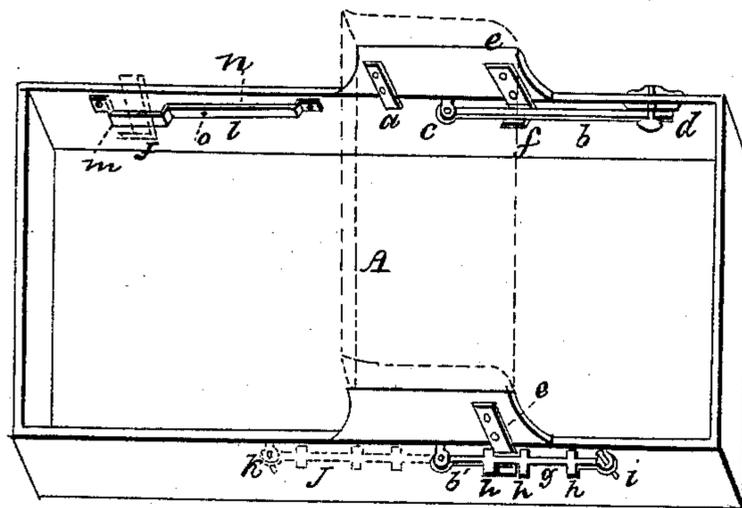


J. H. ADAMS.
Carriage Seat.

No. 78,563.

Patented June 2, 1868.



Witness
Henry C. Houston

Inventor
John H. Adams

United States Patent Office.

JOHN H. ADAMS, OF PORTLAND, MAINE.

Letters Patent No. 78,563, dated June 2, 1868.

IMPROVEMENT IN CARRIAGE-SEAT.

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

TO ALL WHOM IT MAY CONCERN:

Be it known that I, JOHN H. ADAMS, of Portland, in the county of Cumberland, and State of Maine, have invented a new and useful Improved Carriage-Seat; and I hereby declare the following to be a full, clear, and exact description thereof, which will enable others to make and use my invention, reference being had to the accompanying drawings, forming part of this specification, in which is shown a perspective of a carriage-body with my improvement connected therewith.

My invention relates to an improvement in the manner of connecting with a carriage-body a certain kind of seats now in common use. I refer to those seats that rest upon the upper edges of the carriage sides, and made to slide backward and forward thereupon.

These seats are to be seen on what are called express-wagons and baggage-wagons. They are generally held in place by a simple projection extending down from the inside of the seat, and lapping over the inner edges of the sides of the carriage-body. *a* will serve as an illustration of this kind of fastening.

There are two objections to this fastening. First, the seat, by the motion and shaking of the carriage when in use, will slide backward or forward, when not desired so to do, as it is not held in any particular place; and second, by the jolting of the carriage it is very often the case that the seat is thrown out, with its occupants, thus endangering their security, especially if the animal attached to the vehicle is frightened or unmanageable.

My invention proposes to obviate these objections, as follows: The first method is shown at *b*, which is a horizontal arm, hinged or jointed, at *c*, to the carriage sides. At *d* it enters a catch, and is secured by a bolt, which, when turned in one way, allows the slot in the end of the arm to slip over the head of the bolt, and when the bolt is turned, so that the head is across the slot, will hold the arm securely. To the seat *A* is attached a projection, *e*, with an ear, *f*, which hooks under the bar *b* when secured in position. This is illustrated at the bar lettered *b* in the drawing. With this kind of fastening it is apparent that the seat can be allowed to slide, but it cannot be lifted or shaken out of place till the bar *b* is unbolted and swung back.

Another form is seen at *g*, where the sliding backward and forward of the seat is prevented by the projection *e* fitting between studs *h* projecting from the arm *b'*. This arm *b'* is represented as fastened by a vertical pin, *i*. It is evident that both *b* and *b'* can be swung quite around, as illustrated by the dotted lines *j*, so as to hold the seat at the other end of the carriage, by providing the stud *k* to receive and hold the bar.

Another method is shown at *l*, where a clamp is bolted to the carriage sides, having the part *m* so far projecting as to allow the ear *f* to drop down through the space between it and the sides of the carriage. Then by sliding the seat along until the projection *e* comes under the part *n*, the ear *f* will hold the seat in its place. A bolt can be entered at *o* to prevent the projection *e* from slipping out into the part *m*, and thus being liable to be thrown out. The seat may be held somewhat more evenly by employing also the common device *a*.

Thus the seat can be used in any carriage of this general form, so as to slide readily backward or forward, in order that the carriage-body can carry loads of different articles or packages, may be easily removable, and still be held securely in place when desired.

It is obvious that these devices may be applied to the inside or outside of the body, as illustrated.

It is also evident that, with slight modifications, different methods of holding the bars *b b'* can be employed.

It is also evident that these devices, where carriage-tops are secured to the seats thereof, may be employed as a method of securing said tops, and also when said tops are not thus secured.

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

1. The swinging hinged or pivoted bar *b*, either with or without the studs *h*, in combination with the projection *e*, the said bar *b* being attached, as set forth, to the carriage sides, and capable of being fastened thereto, as set forth, and the projection *e* to the carriage-seat, as and for the purposes described.

2. The clamp *l*, in combination with the projection *e* on the seat, as and for the purposes described, the said clamp *l* being secured as herein set forth.

JOHN H. ADAMS.

Witnesses:

WM. FRANK SEAVEY,
HENRY C. HOUSTON.