

(No Model.)

H. P. WELLS & J. SPOFFORD, Jr.

VEHICLE.

No. 413,587.

Patented Oct. 22, 1889.

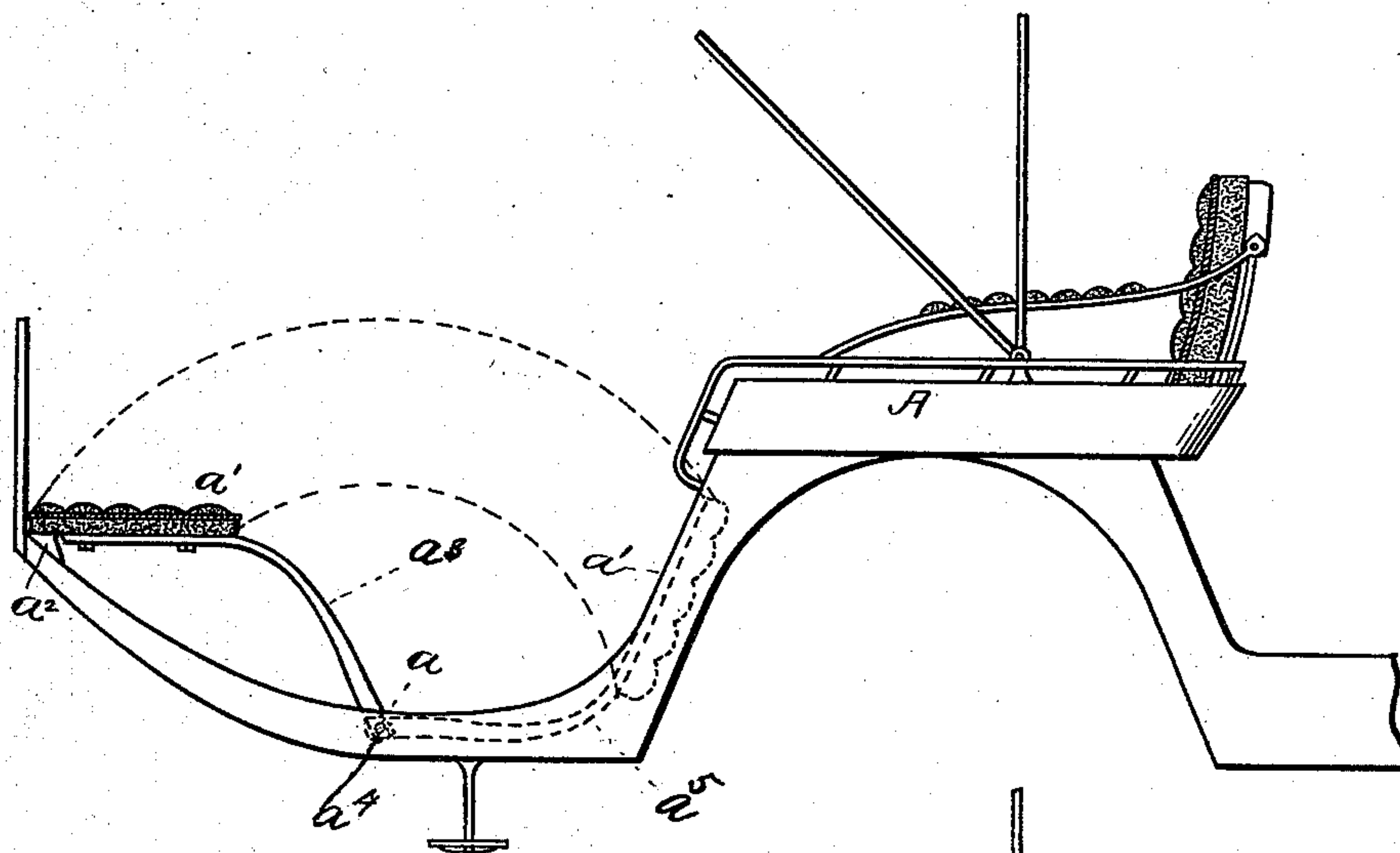


Fig. 1.

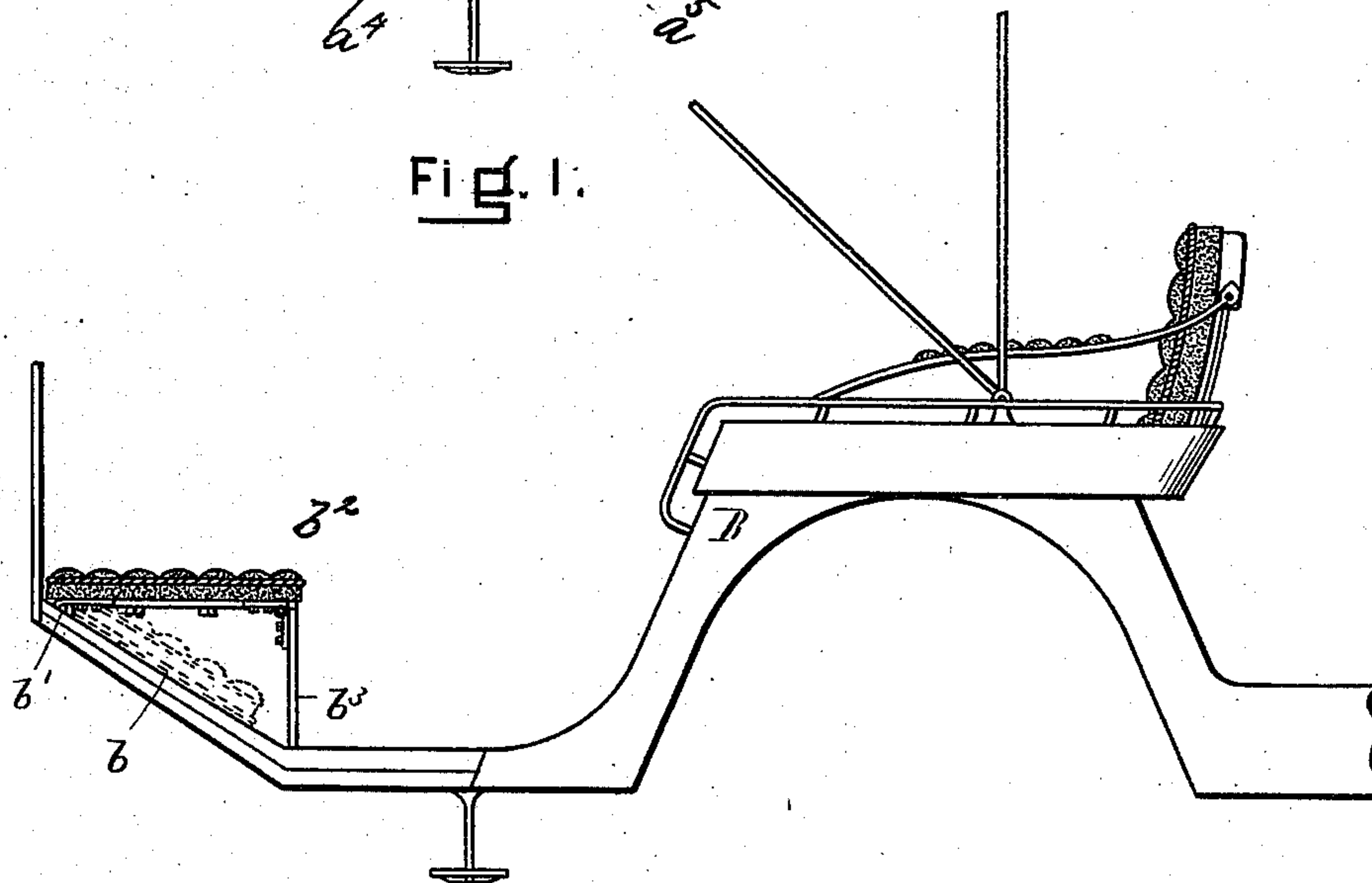


Fig. 2.

WITNESSES.

Georobate  
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# UNITED STATES PATENT OFFICE.

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## VEHICLE.

SPECIFICATION forming part of Letters Patent No. 413,587, dated October 22, 1889.

Application filed November 24, 1888. Renewed September 17, 1889. Serial No. 324,169. (No model.)

*To all whom it may concern:*

Be it known that we, HARLAN P. WELLS and JASON SPOFFORD, Jr., residents of Amesbury, in the county of Essex and State of Massachusetts, have invented a certain new and useful Improvement in Vehicles, of which the following, taken in connection with the accompanying drawings, is a specification.

Our invention relates to improvements in vehicles of that class that are drawn or impelled by animal or brute power; and the object of our improvement is to provide a portable or extra seat for children to be used therein of such a nature that it can be placed at the front end or at the center of the body, or at both, if so required, and that when not wanted for present use can be laid aside in such a manner that it will not take up any of the room needed in the carriage for comfort or otherwise, or can be removed entirely from the vehicle, if so required. We attain these results by the mechanical adjustment and peculiar construction of the parts illustrated in the accompanying drawings, in which—

Figure 1 is an elevation of a front part of a carriage, showing our invention; and Fig. 2, an elevation of the front end of a carriage, showing the old mode of attaching the seat.

The construction is as follows: The seat  $a'$ , Fig. 1, may be made in any desired proportion, and is provided at each extreme end with an arm  $a^3$ , which reaches in its full width and is secured firmly on its under surface. These arms  $a^3$  curve downward, and at their lower ends are furnished with a short longitudinal slot  $a$ , for the reception of a pivot-bolt  $a^4$  in the form of a reversed U—thus,  $\cap$ —which is secured in any desired position on the inner surface of the side of the body A, as shown at  $a^4$ , by means of which it is secured thereto in such a manner that it can be moved freely back and forth, or removed entirely, if so required.

In practice, the seat not being in the vehicle, it is placed in position therein by passing the slots  $a$ —that is, in the ends of the arms  $a^3$ —over the bolts  $a^4$ , thus securing it to the inner side surfaces of the body A by a detachable pivot-joint, when, if it is not needed for present use, it is turned back and its face

surface rests against the upright frame of the carriage-seat, as shown by dotted lines  $a' a^5$ . When it is wanted, it is brought forward and placed in the position shown at  $a' a^2$ , its inner side resting on a raised rib  $a^2$ , which is framed into the front part of the body A for that purpose, (shown at  $a^2$ ), describing in its line of passage an arc of a circle of which the bolt  $a^4$  is the axis. Should more than one seat of this kind be wanted in the same vehicle, the raised rib  $a'$  would be framed or otherwise secured in the rear surface of the front seat and the other parts made proportionate thereto.

It will be understood that we do not claim the herein-described seat  $a'$  as exclusive of similar seats, as they have been and are now used for the same purposes, but are entirely different in construction and inferior in practical results, inasmuch as that they are hinged to the front end of the body, as shown at  $b'$ , Fig. 2, and when in use are kept in position by the uprights  $b^3$ , which are hinged to the under surface of the seat  $b^2$  in such a manner that when the seat  $b^2$  is not required they will fold under and the seat will fall in the position shown by the dotted lines  $b$ . The practical objections to this mode of construction are that the upholstering of the seat  $b^2$  is exposed to the action of the feet of the occupants and liable to be damaged thereby, and the seat  $b^2$  occupies the room needed for the necessary furnishings of the vehicle, and in case of accidents or carelessness the uprights  $b^3$ , which are made to fold inward, are liable to be pushed from under the seat  $b^2$  to the injury of its occupants, nor can the seat be removed from or placed in the vehicle, as is at times a necessity, without the use of mechanical skill. These defects are remedied by our seat, from the fact that the under surface of its inner side rests on a continuous raised rib  $a^2$ , Fig. 1, and its marginal edge against the inner surface of the front end of the body A, while the arms  $a^3$  project beyond its front edge in such proportion as to bring any strain between the pivot  $a^4$  and rib  $a^2$ , and are secured laterally by means of the overlap of the head of the bolt  $a^4$  so closely to the inner surface of the sides of the body



A as to leave the full space beneath the seat  $a'$  for the stowage of the necessary furnishings, and preclude all danger of accident, for the simple reason that when any weight is placed on the seat  $a'$  the arms  $a^3$  have a tendency to straighten, and thus tighten the seat  $a'$  in position between the points named. Thus it will be noted that the heavier the weight is the firmer the seat will be held in place, and that when not needed it occupies no available space whatever. Therefore what we do claim as entirely new and originating with us is the construction and adaptation of the portable seat  $a'$  in the broadest sense of the term.

Having thus described and defined our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. As an improvement in vehicles, the here-

in-described portable seat, which consists of the seat  $a'$ , with the arms  $a^3$ , provided with the slots  $a$ , constructed and adapted substantially as described, for the purposes set forth.

2. In vehicles of the class herein named, the portable seat  $a'$ , having the slotted arms  $a^3$ , in combination with the raised rib  $a^2$  and bolts  $a^4$ , constructed and arranged in the manner herein described, for the purposes set forth.

In testimony whereof we have signed our names to this specification, in the presence of two subscribing witnesses, on this 20th day of November, A. D. 1888.

HARLAN P. WELLS.  
JASON SPOFFORD, JR.

Witnesses:

GEO. W. CATE,  
A. T. BROWN.