

(No Model.)

J. PARISEAU, Jr.
CARRIAGE SEAT.

No. 322,555.

Patented July 21, 1885.

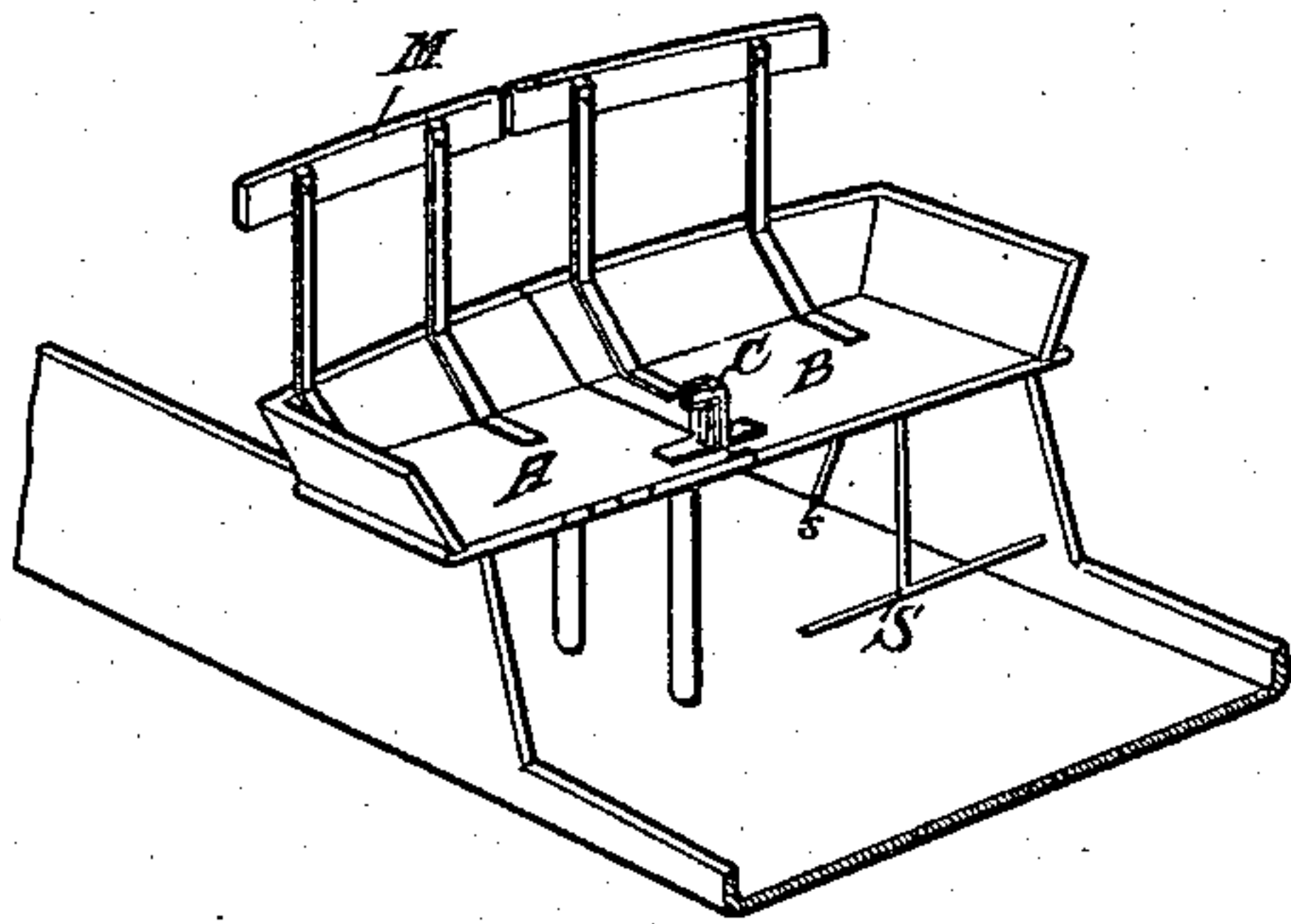


Fig. 1.

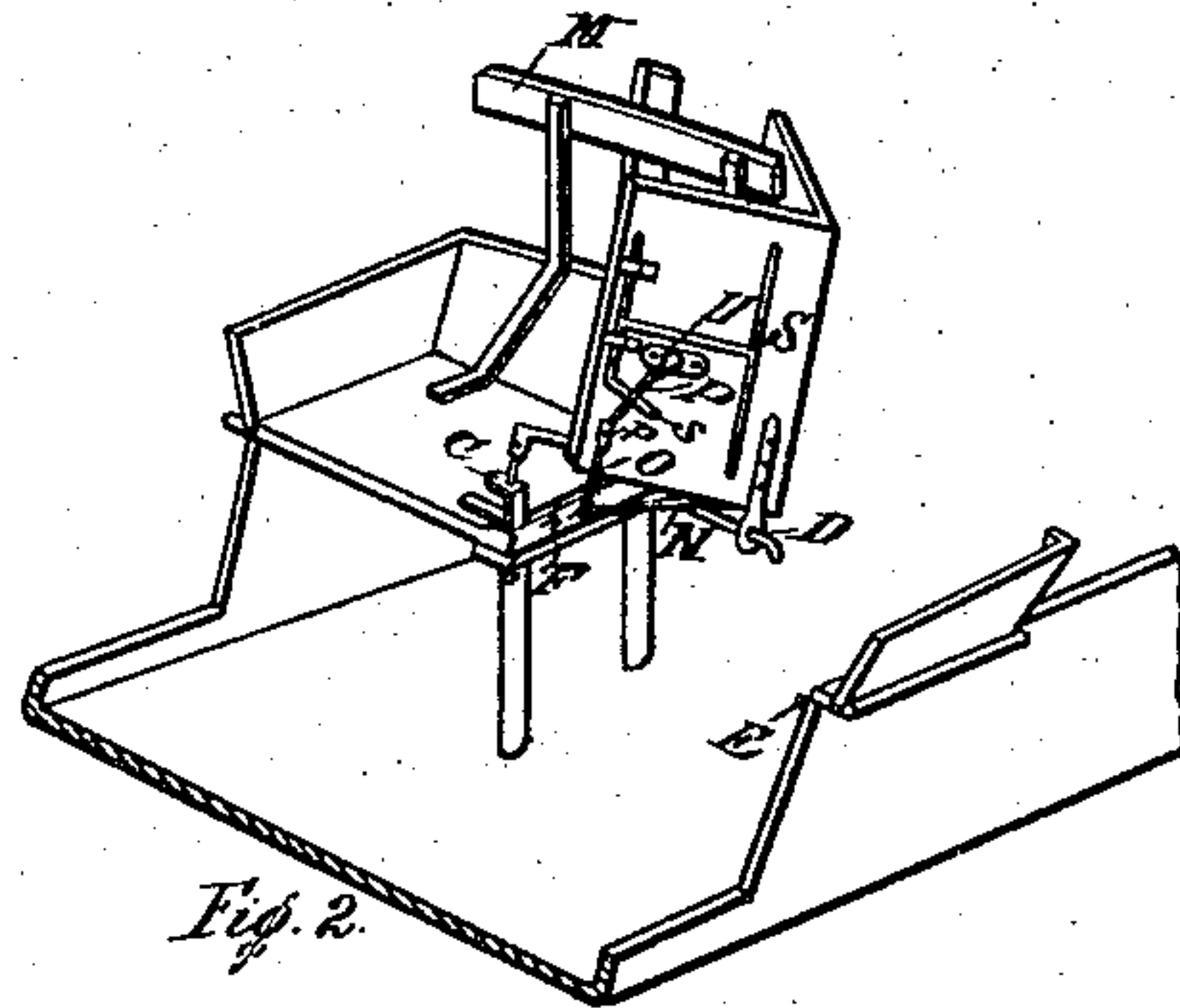


Fig. 2.

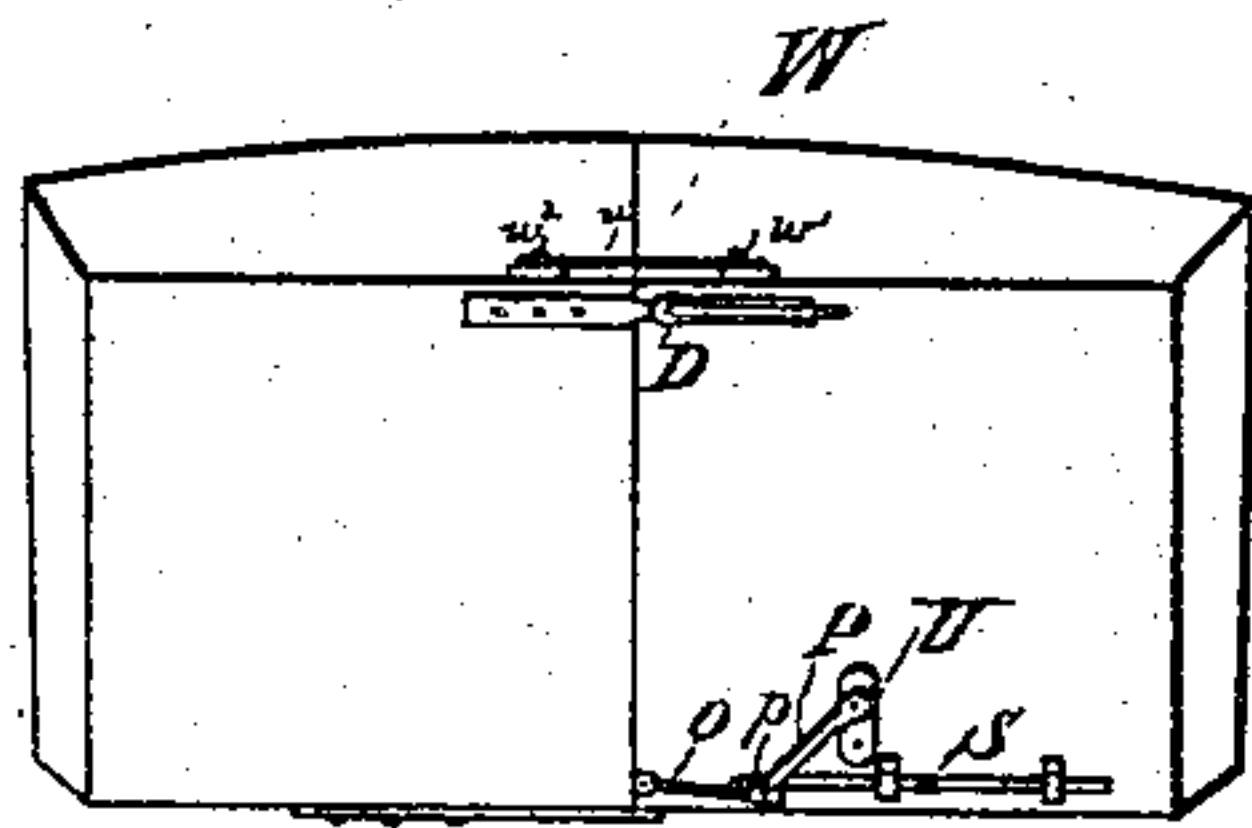


Fig. 3.

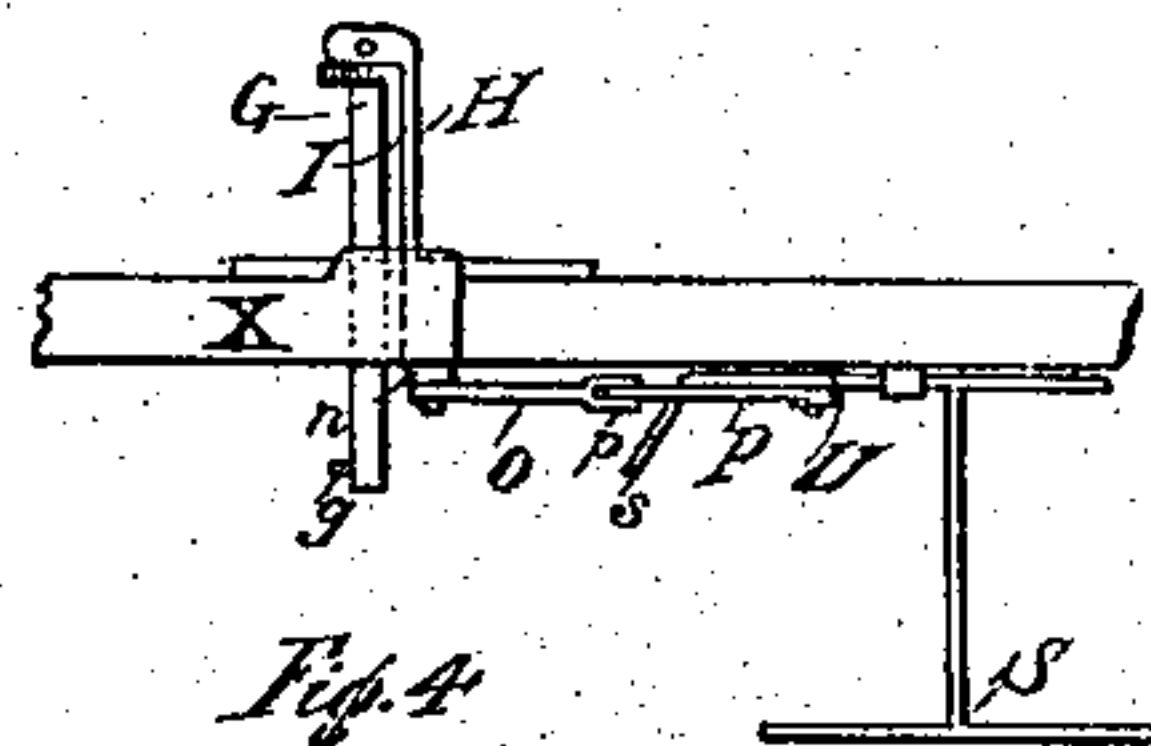


Fig. 4.

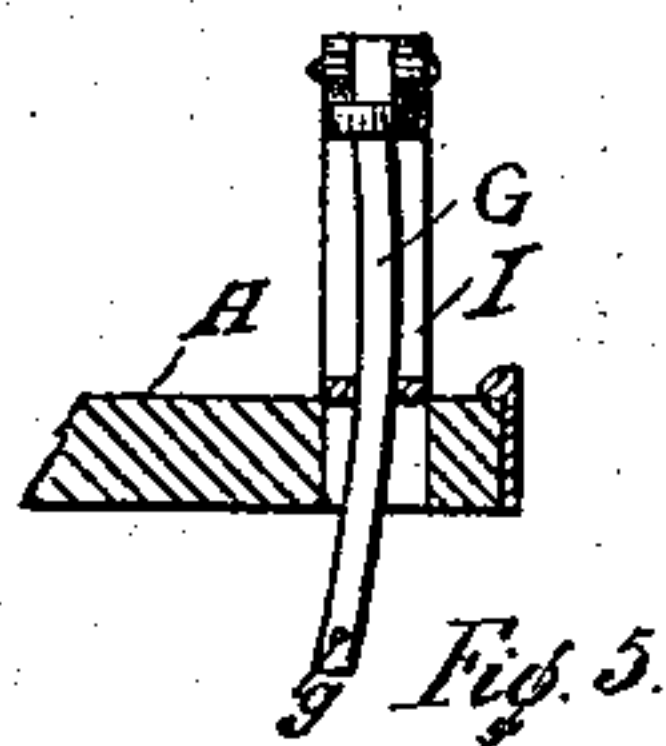


Fig. 5.

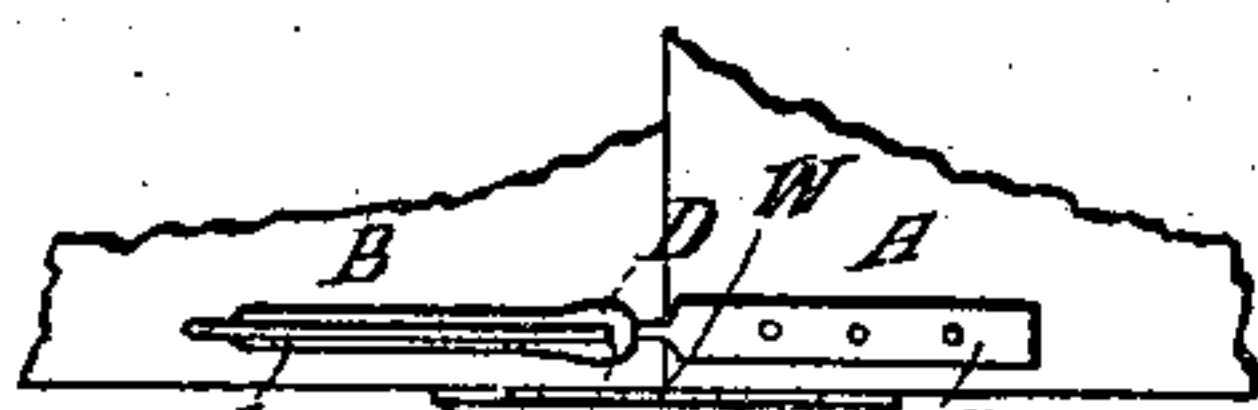


Fig. 6.

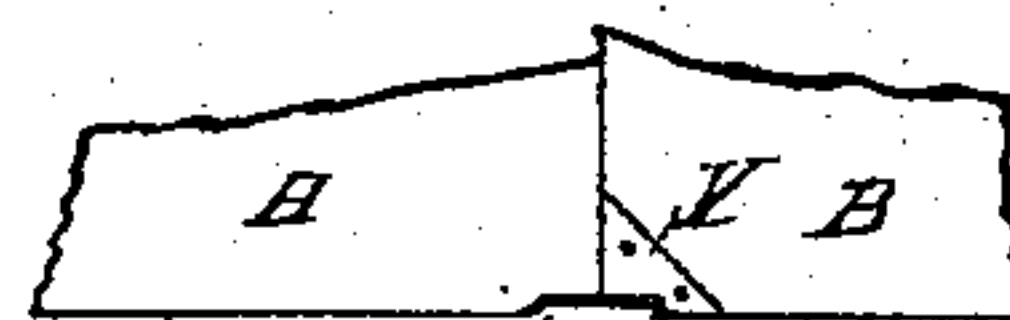


Fig. 7.

Witnesses:
James Laurin.
A. Marchand.

Inventor
Joseph Pariseau Jr.
per:
J. Emile Vanier
Attorney.

UNITED STATES PATENT OFFICE.

JOSEPH PARISEAU, JR., OF ST. JEAN BAPTISTE, QUEBEC, CANADA.

CARRIAGE-SEAT.

SPECIFICATION forming part of Letters Patent No. 322,555, dated July 21, 1885.

Application filed June 12, 1885. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH PARISEAU, Jr., a citizen of the Dominion of Canada, residing at the town of St. Jean Baptiste, in the county of Hochelaga and Province of Quebec, Canada, have invented certain new and useful Improvements in Carriage-Seats; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to that class of seats made in two separate parts, one firmly fixed to the carriage, the other movable, so that the latter half is made to open and give access to the seat behind.

My invention consists in making a seat in which one-half is made to open, first, to a certain height, and then revolving back slightly so as to avoid collision of backs, and then simply rise open, at the same time the curtain swings up against the bottom of movable half automatically so as not to interfere with the passage.

Similar letters refer to similar parts throughout the several views.

Figure 1 is a perspective view of my seat when closed. Fig. 2 is a perspective view of my seat when open. Fig. 3 is a plan of under part of seat. Fig. 4 is a detail of hinge C; Fig. 5, a side elevation of same detail; Fig. 6, detail view of hinge D, and Fig. 7, a view of locking device for half-seat B.

A is the fixed half of the seat, and B the movable one, made so as to swing on the hinges C and D. As can be seen half-seat B when closed is supported at outer end by the piece E, and in the middle not only by the hinges, but also by the piece F, making this good and strong.

I want to call special attention to hinges C and D. A detail of hinge C can be seen in Figs. 4 and 5, and of hinge D in Figs. 3 and 6.

Hinge C consists of three distinct parts—one, H, attached to movable half-seat, another, I, attached to fixed half, and, thirdly, the pin G which is slightly bent outward, as shown in Fig. 5, the object of this being to permit half-seat B to fall back when risen two or three inches, revolving as it were on hinge D, thus pulling pin G out, as shown in Fig. 2, until

stopped by projection *g*, which butts against bottom of seat, the revolving having for object to avoid collision of back of half-seat B with back M of half-seat A.

Hinge D consists of two separate parts—one, *a*, is fixed to half-seat A; the other, *b*, fixed to half-seat B. *a* is made as shown in Fig. 6, one end being a round rod, *m*, bent downward at point, so as not to slip out of hole *d* made through *b* for its passage, the other end made flat and screwed to half-seat A. *b* is flat and provided with the little hole *d* for the passage of *m*. At this end it is bent downward, so as to slide freely along *m* in whatever position half-seat B may be.

To make portion *b* of hinge D slide along *m* it is necessary to attach half-seat B to half-seat A by means of the arrangement W, Figs. 3 and 6. This consists simply in a piece of iron, *w*, pivoted at *w'* and *w''*, so that when half-seat B is opening it turns at *w'*, and thus *b* slides along *m*.

Now, passing to arrangement for raising up curtain, it will be seen by examining Figs. 2, 4, and 5, that this is done by means of the spring N, Fig. 2, which, when the seat is closed, is compressed against the half-seat A, there being a slot in B for its insertion. To the end *n* of spring N is attached the rod O, which forms an angle with rod P at *p*, being attached to B at U. By this arrangement when half-seat B opens, spring N is released and then tends to draw O and P in a straight line—that is to say, to make an angle of one hundred and eighty degrees between them, this making P push against *s* and raise it up against bottom of seat. As *s* and whole arrangement S, to which curtain is attached, forms but one, curtain is swung up against bottom.

To lock half-seat B when closed, I make use of the spring X, which, as can be seen in Figs. 4 and 7, is made to clasp half-seat B firmly down. To prevent spring X from injuring B, the latter is provided with an ironed corner, Y, as shown in Fig. 7.

I am aware that there is a patent bearing No. 259,177, issued to P. A. Larivière, for a similar invention; but my mechanism is entirely different. For instance, to avoid collision of backs he employs hinges that permit of sliding the movable half of seat backward,

this requiring always a certain amount of time, while the arrangement for raising up the curtain is entirely different, he using a cord which never lasts any length of time, and besides presents a bad appearance when half-seat is open.

The advantages I claim for my invention are, first, the simplicity of arrangement for hinges C and D, and consequently low cost as well as solidity and ease of working the same; second, solidity of arrangement to raise up curtain, not getting out of order easily, and being quick of action; and, third, the mode of locking half-seat B.

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

1. In a carriage seat, the combination of the stationary section A and the movable section B, and connecting-hinges C, D, and W, substantially as described, whereby the movable section B is permitted, first, to rise a certain height; secondly, to revolve back; and, thirdly, to rise open, as set forth.

2. In a carriage-seat, the combination of the stationary section A, the rising, revolving, and opening section B, and a locking device, X, substantially as shown, with which the movable section engages by a vertical motion.

3. In a carriage-seat, the combination of the movable section B with the mechanism O P S U, as described and shown, whereby the curtain is automatically folded against the bottom of said movable section B when opened.

4. In combination with the movable section B of the carriage-seat, the spring N, and curtain mechanism O P S U, as and for the purpose described.

In testimony whereof I have affixed my signature in presence of two subscribed witnesses.

JOSEPH PARISEAU, JR.

Witnesses:

D. S. MARCHAND,
JAMES LAURIN.