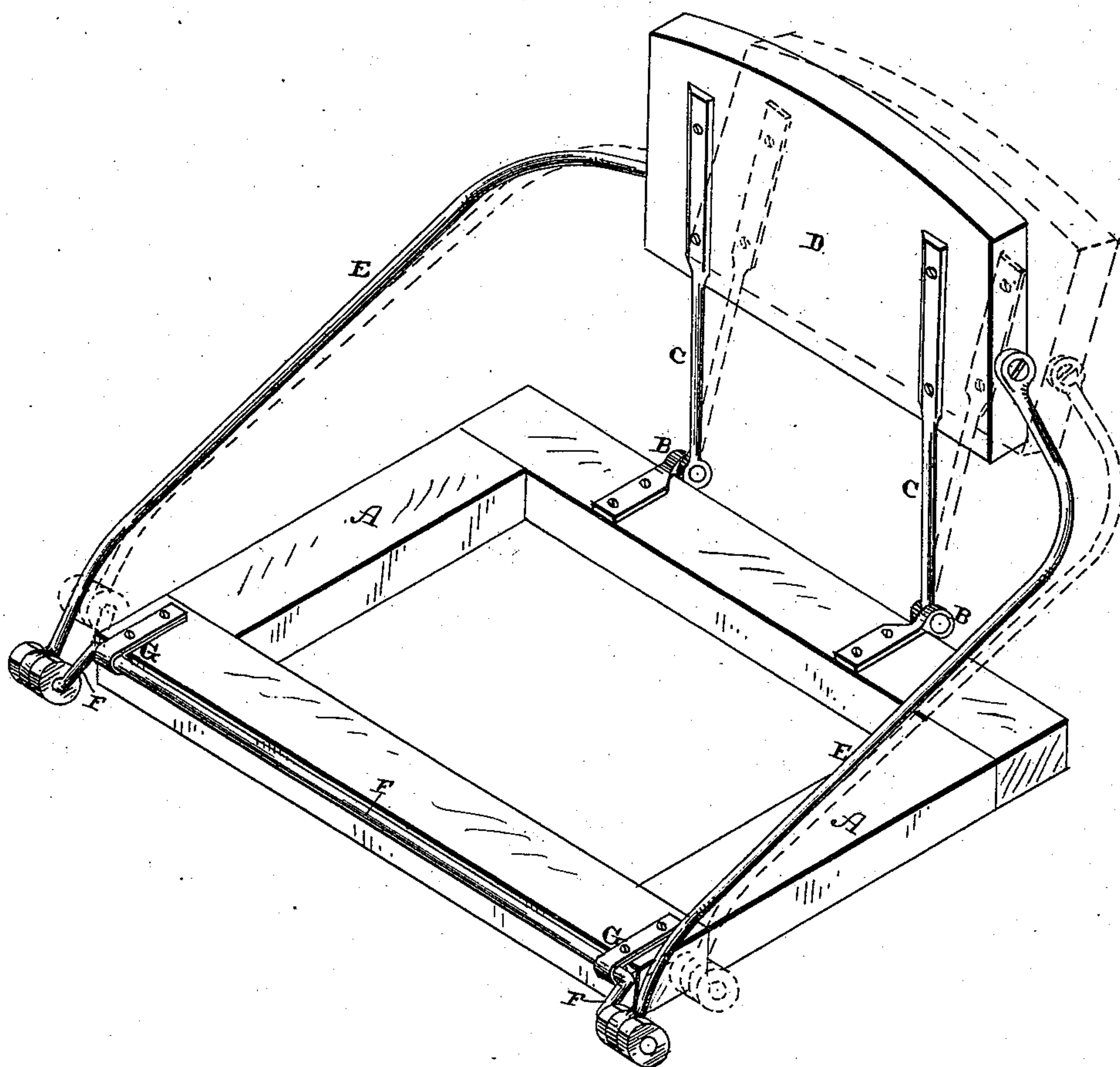


(Model.)

S. B. IRWIN.  
SEAT FOR VEHICLES.

No. 376,887.

Patented Jan. 24, 1888.



WITNESSES.

X. F. Gardner  
Edm. P. Ellis

INVENTOR.

S. B. Irwin,  
per J. A. Lehmann, atty.

# UNITED STATES PATENT OFFICE.

SAMUEL B. IRWIN, OF WEST HEBRON, NEW YORK.

## SEAT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 376,887, dated January 24, 1888.

Application filed October 24, 1887. Serial No. 253,241. (Model.)

*To all whom it may concern:*

Be it known that I, SAMUEL B. IRWIN, of West Hebron, in the county of Washington and State of New York, have invented certain new and useful Improvements in Vehicle-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 pertains to make and use it, reference being had to the accompanying drawing, which forms part of this specification.

My invention relates to an improvement in vehicle-seats; and it consists in the combination of the pivoted back, the arms connected thereto, and a cranked rod, to which the front ends of the arms are connected, as will be more fully described hereinafter.

The object of my invention is to provide a back for vehicle-seats which can be adjusted so as to stand vertically or be inclined backward, as may be desired, to balance the vehicle.

The accompanying drawing represents a perspective of a seat to which my invention is applied, the parts being shown in one position in dotted lines and in another position in solid lines.

A represents an ordinary vehicle-seat, of any desired construction. Secured to the rear edge of this seat are the ears B, which project at their rear ends beyond the rear edge of the seat, and to which ears B are pivoted the supporting-rods C of the back D. These rods C are pivoted at their lower ends to the seat A, for the purpose of allowing the back to be adjusted either into a vertical or an inclined position, as may be preferred. Pivoted to opposite ends of this back D are the arms or rods E, which have their front ends pivoted to the cranked ends of the rod F, which is journaled upon the front edge of the seat A in suitable boxes, G. This rod F has a turning movement, so as to move its cranked ends through little over a half of a circle, as shown in dotted lines, and thus either draw the arms E and back D forward or force them

backward, as may be desired. When the cranked ends are thrown downward, the back D is drawn forward so as to assume a vertical position; but when the cranked ends are moved backward the back D and arms E are forced correspondingly backward, and the back D assumes an inclined position, as shown. By means of this construction the back D can be raised into a vertical position, so as to support the back, or it can be moved into an inclined position, either to allow the driver to incline backward or to have it moved out of contact with the back. As here shown, the two cranked ends are formed upon a single rod, F; but it is evident that two cranks which are entirely separate from each other may be used, in which case it is necessary to operate them both at the same time.

This invention is especially intended for road-carts or two-wheeled vehicles, in which the vertical movement of the shaft, as in going up or down hill, changes the balance of the riders. In going downhill a stationary back compels the riders to lean forward, thus causing their whole weight to be thrown upon the shafts, and in going uphill, if the riders lean against the back, the center of gravity is thrown behind the axle, causing the shafts to rise in the shaft-tugs, and thus impede the movement of the horse. By having the seat movable the riders can adjust themselves by means of the back into those positions which keep the balance of the cart always just over the axle, and thus balance the shafts.

Having thus described my invention, I claim—

The combination of the seat, the back loosely connected thereto, the arms connected to the back, and the cranks for adjusting the back, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

SAMUEL B. IRWIN.

Witnesses:

THEODORE COPELAND,  
CHARLES S. HANNA.