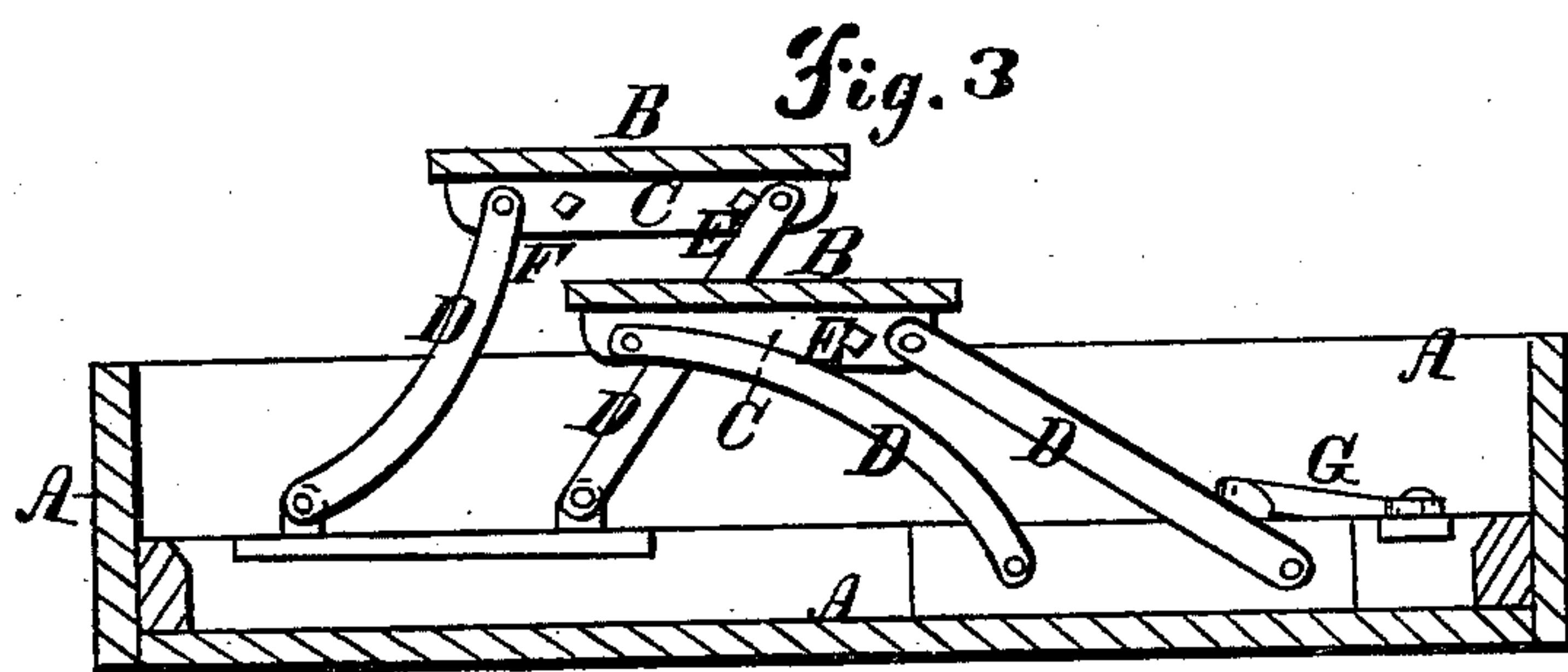
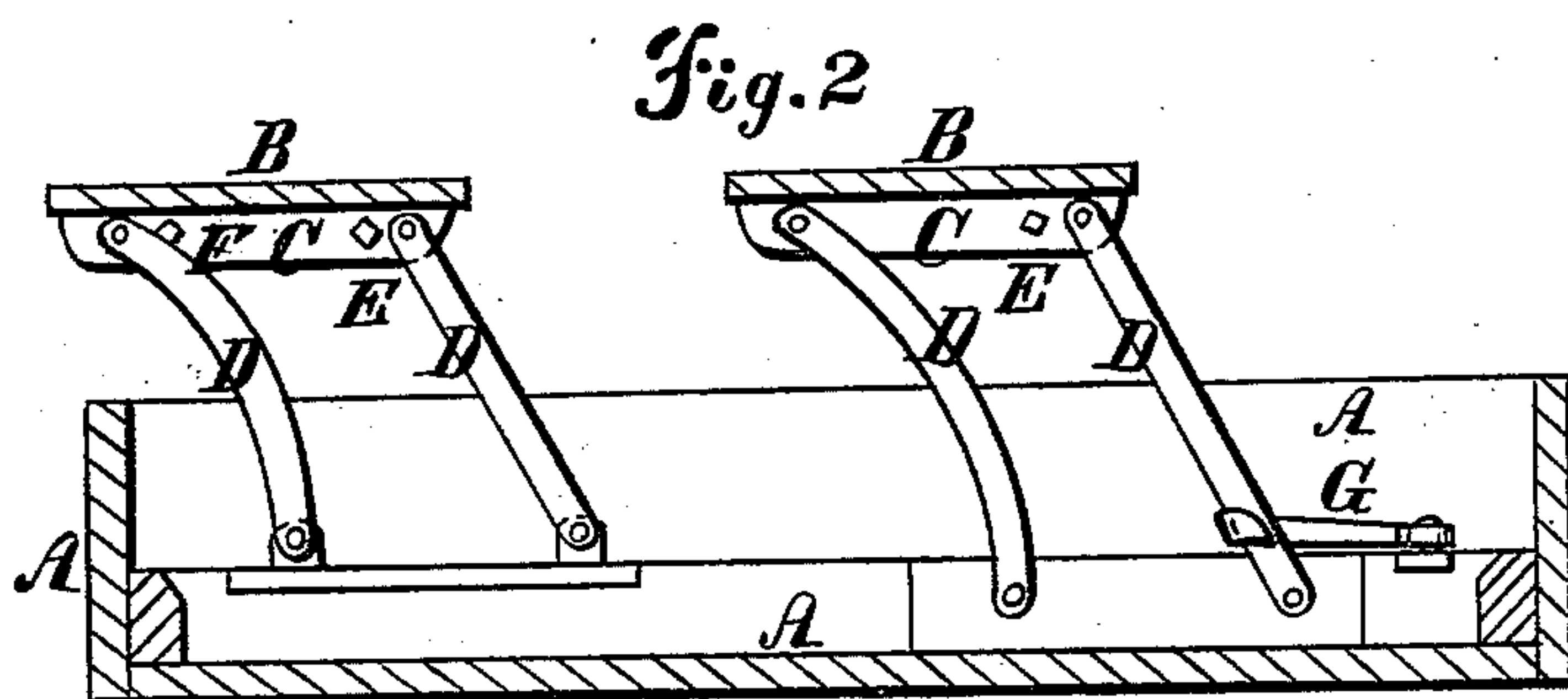
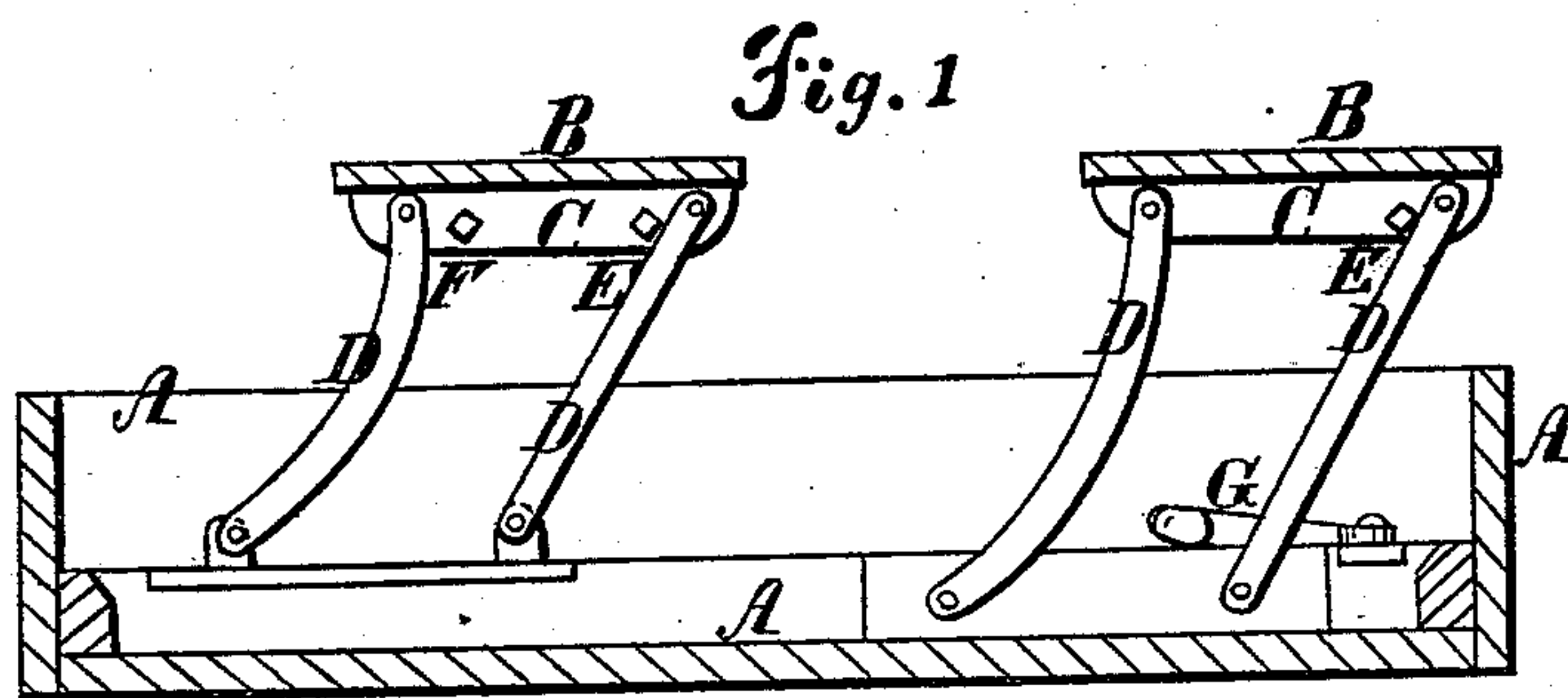


GREGG & BOWE.

Carriage Seat.

No. 93,987.

Patented Aug. 24, 1869.



Witnesses:
A. W. Almqvist
Wm. F. Clark

Inventor:
W. H. Gregg & H. Rowe
PER *Wm. F. Clark*
Attorneys.

United States Patent Office.

WILLIAM H. GREGG AND WILLIAM BOWE, OF WILMINGTON,
DELAWARE.

Letters Patent No. 93,987, dated August 24, 1869.

IMPROVEMENT IN ADJUSTABLE 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 we, WILLIAM H. GREGG and WILLIAM BOWE, of Wilmington, in the county of New Castle, and State of Delaware, have invented a new and useful Improvement in Jump-Seats for Carriages; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a longitudinal section of a wagon-body, to which our improvements have been attached, showing the seats in one position.

Figure 2 is the same view as fig. 1, showing the seats in another position.

Figure 3 is the same view as fig. 1, showing the seats in a third position.

Similar letters of reference indicate corresponding parts.

Our invention has for its object to improve the construction of that class of carriage-seats known as "jump-seats," so as to make them self-supporting, and at the same time strong and simple in construction, and convenient in operation; and

It consists in the construction and combination of various parts of the seats, as hereinafter more fully described.

A represents a wagon or carriage-body, about the construction of which there is nothing new.

B are the seats, which rest upon and are secured to cross-bars or frames C.

D are bars or standards, the upper ends of which are pivoted to the bars or frames C, and the lower ends of which are pivoted to the lower part of the body A, or to supports attached to said body.

This construction enables the seats to be moved forward or back, to adjust them as required, without detaching them from their supports.

When the seats are moved forward, or into the position shown in fig. 1, the stops E strike against the rear sides or edges of the forward bars or standards D, as shown in said figure, and thus securely support the said seats.

The stops or projections E are securely attached to or formed solidly upon the bars or frames C, and should be so formed as to rest squarely upon the bars D, and securely support said seats.

When the seats B are moved back, or into the position shown in fig. 2, one of the seats is supported by the stops or projections F, attached to or formed upon the bars or frames C, in such positions as to strike against the rear bars D, and securely support the seat.

The other seat is made without the stops or projections F, and is supported, when moved back or into the position shown in fig. 2, by the hooks G, which are pivoted to the lower part of the body A, in such positions as to hook upon the bars D, and support the seat when in the desired position.

This construction enables one of the seats B to be moved so far back as to pass beneath the other seat, as indicated in fig. 3, and thus be entirely out of the way when only one seat is required.

Having thus described our invention,

We claim as new, and desire to secure by Letters Patent—

The arrangement, in a double-seated carriage, of four stops on the back and two on the front seat, with hooks G G in the forward part thereof, all as shown and described.

W. H. GREGG.
WILLIAM BOWE.

Witnesses:

JAMES MOORE,
E. J. DOUGHERTY.