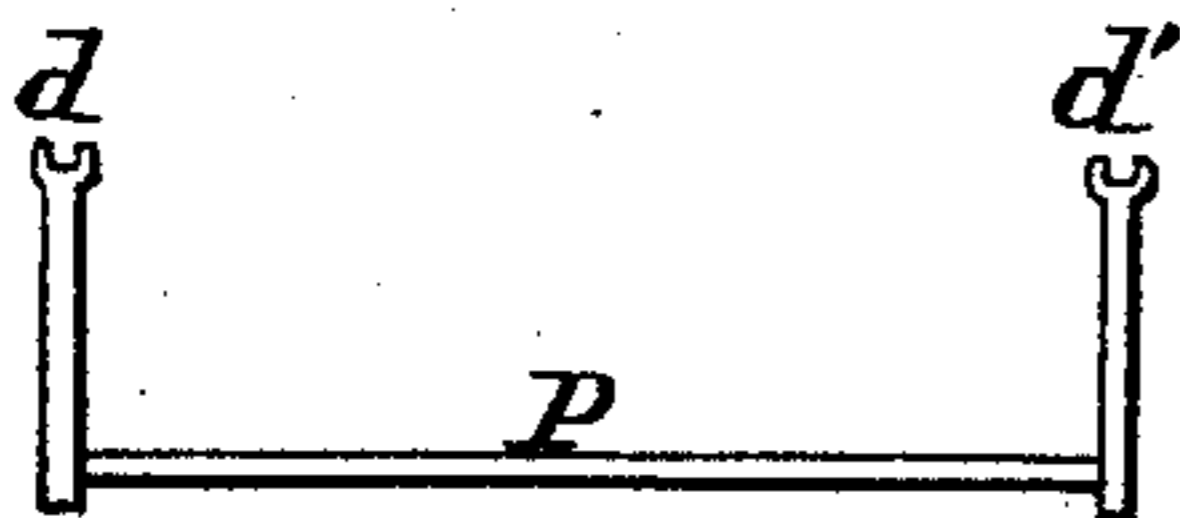
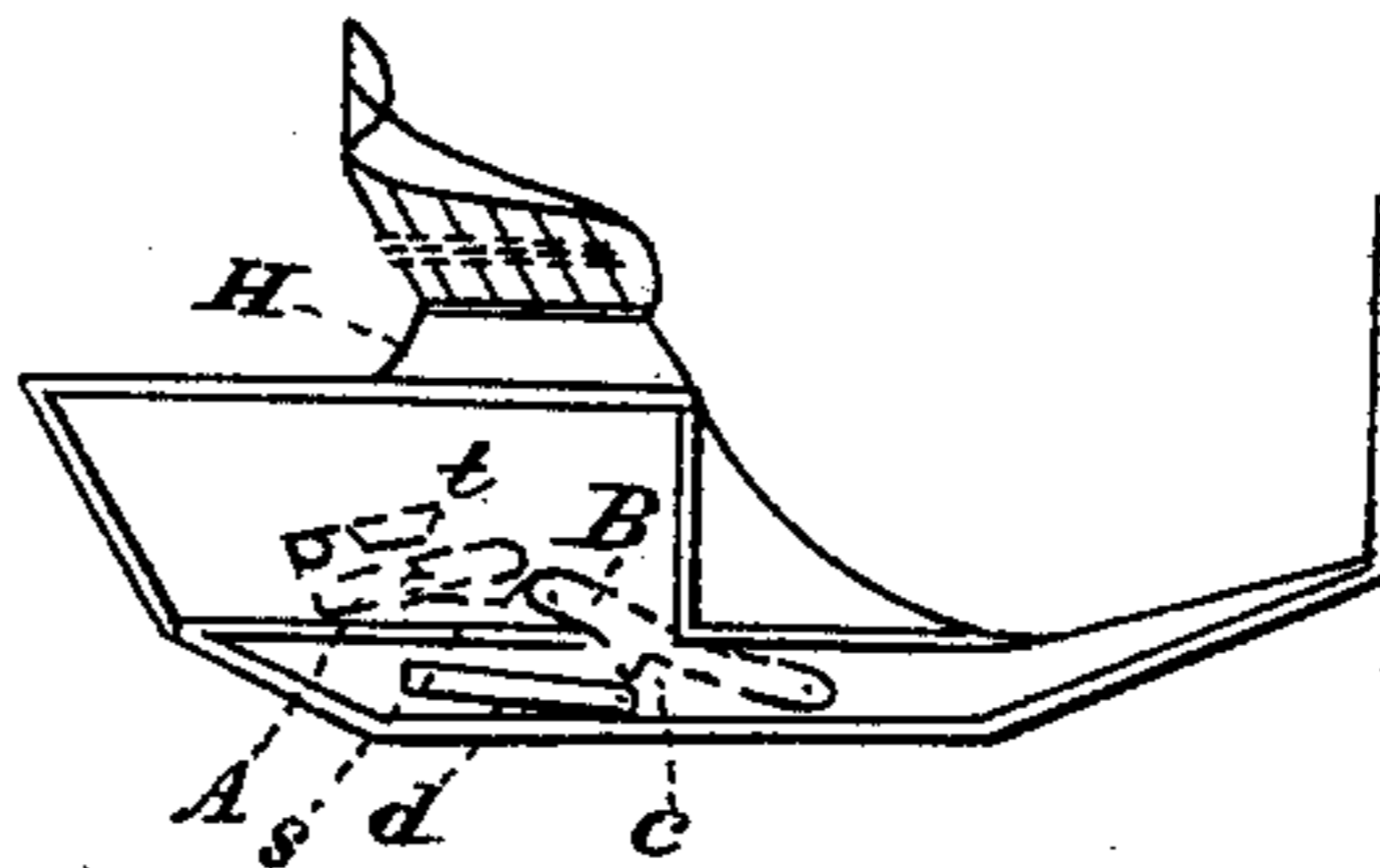


Fig. 2.



Witnesses:

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MASSACHUSETTS.

Letters Patent No. 69,559, dated October 8, 1867.

IMPROVEMENT IN CARRIAGES.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that we, JOHN GALE, MOSES B. AMES, and FRANK BLAISDALE, of Lawrence, in the county of Essex, and State of Massachusetts, have invented certain new and useful Improvements in Carriages; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, which form part of this specification, in which the marks of reference correspond in all the figures.

One important object of this invention is to form a convenient jump-seat, so that the carriage may be adapted to carrying two or four persons.

Another important object is to produce a carriage whose appearance shall be as unique when the jump-seat is in position for use as when employed as a single-seated carriage, and *vice versa*.

We accomplish these and other desirable objects by constructing the jump-seat with a pair of hinged standards, which are connected to the sills of the body by screws or bolts, so as to allow them to turn in either direction, forward or backward; and to secure the seat in an upright position for use, we construct lock-braces, which are made to engage with projections upon the standards, and about mid-length of the same, in such a manner that the seat is locked firmly in an upright position, ready for use, or instantly unlocked and thrown forward, so as to allow free and easy access to the other seat, when it is again brought back to its former position, thus forming a two-seated carriage. When desired as a single carriage, the braces are disengaged, and the jump-seat is thrown backward, and, by means of jointed arms connected to the top of the standards, the jump-seat is allowed to lie quite low, near the bottom of the body, and the back seat is brought forward to occupy nearly the position vacated by the jump-seat, thus forming a single-seated carriage, suitable for seating two persons. The lock-braces are connected together by a rod, having square tenons at each end, to which the braces are attached, so that the movement of either brace acts upon the other. It will be observed that the jump-seat is supported in an upright position entirely by means of the lock-braces engaging with the projections on the standards, and that the act of raising the jump-seat from the forward to the upright position causes the lock-braces to rise up and engage with the projections, the lock-braces being provided with suitable grooves across their ends, for the purpose of guiding them.

To enable others skilled in the art to make and use our invention, we will proceed to describe the construction and operation of the same. In the drawings annexed—

Figure 1 is a view of the invention, as attached to the sills of the body, with both seats in position, the red lines showing the position of the jump-seat when thrown forward to allow access to the back seat.

Figure 2 is a view of the invention as employed for a single-seated carriage, the red lines showing the position of the jump-seat when used as such.

Figure 3 is a view of the lock-braces, with the connecting-rod.

In the drawings, A represents the jump-seat, which is provided with standards B-B', having a projection, C, about mid-length of the same, the lower end having a hole, through which a bolt passes to secure it to the sill of the body, and upon which it turns back and forth. At its upper end is hinged an arm, S, to which the seat A is attached. To the rear of the seat is hinged the back piece t, which is made to fold down in the usual manner when not in use. d is a lock-brace, which is also attached to the sill of the body by a bolt, in a similar manner to the standard B, and in rear of the same, forming a brace, having a groove through its upper end, as shown in fig. 3. P is a connecting-rod, having square tenons upon each end, which fit corresponding holes in the lower end of the braces d d', so that by moving either one the other is acted upon simultaneously. It will be observed that the standards, arms, and lock-braces are constructed in pairs, and are attached respectively to each end of the seat, and to the sills of each side of the body, in like manner. H represents the back seat, or one used, when desired, as a single-seated carriage for two persons.

Thus, by means of the jump-seat, we are enabled to produce a carriage suitable for seating two or four persons, as desired, which is easily and readily changed from one to the other, and of a unique appearance in either position, as if it were especially constructed for either a single or double-seated carriage only. It is

more particularly designed for covered carriages, but may be constructed as an open carriage with equal advantages and facilities for convenience.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

1. The lock-braces $d d'$, in combination with the standards B B, having projections C C', substantially in the manner as and for the purposes set forth.

2. We claim the connecting-rod P, in combination with the lock-braces $d d'$, substantially in the manner described and for the purposes set forth.

Witnesses:

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