D. ASPINWALL.

Adjustable Carriage Seats.

No. 134,452. Patented Dec. 31, 1872.

Fig. 1.

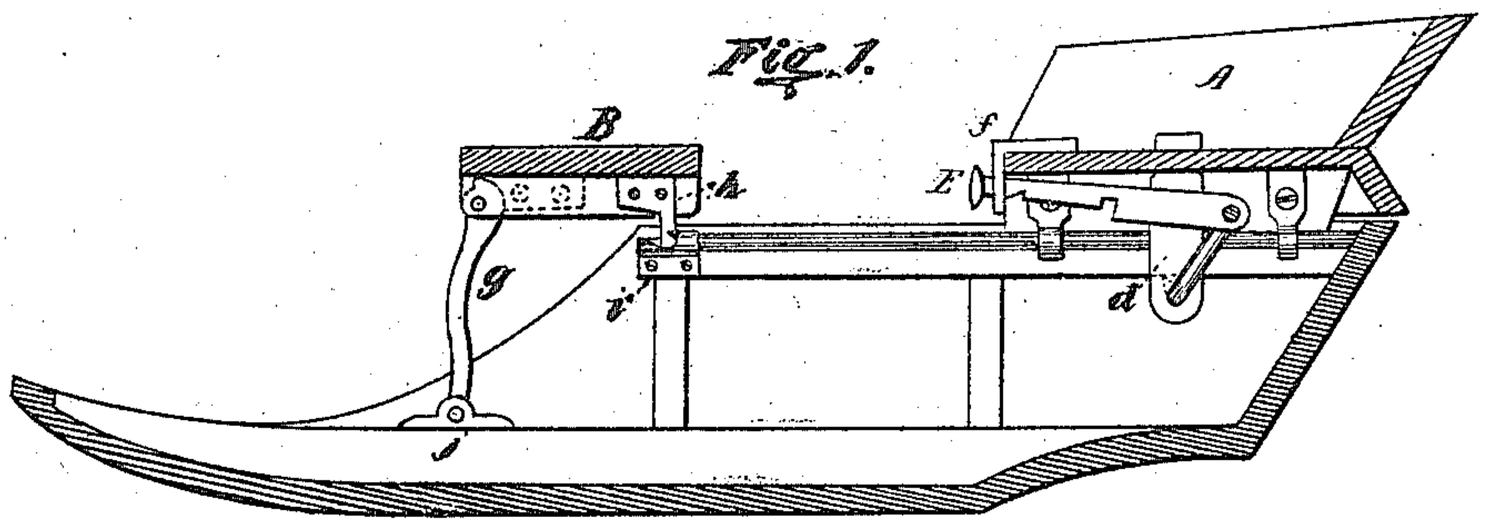


Fig. 2.

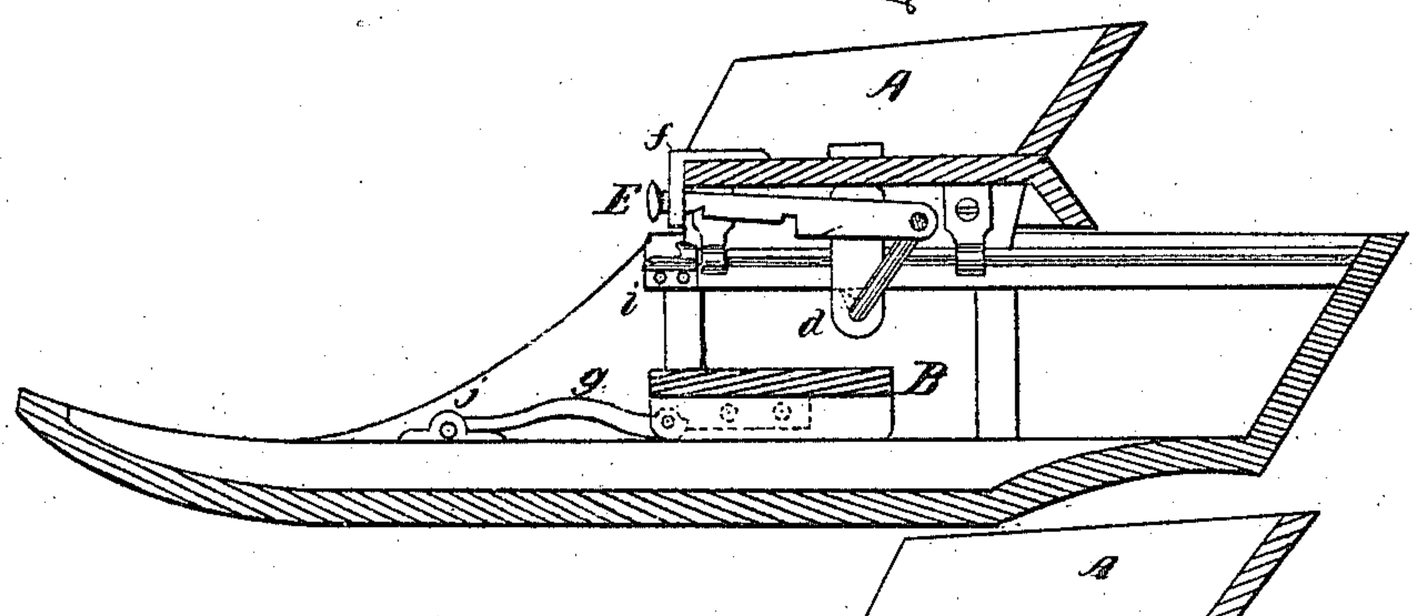


Fig. 3.

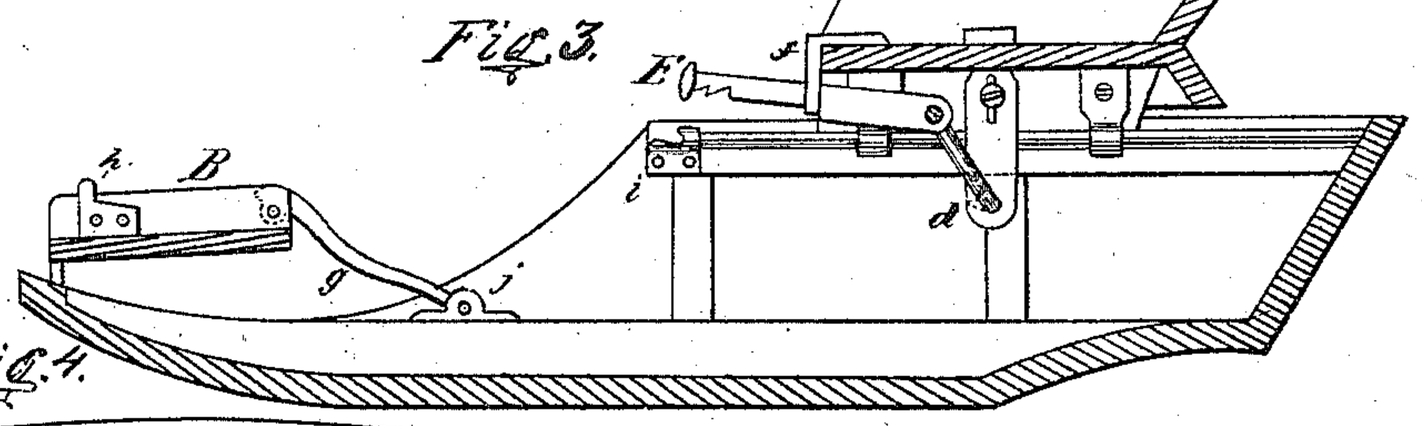


Fig. 4.

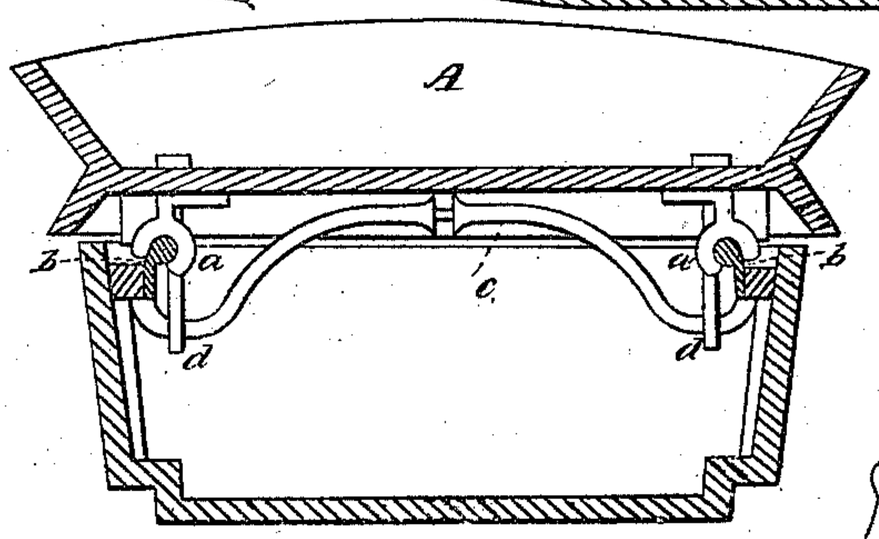
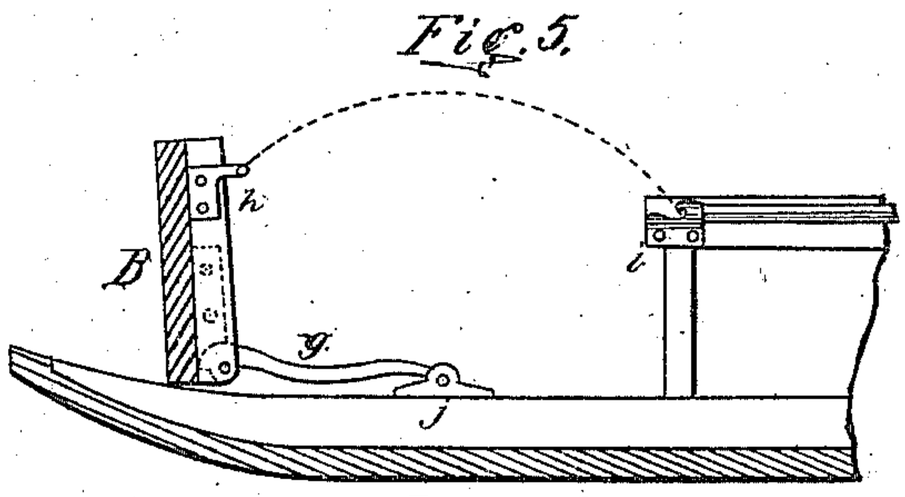


Fig. 5.



Witnesses.

A. S. Dunbar

F. R. Tutt

Fig. 6.

Inventor.

David Aspinwall.

UNITED STATES PATENT OFFICE.

DAVID ASPINWALL, OF SOUTH BEND, INDIANA.

IMPROVEMENT IN ADJUSTABLE CARRIAGE-SEATS.

Specification forming part of Letters Patent No. **134,452**, dated December 31, 1872.

To all whom it may concern:

Be it known that I, DAVID ASPINWALL, of the city of South Bend, in the county of St. Joseph and State of Indiana, have invented certain new and useful Improvements in Adjustable Carriage-Seats, of which the following is a specification:

Nature and Objects of the Invention.

The first part of my invention relates to the manner of adjusting and reversing the front seat, by means of iron legs so attached to the seat as to form a stiff joint when in the proper position, by means of a shoulder at the end of the legs, and thus guiding the seat in the proper course to the desired position, either upright and secured by a fixed iron pin in the ends of the seat and resting in a socket attached to the sides of the carriage-body, or reversed and thrown forward in the extreme front of the carriage as a child's seat, and when not in use to be thrown back in the bottom of the carriage-body. The second part of my invention relates to the combination of the seat-raiser and the irons attached thereto with the oval iron rails of the carriage-body, by means of which the back seat is guided and moved backward and forward, as desired; and the third part of my invention relates to the iron brace or clamp attached underneath the said back seat, by means of which the said seat is secured in and released from any desired position.

Description of the Accompanying Drawing.

Figures 1, 2, and 3 are vertical longitudinal sections of a carriage-body, and showing my invention, as represented by the front and back seats and the contrivance for adjusting the same, in different positions respectively therein. Fig. 4 is a vertical longitudinal section of the front part of a carriage-body, showing the course the front seat is compelled to take from a reversed position in the extreme front of the carriage to an upright position, by means of the stiff joint formed by the shoulder at the end of the iron leg supporting and guiding said seat. Fig. 5 is a representation of said iron leg. Fig. 6 is a transverse section of a carriage-body and the back seat, and showing my contrivance for moving said seat on the peculiar-shaped iron rails of the carriage-body and adjusting and securing it in or releasing it from any desired position in the carriage.

No particular style or shape is required in the carriage, as my invention can be adapted to and used in any and all carriages designed for movable seats.

The back seat A is attached to and moved backward and forward in a carriage by means of the iron saddles *a a*, which are attached to the said seat and slide upon the oval-shaped iron rails *b b*, as shown in Fig. 6, the said iron rails *b b* being bolted onto the inside of the wooden ways of the carriage-body, and being bent inward so that the whole of the oval shape is on the top and inward side, and forming a shoulder under which the longer and inside prongs of said saddles *a a* reach, and thus prevent said seat from raising up, while at the same time it can be moved freely backward and forward on said rails, the outsides of which are straight, and said seat is fastened in or released from any desired position in a carriage by means of an iron bail-shaped brace or clamp, *c*, suspended underneath said seat by means of iron bars *d d*, which are bolted to the inside of the seat-raiser near the middle, and through which said iron bars said bail-shaped brace works, and when turned up by means of the handle *e*, working with a ratchet through the metallic plate *f* at the front of said seat, each end of said brace is clamped firmly under the said iron rails *b b*, thus securely holding said seat in the place desired, and by a slight movement of said handle the bale is thrown down, and the seat released and left free to be moved, as desired.

The front seat B is supported in an upright position by means of the iron legs *g g* and the metallic ears *h h*, which are fastened to the outsides of said front seat near the edge opposite from where said legs are joined to said seat, a part of which said ears constitutes a small bolt or pin projecting outwardly a short distance and resting in the metallic sockets *i i* fastened to the inside of the wooden ways of the carriage-body, and said seat is dropped back in the bottom of the carriage by simply raising the back edge sufficient to carry said bolt or pin over the top of said receiving-

socket, when the seat can be pushed immediately back and drops in the carriage-bottom, the legs and pins on the outsides of said seat just clearing the inside of the carriage-body back of said sockets, and said seat is reversed and thrown forward in the extreme front part of the carriage by raising the back side and pushing it forward, the joint with the legs remaining stiff until the seat arrives at the position shown in Fig. 4, when it leaves the shoulder of said legs and assumes the desired position in the front part of the carriage as a child's seat, the foot or bottom ends of said legs always working freely on a bolt connecting them with the metallic shoes *j j*, which are secured to the bottom inside edges of the carriage-body, as indicated in Figs. 1, 2, 3, and 4.

Claims.

I claim as my invention—

1. The combination of the iron legs *g g*, the metallic ears *h h*, sockets *i i*, metallic shoes *j j* with the front seat B and a carriage-body, substantially as and for the purposes hereinbefore set forth.

2. The combination of the iron saddles *a a* of the back seat A with the iron rails *b b* of a carriage-body, substantially as and for the purposes hereinbefore set forth.

3. The combination of the iron bail-shaped brace or clamp *c*, bars *d d*, handle *e*, plate *f* of the back seat A with the iron rails *b b* of a carriage-body, substantially as and for the purposes hereinbefore set forth.

DAVID ASPINWALL.

Witnesses:
A. S. DUNBAR,
F. R. TEELT.