

(Model.)

W. S. DURIE.
Carriage Seat.

No. 236,008.

Patented Dec. 28, 1880.

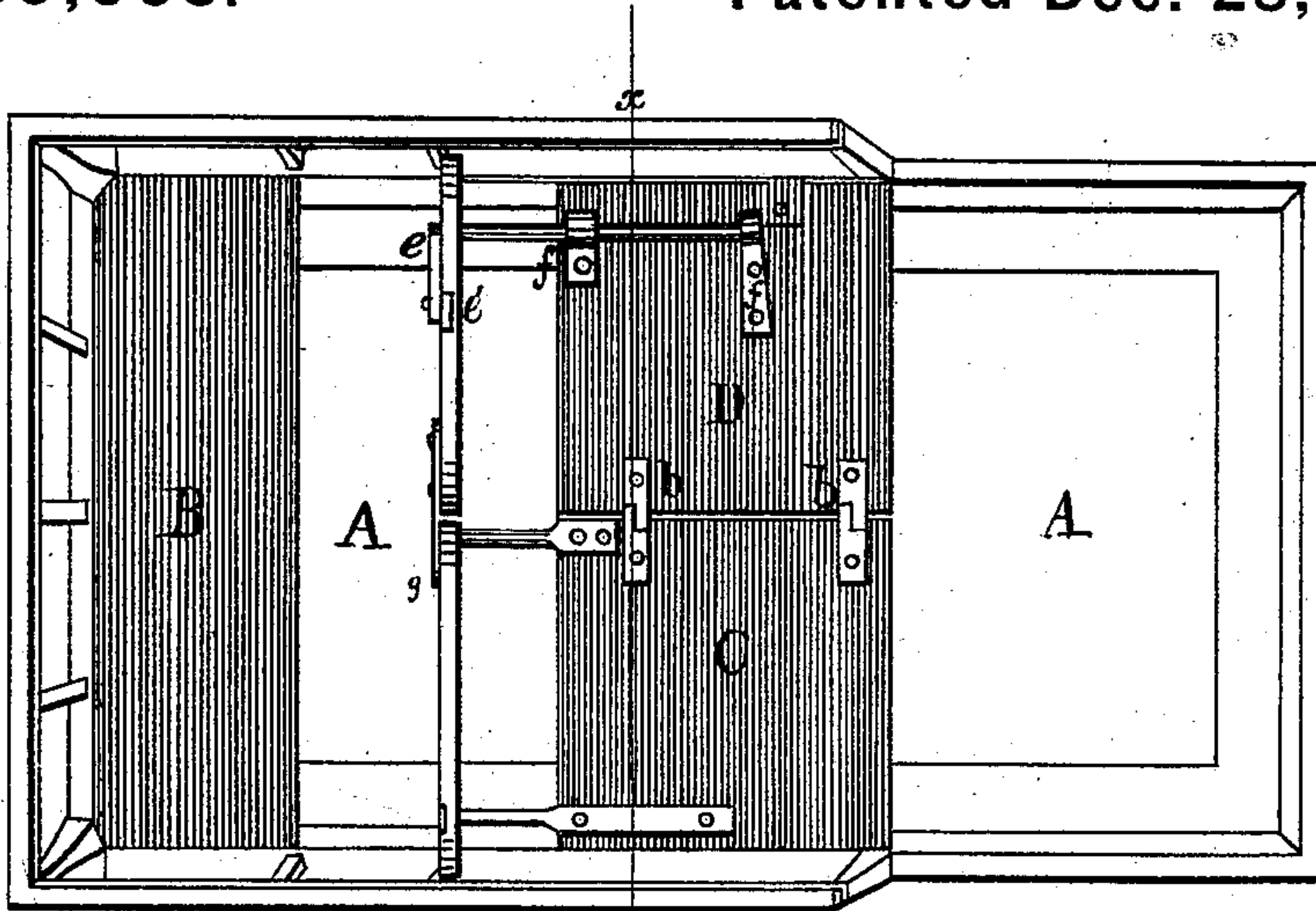


Fig. 1.

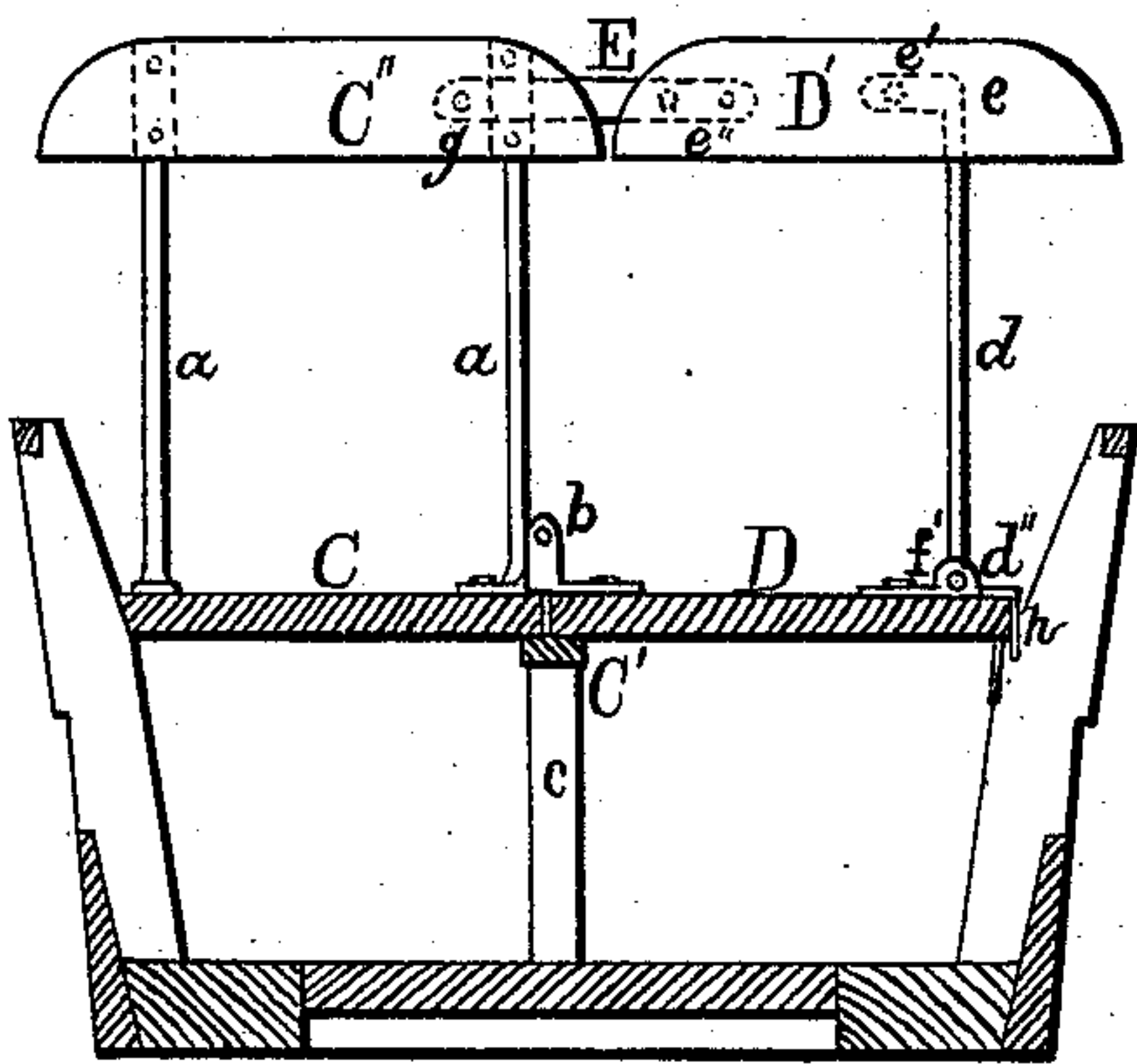


Fig. 2.

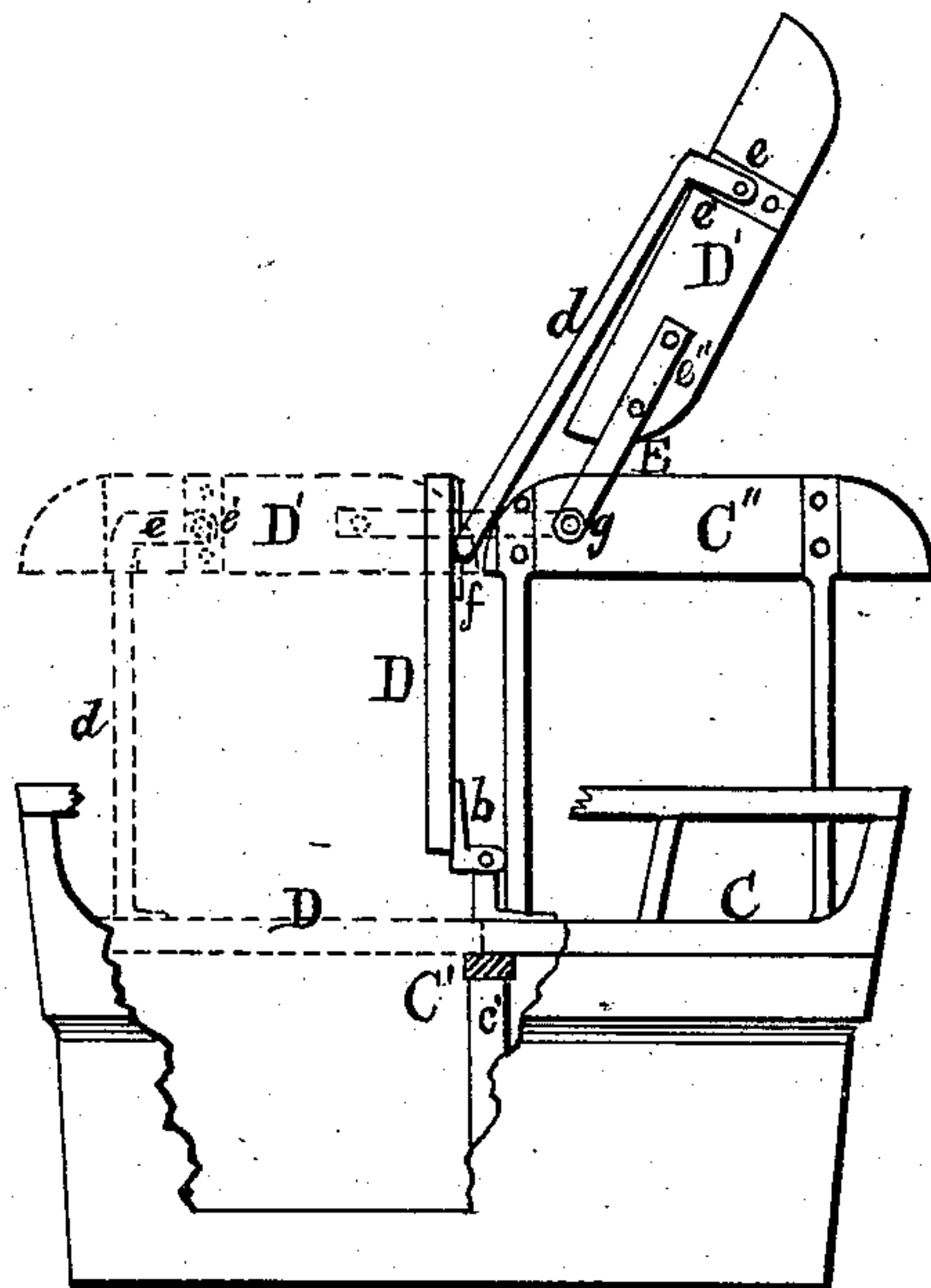


Fig. 3.

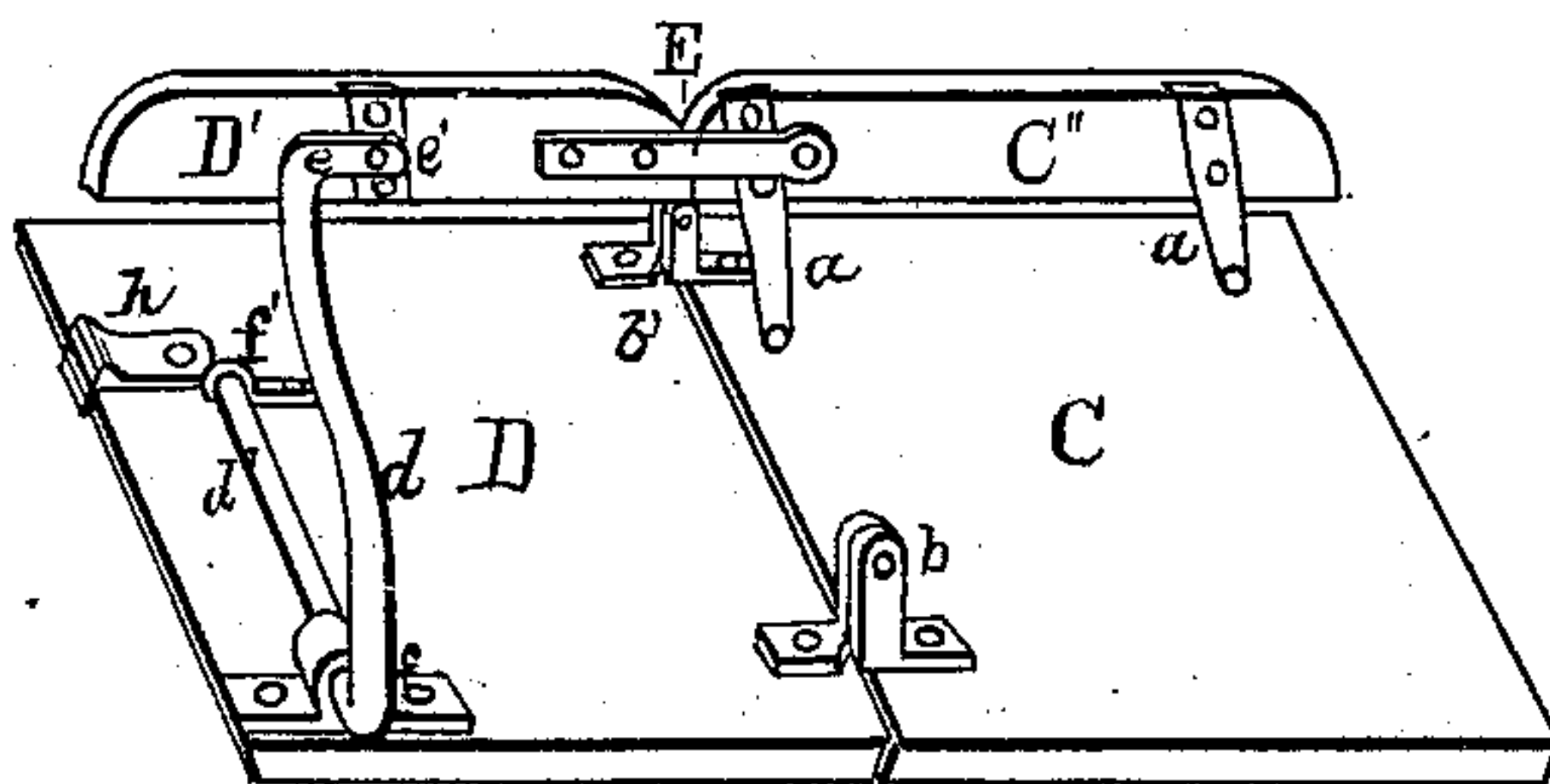


Fig. 4.

Witnesses:

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UNITED STATES PATENT OFFICE.

WILLIAM S. DURIE, OF ST. LOUIS, MISSOURI, ASSIGNOR TO HENRY TIMKEN,
OF SAME PLACE.

CARRIAGE-SEAT.

SPECIFICATION forming part of Letters Patent No. 236,008, dated December 28, 1880.

Application filed October 8, 1880. (Model.)

To all whom it may concern:

Be it known that I, WILLIAM S. DURIE, of the city of St. Louis and State of Missouri, have invented a new and useful Improvement in Carriage-Seats, of which the following is a specification.

My invention relates to movable seats of carriages to permit persons to pass and re-pass in such vehicles as are closed on the sides; and it consists in the manner of constructing the back and supporting-standards of the seat, and the combination and arrangement of the several parts, all of which will be hereinafter more fully described, and set forth in the claims.

Figure 1 represents a top view of a vehicle with my invention. Fig. 2 is a transverse vertical section on line *xx* of Fig. 1. Fig. 3 is an end view from the rear, showing one seat turned up. Fig. 4 is a perspective view of the back of the seats.

A is the vehicle, which may be of any construction. In this case the side rails are shown as continuous. This vehicle has a back seat, B, which is permanent, and a front seat formed in two parts, C and D. The part C is permanent, its inner end being supported on a strip, C', resting on standards *c c'*, which are seen in Figs. 2 and 3. The back-board of seat C is supported by iron standards *a a* in the usual manner. The seat D is hinged to seat C by parting-hinges *b b*, having their pivots at or a little above the top line of the cushions, and, being between them, are not in the way of the occupants. The back-board D' of seat D is supported by pivoted standards *d* and a hinge-strap, E, which is permanently secured at one end to the back-board D' at *e'*, but is pivoted

on the back-board C' of seat C at *g*, thus allowing a vertical movement of the back-board D'. The standard *d* is crank-formed at *d''*, where it joins the seat D, and is sustained in bearings *f f'* fastened to the seat, said standard having a shoulder at *f* and being riveted or otherwise secured in bearing *f'*. The upper end of standard *d* is bent at an angle into an arm, *e*, and at the end of the arm is pivoted to the back-board D' at *e'*. By the arrangement of this crank-standard and the hinge-strap E and the parting-hinges *b b* the seat D, with its back-board D', can be turned to the position shown in Fig. 3 in solid lines, the broken lines in that figure showing the seat and back in their normal position.

Fig. 4 represents the rear of the back-board of seat D, with the crank-standard *d* and the hinge-strap E connecting the board D' to board D'', as above described. A catch, *h*, is placed on seat C, which enters a notch in the side rail and serves to hold seat D in its place.

I claim—

1. In divided seats for vehicles, one part of which is to be turned up, the crank-standard *d*, pivoted on the turning seat at one end and to the back at the upper end, substantially as and for the purpose described.

2. The combination of the crank-standard *d*, the back-board D' of a seat, the hinged supporting-strap E, the back-board C'', hinges *b b'*, and seats C and D, substantially as and for the purpose described.

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Witnesses:

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