

S. GILZINGER.  
Carriage-Seat.

No. 169,256.

Patented Oct. 26, 1875.

Fig: 1.

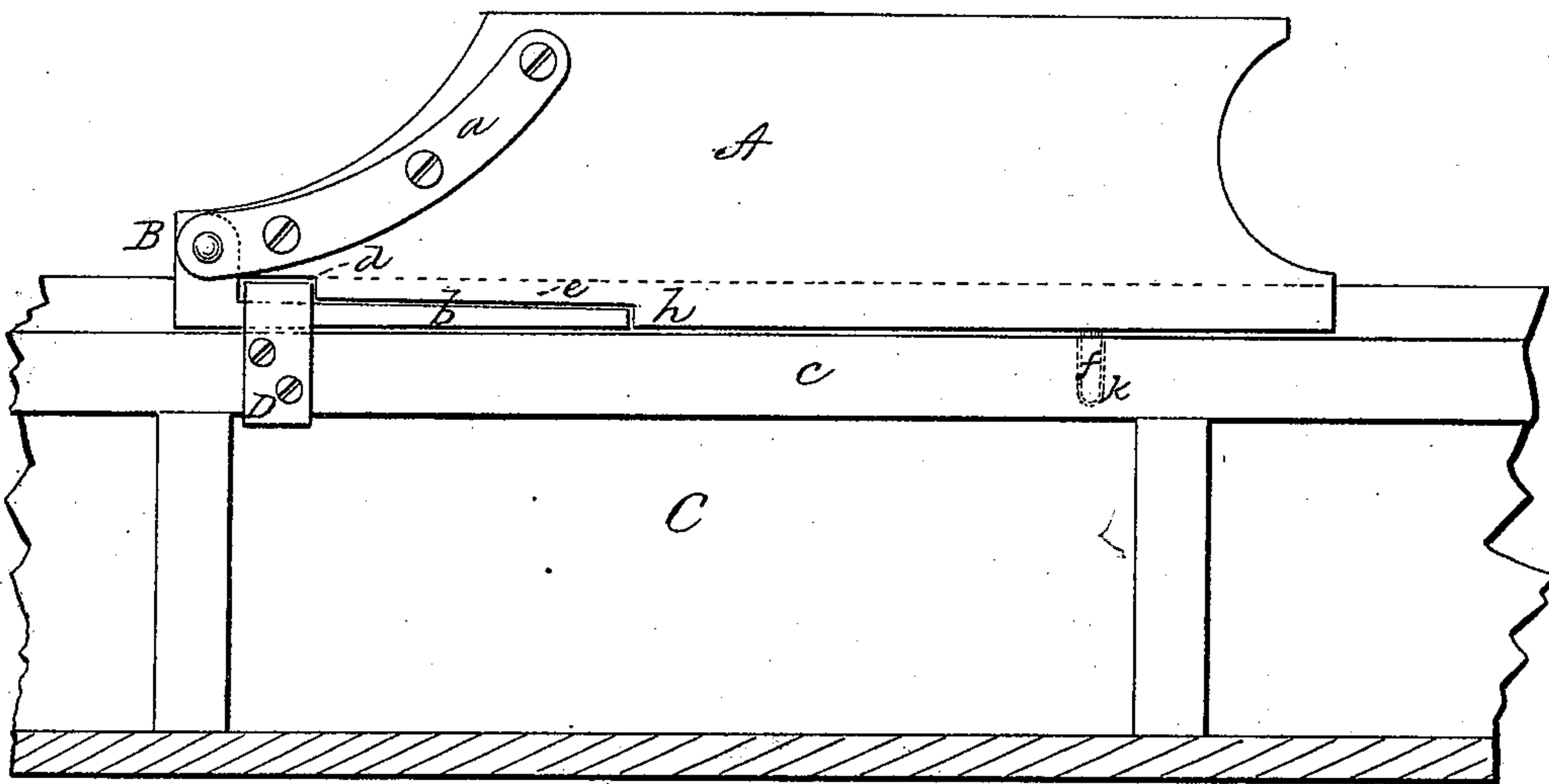


Fig: 2.

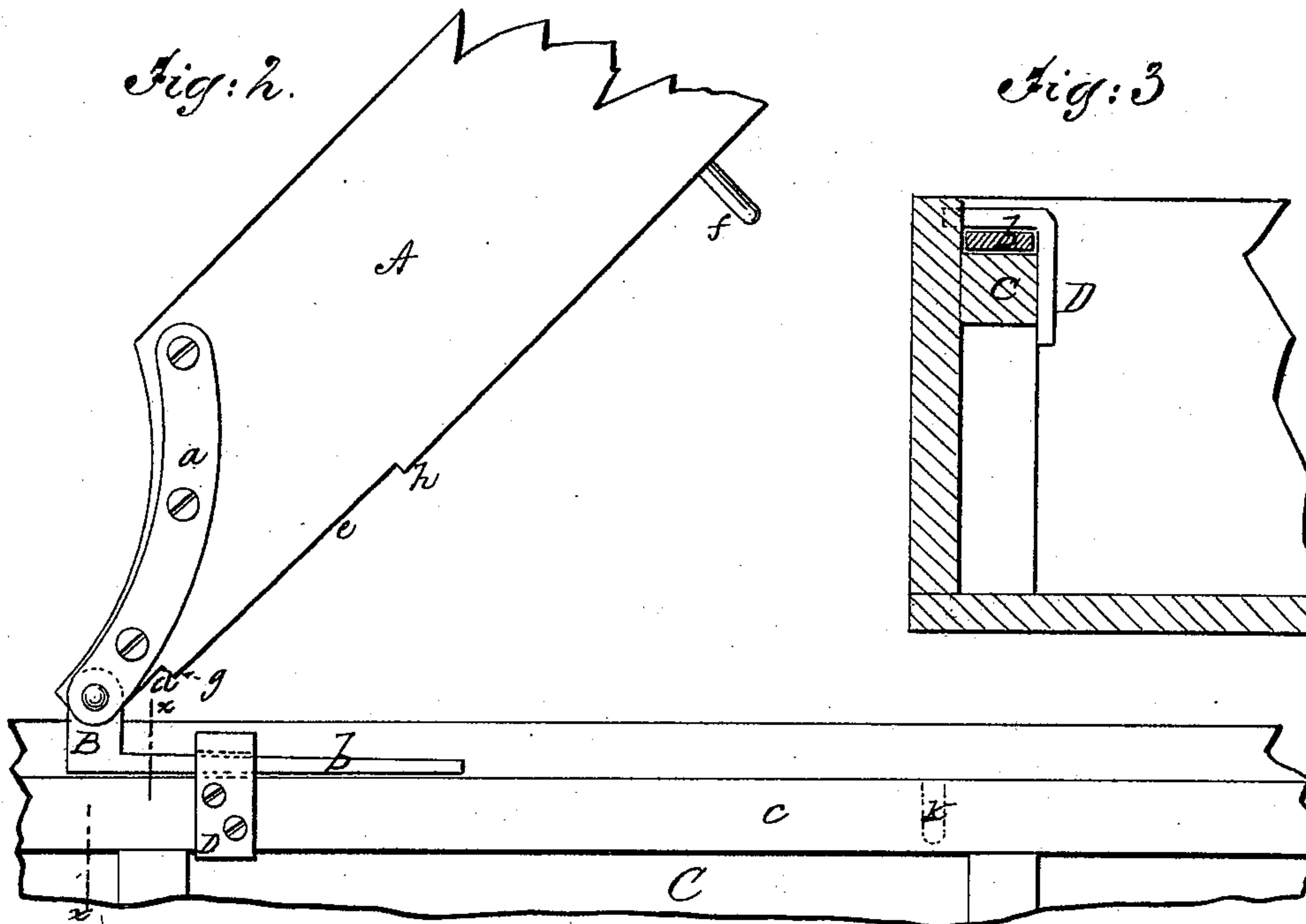
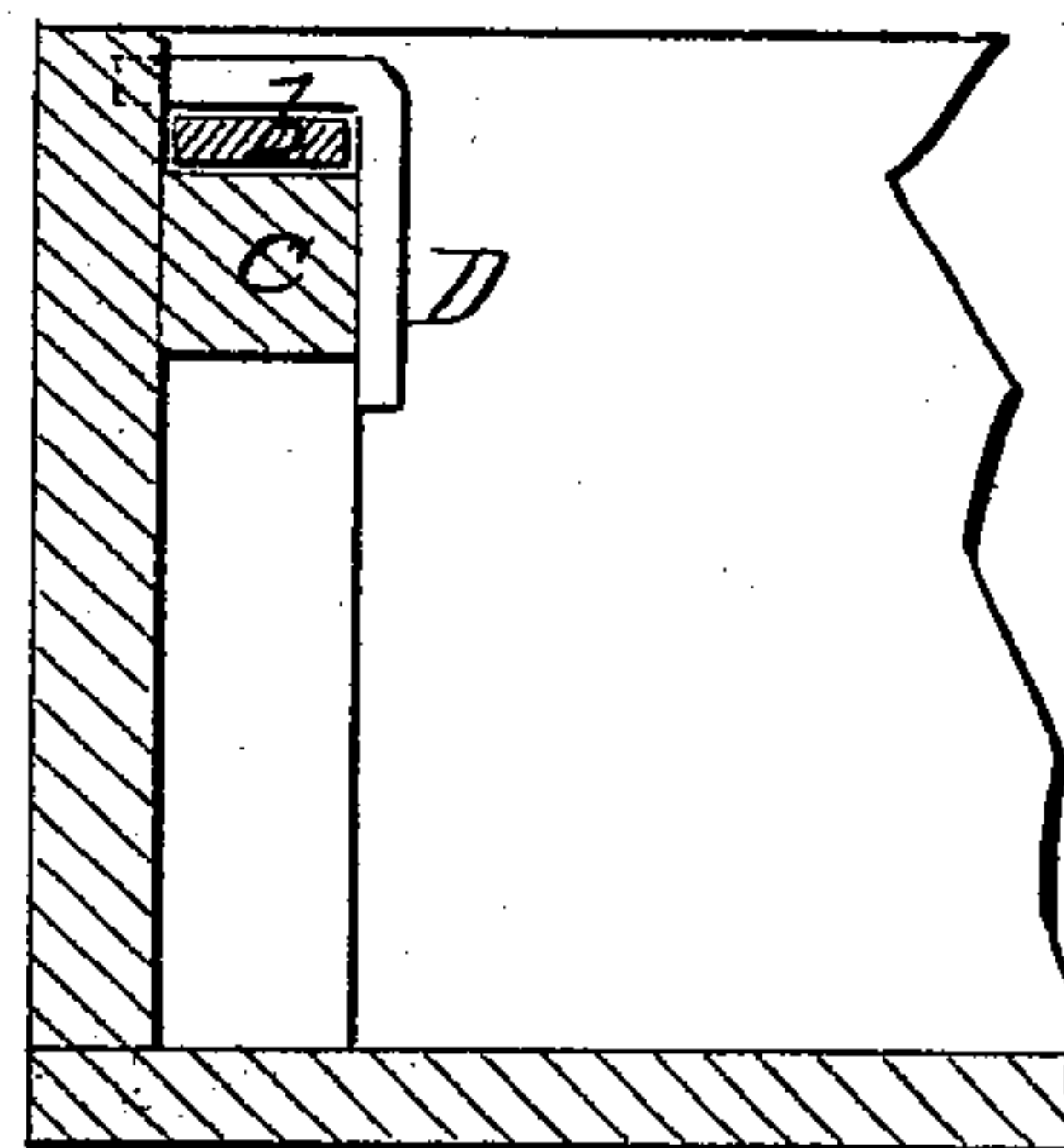


Fig: 3.



Witnesses:

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# UNITED STATES PATENT OFFICE.

SEBASTIAN GILZINGER, OF RONDOUT, NEW YORK, ASSIGNOR TO HIMSELF  
AND ABEL A. CROSBY, OF SAME PLACE.

## IMPROVEMENT IN CARRIAGE-SEATS.

Specification forming part of Letters Patent No. **169,256**, dated October 26, 1875; application filed  
September 9, 1875.

*To all whom it may concern:*

Be it known that I, SEBASTIAN GILZINGER, of Rondout, in the county of Ulster and State of New York, have invented a new and Improved Seat Attachment; and that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings and to the letters of reference marked thereon, making a part of this specification.

This invention is in the nature of an improvement in vehicle-seat attachments; and the invention consists in a vehicle-seat constructed with a hinged joint on each side of the same, the lower leaves of the hinges fitting into staples or straps, and the sides of the seat provided with recesses, into which fit the upper surfaces of the staples or straps, and also the lower leaves of the hinges, substantially in the manner and for the purpose described.

In the accompanying sheet of drawings, Figure 1 is a side elevation showing seat closed; Fig. 2, a side elevation showing seat raised; and Fig. 3, cross-section taken in line *x x*, Fig. 2.

Similar letters of reference indicate like parts in the several figures.

A represents the side of a seat for vehicles, to the front ends of which, on each side of the seat, are affixed hinges B, the upper leaves *a* of which are fastened to the seat, and the lower leaves *b* being unfixed to the sides, excepting by the usual ordinary rule-joints, which connect the two leaves of the hinge together. To each side of the vehicle C is firmly secured a strap or staple, D. This strap is so affixed that space is left between its upper surface and the seat-rails *c*. Into this space are fitted (when the seat is in place, as shown in Fig. 1) the lower leaves *b* of the hinges B, recesses *d* and *e* being formed in the edge of the sides of the seat to receive said straps D and lower leaves *b*, in this way confining the seat to the sides of the vehicle C.

When it is desired to move the seat forward it may be done by simply folding it frontward, the lower leaves *b* remaining in position within the straps or staples D; and when it is desired to remove the seat from the vehicle it is simply raised slightly, bringing the lower leaves and straps or staples out of the notches *d* and *e*, in which position the lower leaves of the hinges may be easily withdrawn from the straps or staples and the seat removed.

To prevent the seat from working forward by the motion of the vehicle when in use, the notches *d* and *e* and dowel-pins *f* are provided, the shoulders *g* of the notches *d*, and the shoulders *h* of the notches *e*, coming closely in contact with the sides of the straps D and end of the lower leaves *b*, respectively, and the dowel-pins entering into corresponding recesses *k* in the seat-rails *c*.

From the foregoing it will be seen that my vehicle-seat is not only firmly secured to the sides of the vehicle; but it may, without trouble, be folded forward or back, or detached, without unscrewing a bolt, or the use of a wrench or key, possessing, therefore, all the advantages of the best adjustable seat, with the additional advantage of being more easily adjusted and secured.

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

A seat secured to the body of a vehicle by means of hinges, the lower leaves of which are confined to the seat-rails by staples, so as to be readily slipped in and out of said staples, the hinges and staples being combined with recesses formed in the edges of the sides of the seat, substantially as shown and described.

SEBASTIAN GILZINGER.

Witnesses:

H. L. WATTENBERG,  
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