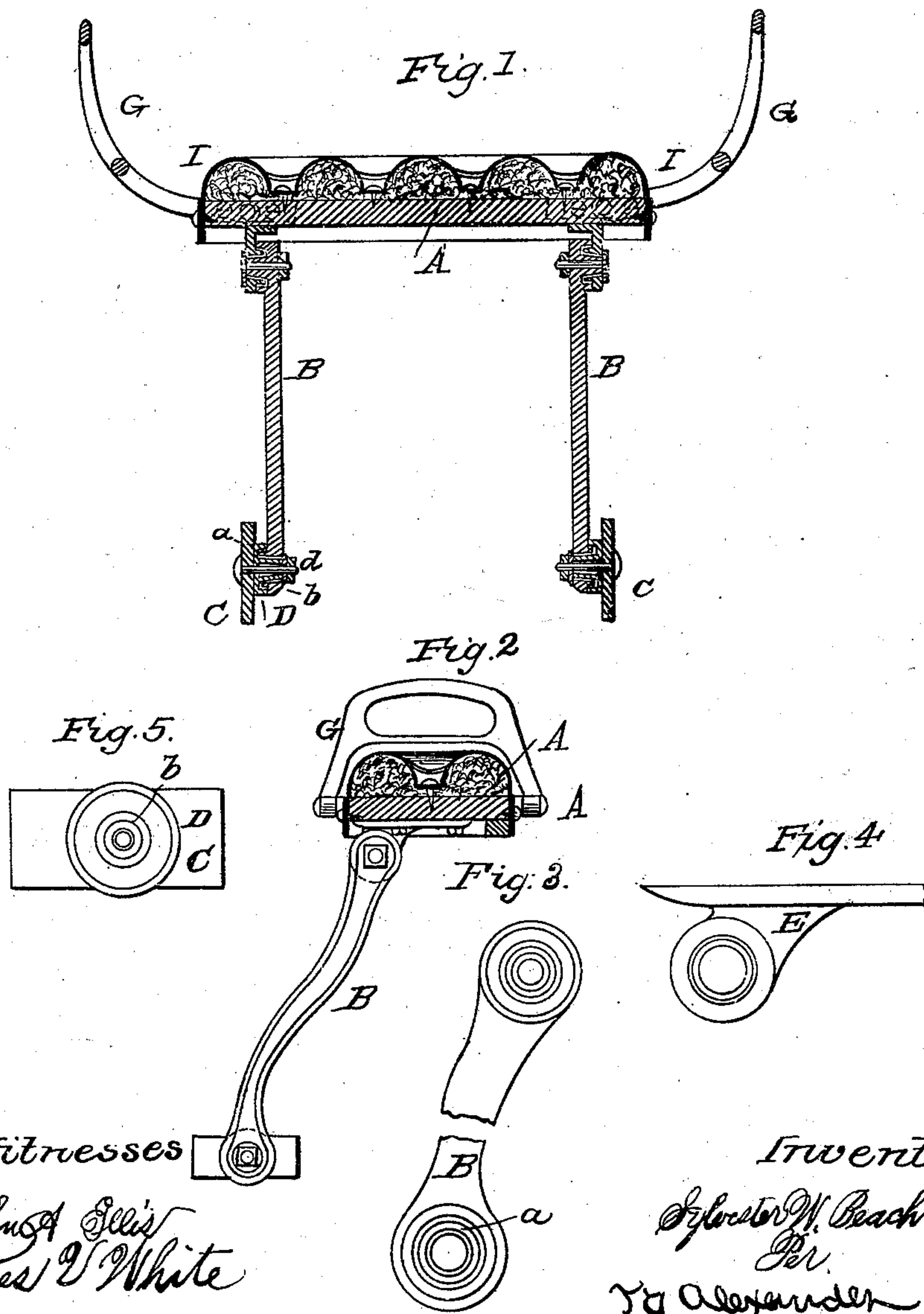


S. W. BEACH.
Adjustable Carriage Seat.

No. 113,387.

Patented April 4, 1871.



Witnesses
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SYLVESTER W. BEACH, OF YPSILANTI, MICHIGAN.

Letters Patent No. 113,387, dated April 4, 1871.

IMPROVEMENT IN ADJUSTABLE CARRIAGE-SEATS.

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, SYLVESTER W. BEACH, of Ypsilanti, in the county of Washtenaw and State of Michigan, have invented certain new and useful Improvements in Adjustable Carriage-Seats; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon which form a part of this specification.

My present invention appertains to the front seat of my improvement in "shifting carriage or buggy-seats," for which Letters Patent No. 104,248 have been issued to me; and

It consists—

First, in the leg or arm acting upon a circle at each end, instead of a joint; and

Second, in the mode of attaching the handle at the end of the seat to the seat, all of which will be hereinafter fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a longitudinal vertical section, and

Figure 2 a transverse vertical section of the seat.

Figure 3 is an enlarged side view of the arm or leg; and

Figures 4 and 5 are enlarged views of the fastenings at the top and bottom, respectively, of the arm or leg.

A represents the seat, and

B the arm or leg at each end of the seat.

Both ends of the arm B are rounded, as shown, and through the lower end is a central opening, around which, on the outer side, is a circular flange, *a*.

C represents that portion of the sill of the wagon-body to which the lower end of the arm B is to be attached.

To this sill is secured a circular box, D, having a hollow cone-shaped projection, *b*, in the center, leaving a groove between said cone and the rim of the box to receive the flange *a* of the arm B.

A bolt, *d*, is then passed through the cone *b* and secured by a nut on the side of the arm B, thus attaching said arm to the sill of the wagon-body.

The upper end of the arm, or leg B is constructed on the outer side with a circular box and hollow cone, the same as just described attached to the sill C.

On the under side of the seat A is then secured a bar, E, provided with a circular projection, having central opening and circular flange around the same, similar to that described at the lower end of the arm or leg B.

The upper end of the arm is attached in the same manner as the lower end, with a bolt and nut.

It will be noticed that, with these connections, no strain comes upon the bolts—it is all upon the irons; and the nuts cannot come loose by turning the seat.

The handle G, on the end of the seat, is attached to the seat by means of stops I fastened to the corners of the seat, and the handle is riveted to said stops in such a manner that it will turn over upon the top of the seat when desired.

In the usual mode of putting on these handles it must be done before the trimmer finishes the seat; whereas this improved handle can be readily and easily fastened to the seat after the trimmer has finished.

Having thus fully described my invention,

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

1. The rounded end of the arm B, with central hole and flange *a*, in combination with the circular box D with hollow cone *b*, or *vice versa*, and the bolt *d*, all constructed and arranged substantially as and for the purposes herein set forth.

2. The mode of attaching the handles G to the ends of the seat by means of the metal stop-plates I, substantially for the purposes herein set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

SYLVESTER W. BEACH.

Witnesses:

A. G. STARR,

WM. F. KELSO.