

(No Model.)

W. F. DOWNEY.
VEHICLE SEAT.

No. 541,601.

Patented June 25, 1895.

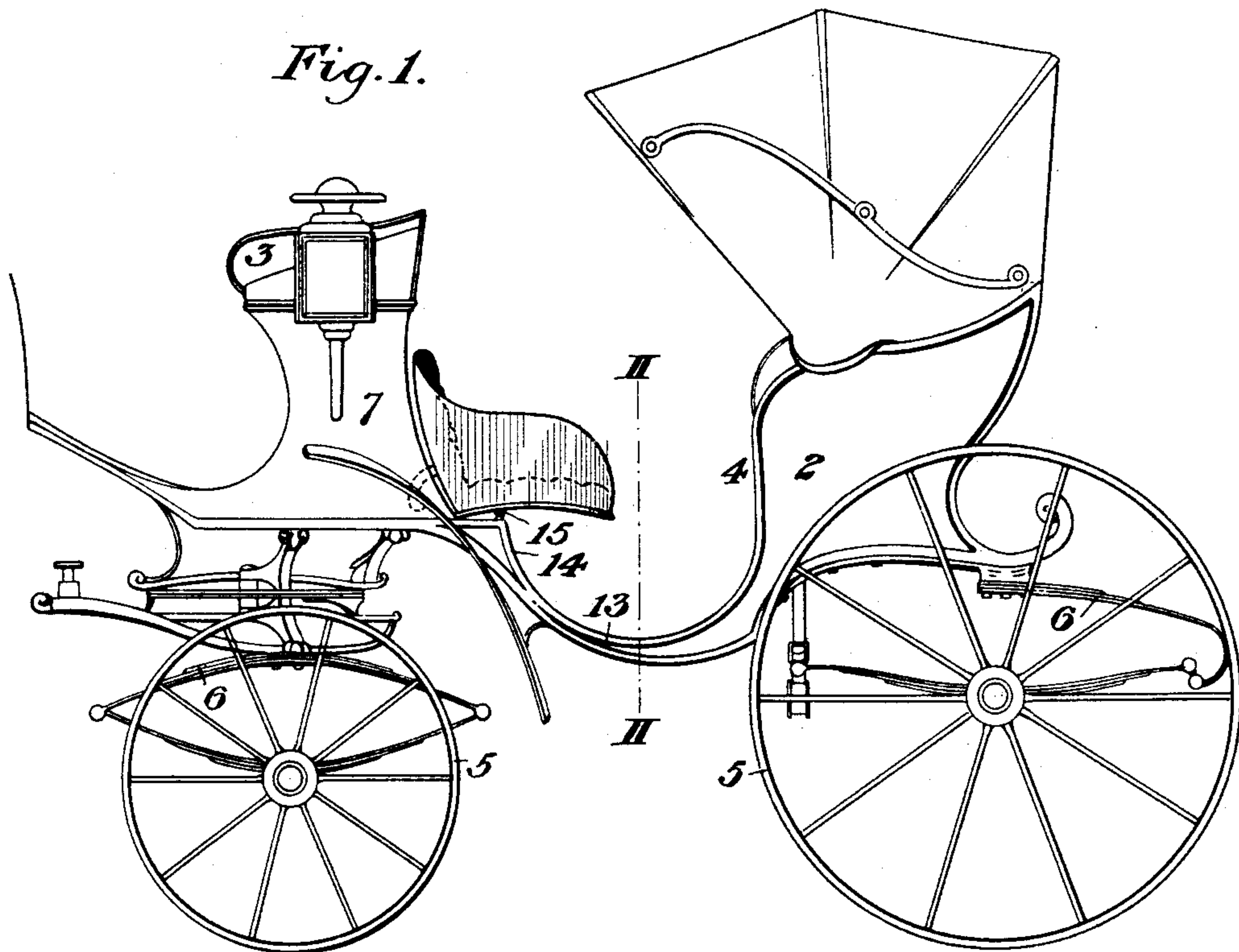


Fig. 2.

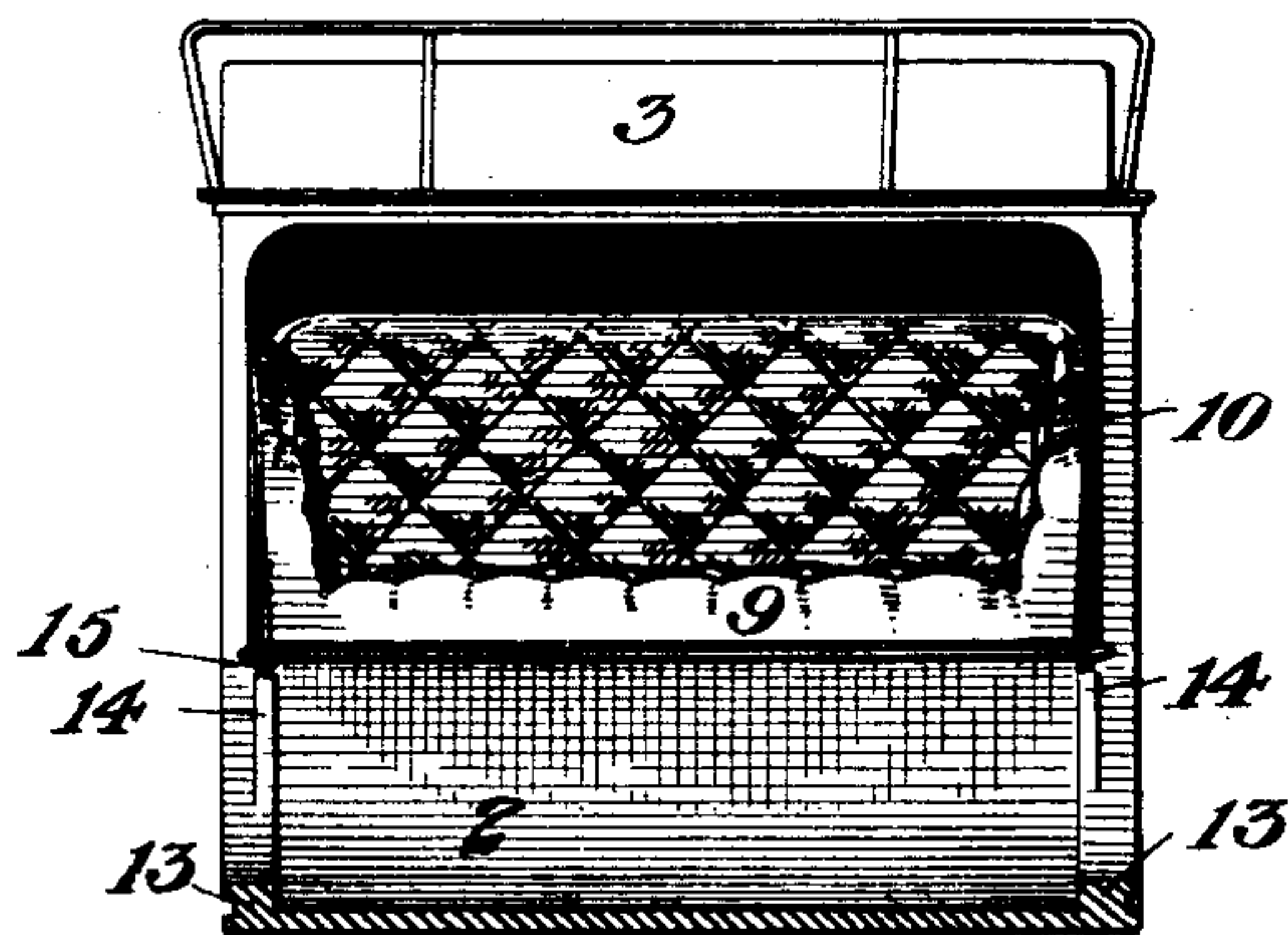
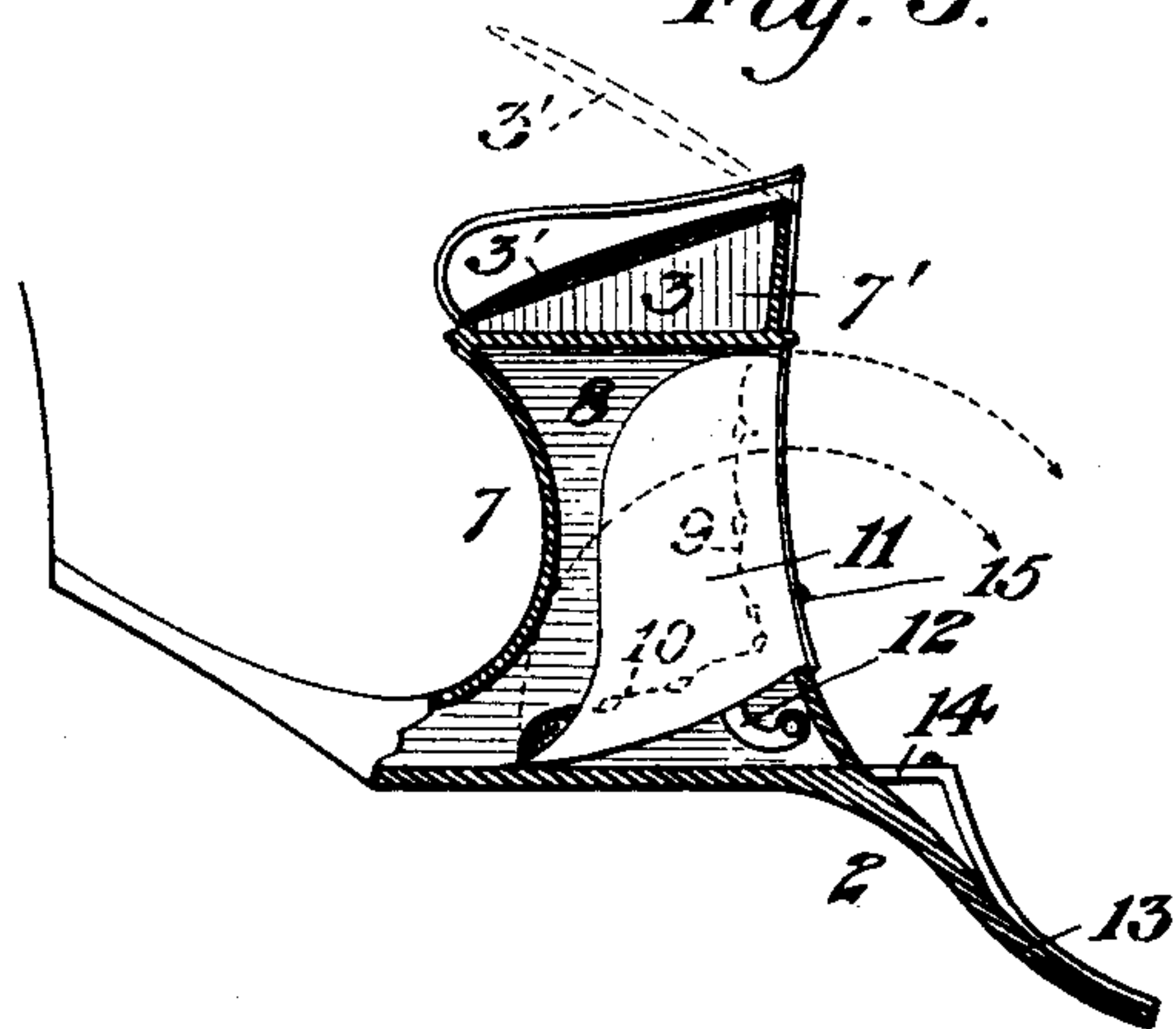


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM F. DOWNEY, OF WASHINGTON, DISTRICT OF COLUMBIA.

VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 541,601, dated June 25, 1895.

Application filed December 3, 1894. Serial No. 530,720. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM F. DOWNEY, a citizen of the United States, residing at Washington, District of Columbia, have invented a new and useful Improvement in Vehicle-Seats, which is described in the following specification.

My invention relates to an improvement in carriages, and more particularly to that class known as cabriolet, brougham, victoria, coupé, demi coach, and the like, and has special reference to providing an auxiliary or front seat, which shall be comfortable when in use and entirely out of the way when not in use. By such means, a carriage can be immediately adapted to carry four instead of two persons, without any discomfort or destroying the elegance of style and finish of the carriage.

Previous to my invention, various attempts have been made to provide cabriolets and similar types of carriages, with a front seat but all attempts have been unsuccessful in providing a comfortable seat which permits sufficient leg room for the occupant of the carriage.

To provide a simple, compact, comfortable, and a seat complete in its appointments is the principal object of the present invention.

My invention further consists in certain features of construction and combination of parts more fully described in the specification and pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation. Fig. 2 is a cross section on line II—II. Fig. 3 is a detail sectional view—seat closed.

In the drawings similar figures of reference indicate like parts wherever they occur.

The carriage body 2, is provided with the driver's seat 3, and the rear seat 4. The body is supported upon the wheels 5, by the springs 6. The driver's seat 3 is supported upon a boot 7, which is constructed so as to form a pocket 8. Hinged to the sides and preferably near the bottom of the pocket 8, of the boot 7, is the front seat 9, which is provided with a back 10, and the arms 11. The arms, seat and back are preferably upholstered so as to provide a comfortable and elegant seat, and the hinges 12, preferably are formed as shown so as to cause the seat to project a sufficient distance when in use to bring the back clear of the back of the driver's seat 3.

As shown in Fig. 3, when not in use the bottom of the seat 9 forms a perfect and complete finish, and a cover for the open side of the boot 7, the seat being entirely invisible. The side bars 13, are formed with the seat supporting brackets 14, which are located one on either side of the carriage body. The bottom of the seat is provided with buttons 15, which rest upon the brackets, and prevent the scarring of the polished under side of the seat. When closed the back rests upon the bottom of the pocket 8, and weight of said back and the fact that the seat falls back of the line of equilibrium, does away with the necessity of fastening devices to keep the receptacle closed when the seat is not in use and when the seat is in the position shown in Fig. 1, it is clear, that there can be no tendency to tip backward.

The driver's seat 3, is formed by a hinged cover 3' to a receptacle 7' said receptacle taking the place of the usual boot, which space in the present invention is utilized as a pocket for the front seat.

The operation and utility of this invention are obvious to any one familiar with the needs and inconveniences arising from a lack of such front seat in carriages of this type. The providing said front seat with all the comforts of the permanently fixed seats, and at the same time making it possible to entirely dispense with said seat when not desired, together with the fact that the finish of the finest carriages is not marred and no mechanism that can possibly get out of order, render said seat of equal utility with the rear seat when it is desired to have seating capacity for more than two persons. The spaciousness of the carriage is not encroached upon, so that the comfort of the occupants is assured and those upon the front seat are not obliged to sit in the tiresome position made necessary when no back is provided for the seat.

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

1. In a cabriolet or similar type of carriage having a boot or receptacle, a seat hinged to said receptacle, said seat being provided with back and arms permanently secured thereto, said seat, arms and back being inclosed in said receptacle when not in use, the seat closing

the open side of said receptacle and forming a finish substantially as described.

2. In a cabriolet or similar type of carriage, in combination with the boot supporting the driver's seat, a receptacle formed by said boot, a seat provided with a back and seat permanently attached thereto and provided with upholstery, said seat being so hinged that it will remain open or closed by its own gravity, said seat when closed being inclosed within the boot, the under side of the seat closing the open side of the boot or receptacle, and forming a finish substantially as and for the purpose described.

3. In a cabriolet or similar type of carriage in combination with a pocket or receptacle, a seat hinged in said pocket or receptacle in such a manner that the back shall lie in approximately a horizontal position within said pocket when the seat is not in use said seat closing the opened side of said pocket or receptacle, substantially as described.

4. In a cabriolet or similar type of carriage in combination with the boot supporting the driver's seat, a pocket or receptacle formed therein, a seat hinged in said pocket or receptacle in such a manner that when opened said seat shall form the front seat of said vehicle, the opening in the boot or pocket being closed by the back of said seat the seat and back being inclosed within the receptacle or pocket when not in use the seat closing the opened

side of the pocket or receptacle when closed thereby forming a finish, substantially as described.

5. In a cabriolet or similar type of carriage in combination with the boot supporting the driver's seat, a receptacle formed by said boot, a seat provided with a back and arms permanently attached thereto and provided with upholstery, arms extending from said seat, pivot pins uniting said arms to the sides of receptacle, so that it will remain open or closed by its own gravity, said seat when closed being inclosed within the boot, substantially as and for the purpose described.

6. In a cabriolet or similar type of carriage in combination with the boot, a driver's seat consisting of a receptacle for the trapping, covered by a hinged cover upon which the driver sits, a receptacle formed by said boot supporting the driver's seat, a front seat provided with a back and arms permanently attached thereto and provided with upholstery, arms extending from said seat, pivot pins uniting said arms to the sides of receptacle, so that it will remain open or closed by its own gravity said seat when closed being inclosed within the boot, substantially as and for the purpose described.

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