

J. P. COST.

Shifting-Seat for Carriages.

No. 160,651.

Patented March 9, 1875.

FIG. 1.

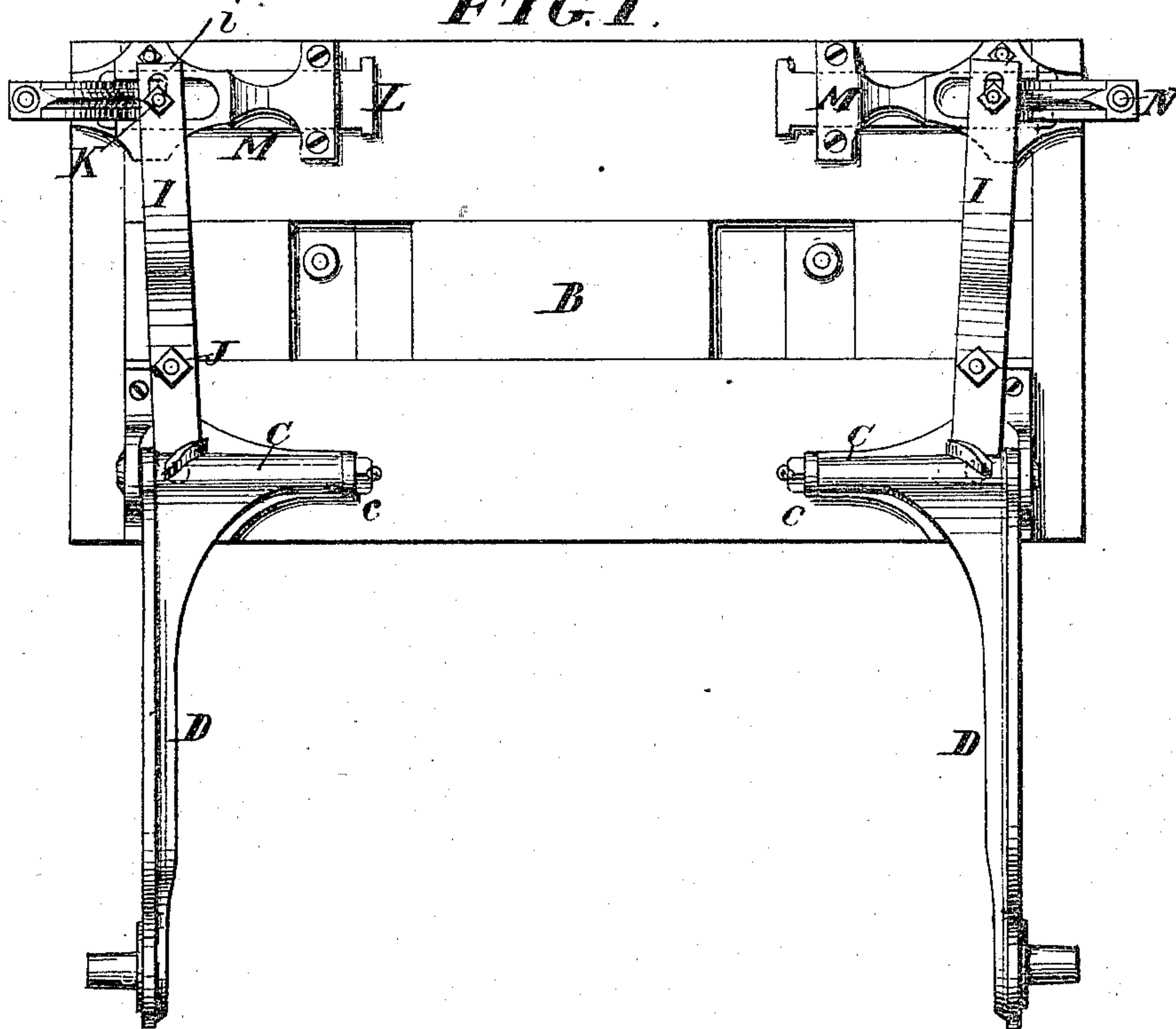
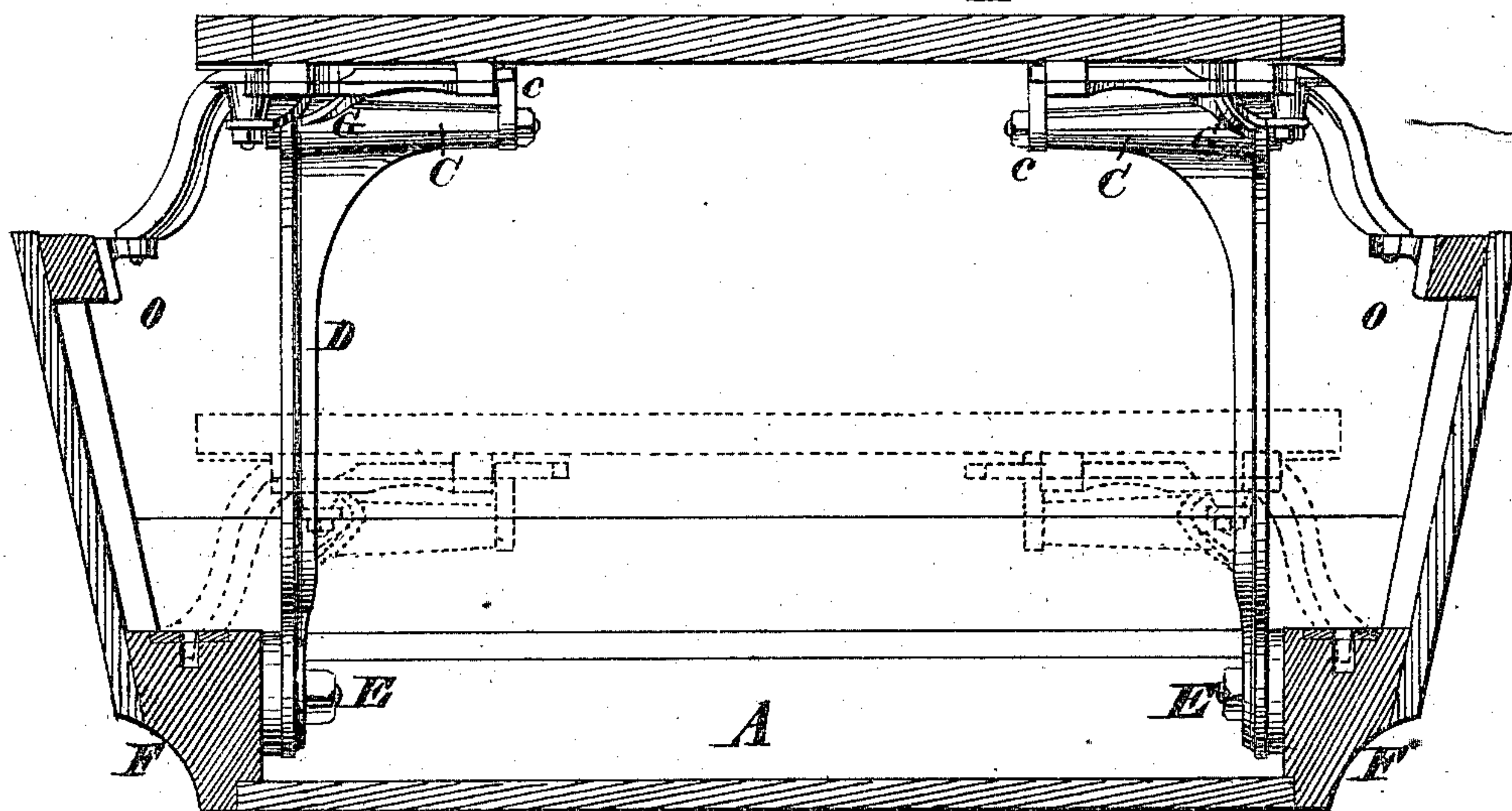


FIG. 2. *B*



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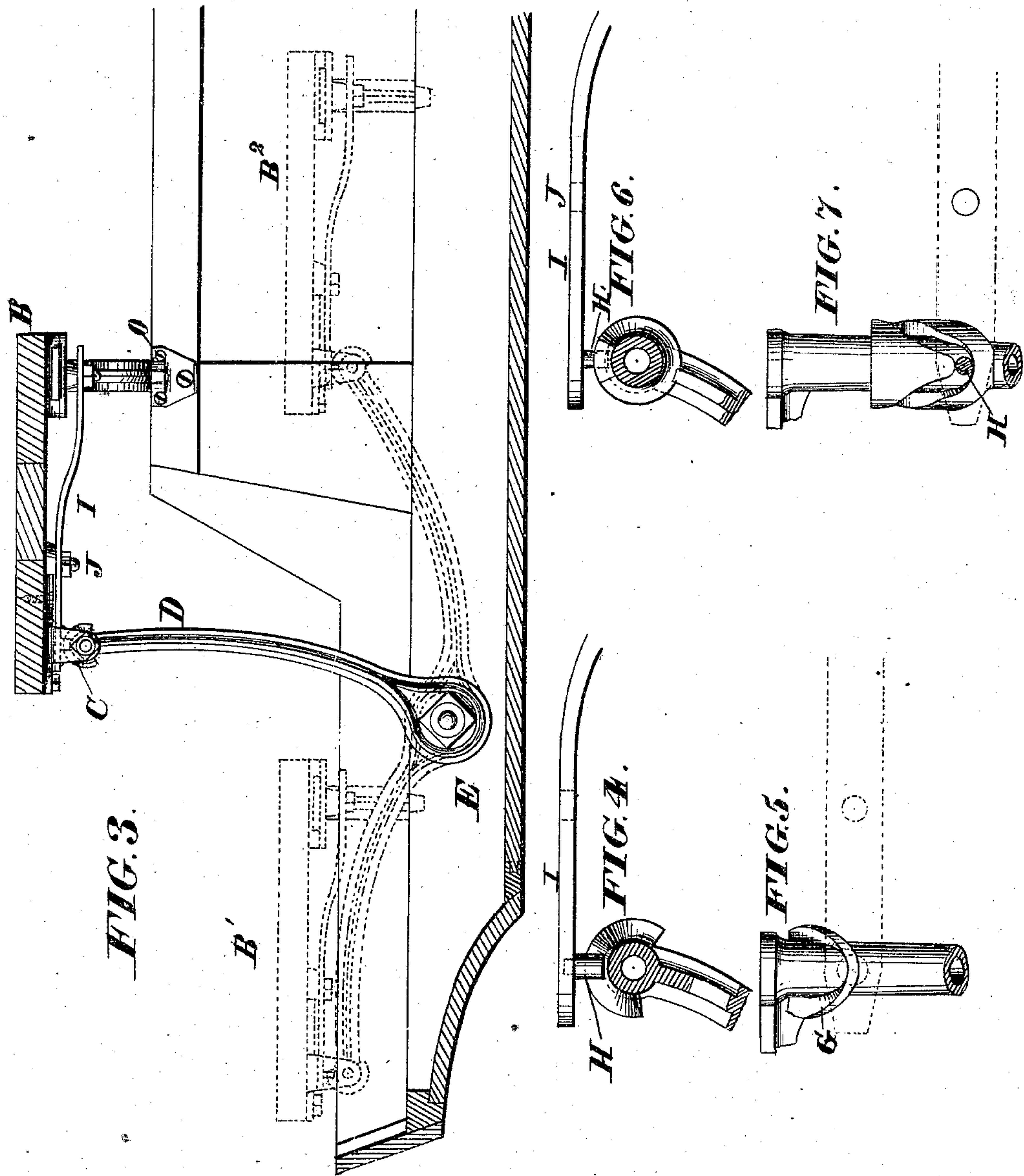
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John P. Post.
By Wright & Wright Attorneys

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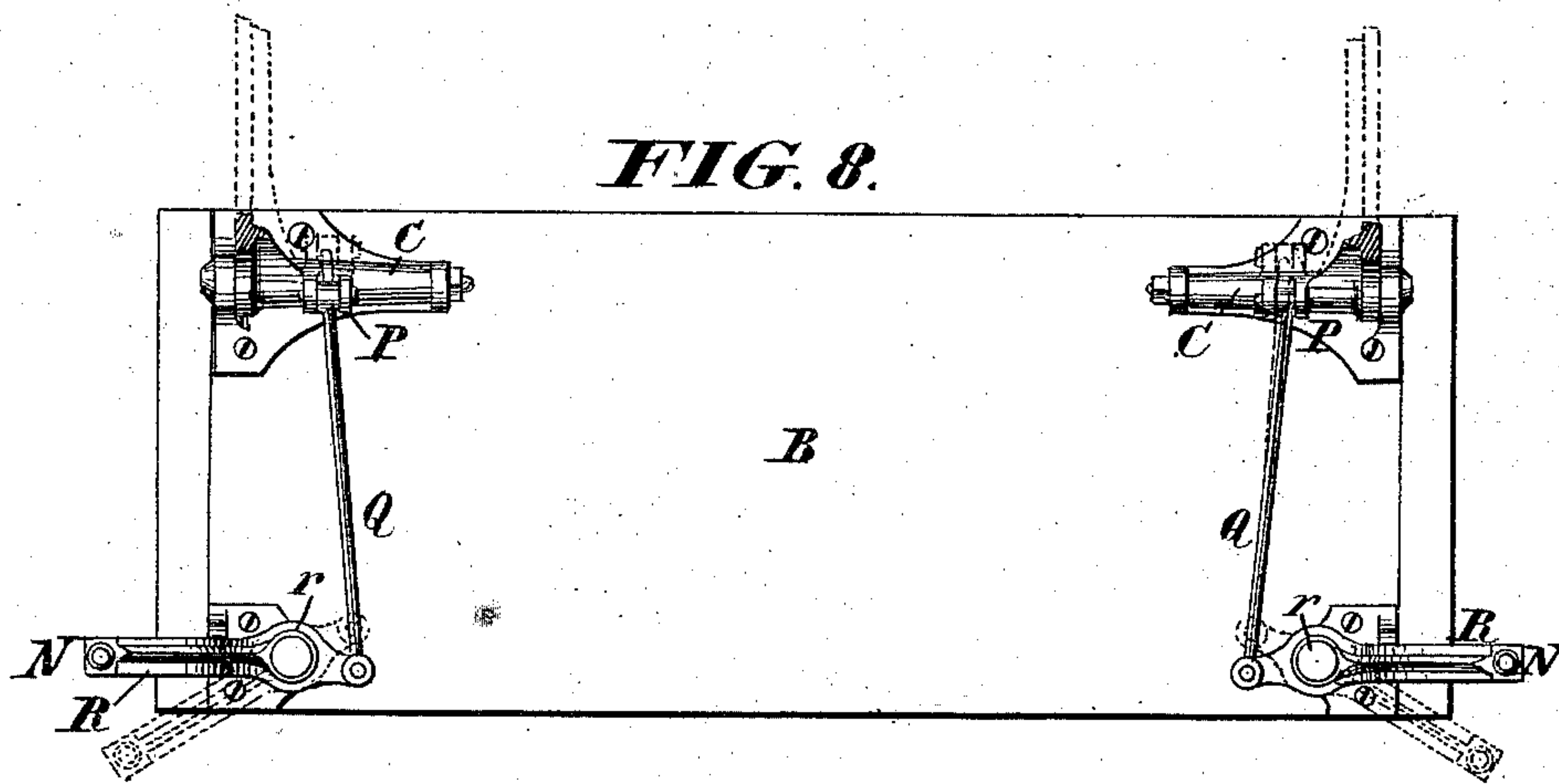
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UNITED STATES PATENT OFFICE.

JOHN P. COST, OF BELLEFONTAINE, OHIO, ASSIGNOR TO MILLER BROTHERS,
OF SAME PLACE.

IMPROVEMENT IN SHIFTING SEATS FOR CARRIAGES.

Specification forming part of Letters Patent No. 160,651, dated March 9, 1875; application filed
November 21, 1874.

To all whom it may concern:

Be it known that I, JOHN P. COST, of Bellefontaine, in the county of Logan and State of Ohio, have invented a new and useful Improvement in Shifting Seats for Carriages, of which the following is a specification:

My improvement relates to the construction and arrangement of the rear legs of the front seat in convertible one or two seat carriages, in which the front seat may be made to assume two or three different positions. I shall describe my invention as applied to a class of shifting-seat carriages described in Letters Patent No. 141,065, granted the 22d day of July, 1873, to Miller Brothers, assignees of Jacob N. Miller, of Bellefontaine, Ohio, in which the front seat, being attached to hinged legs, may be fixed in suitable position either for an adult or driver's seat, or for a children's seat, or may be set backward, permitting the main seat to be slid over it when a single-seat buggy is desired. In order to adapt the hind legs of the front seat to operate correctly and avoid the necessity of notches or mortises in the sills of the carriage, the said hind legs of the front seat must be movable, so that they may project outward when the seat is to be supported in its highest position for the use of adults, and may be retracted when it is to rest down upon the sills. To this end, I attach the rear legs of the front seat by slides or pivots, so that they may be thrown outward and drawn inward either automatically, by the movement of the seat, or by hand, as preferred.

In the accompanying drawings, Figure 1 is an under-side view of the front seat with its attached legs, illustrating my invention in its preferred form. Fig. 2 is a vertical transverse section, showing the seat in its elevated position in full lines, and in its depressed position in dotted lines. Fig. 3 is a longitudinal section, showing the elevated position in full lines and both depressed positions in dotted lines. Fig. 4 is an elevation of a portion of the operating lever and cam on a larger scale. Fig. 5 is a plan view of the said cam. Fig. 6 is a sectional elevation, and Fig. 7 a plan view, illustrating a modification of the construction of the cam by which the legs are

advanced and retracted in the movement of the seat. Fig. 8 is an under-side view of the seat, illustrating another modification in the device for moving the feet automatically.

In the preferred form of my invention, illustrated in Figs. 1 to 7, inclusive, A represents the body of a carriage or buggy, which is constructed in any suitable manner to provide for the shifting or sliding of the main seat forward and backward. B is a movable front seat, attached near its forward edge by lugs *c* and elongated sockets C to legs D, which are hinged at E to the sills F of the carriage-body. Upon the outside of the sockets C are formed special beads or flanges G, either single or double, which work, if single, within grooved pins H, Fig. 4; or, if double, so as to constitute a cam-groove, as illustrated in Figs. 6 and 7, embrace the pin H. The said pin in either case constitutes a stud, projecting from a lever, I, fulcrumed at J to the under side of the seat, and connected by a slot, *i*, and bolt K to a slide, L, which is guided by straps or sockets M, and carries the foot N at its outer end. The construction and arrangement of the parts are such that, as the seat B is elevated to its intermediate position, illustrated in full lines in Figs. 2 and 3, the feet N will be projected outward, so as to rest in the brackets O, Figs. 2 and 3; but when the seat is lowered to either the forward or rearward position, illustrated in dotted lines in Fig. 3, the slides L and feet N will be retracted, so as to draw the feet out of reach of the brackets and of the sides of the frame. The forward position, shown at B¹ in Fig. 3, in dotted lines, adapts the seat for the use of children, sitting with their backs to the dash. The rearward position, shown in dotted lines at B² in the same figure, shows the seat stowed away in readiness for the main seat to be slid forward over it, so as to convert the carriage into a one-seated buggy.

While describing the above as the preferred form of my invention, I do not desire to limit myself thereto, because it will be apparent that the invention may be modified in various ways without departing from its essential principles. For example, the elongated eyes or sockets C may be constructed, as shown in

Fig. 8, with projecting arms P, connected by rods Q to levers R, fulcrumed at *r*, and carrying the feet N on their outer ends, the arrangement being such that the feet N will have their greatest lateral projection in the intermediate position of the seat B, but will be drawn inward when the said seat is moved to its extreme forward or rearward position.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

As an improvement in convertible carriages, a shifting front seat, attached by hinged front legs, and provided with rear legs, which can be advanced and retracted automatically by the elevation and depression of the seat, substantially as set forth.

JOHN P. COST.

Witnesses:

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J. S. PATTERSON.