No. 735,070. PATENTED AUG. 4, 1903.

J. R. DAVIDSON.

CARRIAGE SEAT.

APPLICATION FILED SEPT. 20, 1902.

NO MODEL.

Fig. 1.

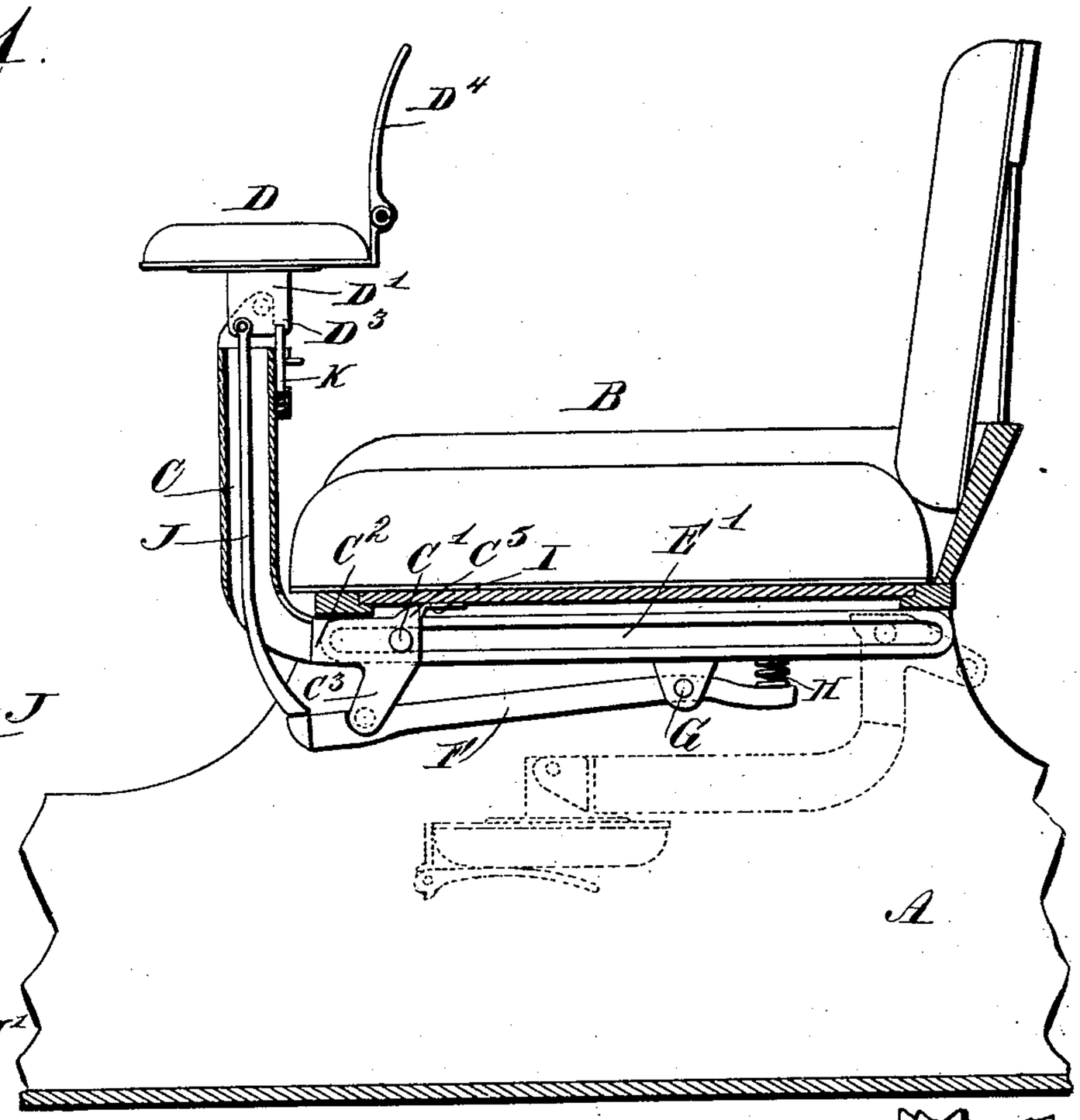

Fig. 3.

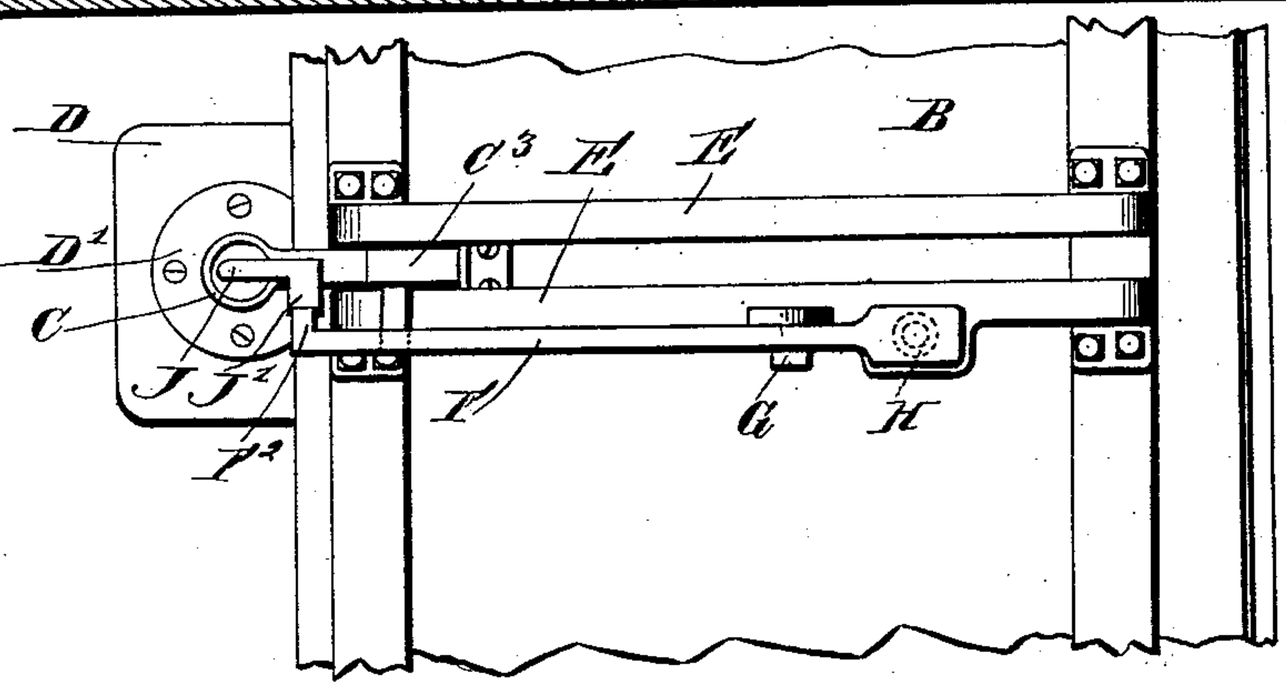

Fig. 2.

Witnesses.

J. F. Great.

L. A. St. John

Inventor.

James R Davidson,

By J. McC. St. John,

Atty.

No. 735,070. Patented August 4, 1903.

UNITED STATES PATENT OFFICE.

JAMES R. DAVIDSON, OF MAXWELL, IOWA.

CARRIAGE-SEAT.

SPECIFICATION forming part of Letters Patent No. 735,070, dated August 4, 1903

Application filed September 20, 1902. Serial No. 124,210. (No model.)

To all whom it may concern:

Be it known that I, JAMES R. DAVIDSON, a citizen of the United States, residing at Maxwell, in the county of Story and State of Iowa, have invented certain new and useful Improvements in Carriage-Seats, of which the following is a specification.

The object of this invention is to provide a third seat for a carriage so constructed and arranged as to be dropped down under the regular seat when not in use and when in use to stand midway of the occupants of the regular seat and some distance higher than the same.

The nature of the invention is fully disclosed in the description and claims following, reference being had to the accompanying drawings, in which—

Figure 1 is a side view of a device embodying my invention, partly in section. Fig. 2 is a bottom view of the same. Fig. 3 is a fragmentary view in perspective, showing the device for locking the seat in elevated position.

In the drawings, A designates an ordinary carriage-body, and B the seat thereof. These may be of the usual construction and need not be particularly described.

On a standard C is mounted a seat D for a third person. When in position for occupancy, this seat is a little forward of the middle of the double seat and enough higher so that it does not interfere with the legs of the occupants of such regular double seat. When not in use, it is folded back under the double seat, as indicated by the dotted lines in Fig. 1. The mounting of the third seat is as follows:

To the under side of the main seat is secured a pair of castings E, having grooves E′ along their inner faces to take pivot-studs C′, projecting from each side of the arm C^2, extending back from the lower end of the standard. This allows the standard and connected seat to be slid back when tilted down, as indicated. From the arm C^2 an extension C^3 projects downwardly and is provided with a lateral stud C^4 to engage a lock-lever F, pivoted at G to one of the grooved castings. This lever has a notch at F′ to engage the stud C^4 when the seat-standard is in vertical position and is held in locking position by a spring H. Above the pivot-studs is a lug C^5 to engage a plate I, attached to the bottom of the double seat, so that when the standard is in elevated position it is held securely by the pivot-studs at the forward limit of the grooves E′, the lock-lever, and the catch-plate I. The seat D has a base-plate D′ hinged to the upper end of the standard. To the base-plate is also attached a trip-rod J, having a foot J′ adapted to rest on a lateral lug F^2 at the forward end of the lock-lever. It will be evident that by folding the seat forwardly and downwardly on the standard the lock-lever is depressed and so disengages the standard itself, which may then be slid back under the main seat, as above mentioned. The seat D is held from accidental tipping by a catch or spring-bolt K, engaging a notch D^3.

For the greater comfort of the occupant the seat D may be provided with a hinged back D^4.

When in use, the third seat takes up practically no room, as it stands a little above the legs of the occupants of the double seat with its standard between them. When not in use, it is entirely concealed below the double seat.

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

1. The combination with a carriage-seat for two persons, of a single seat, a supporting-standard therefor adapted to hold the seat a little forward of the double seat and considerably higher, a grooved support for the standard secured to the under side of the double seat, a pivotal connection of the standard therewith, and a pivoted lock-lever to lock the standard in operative position.

2. The combination with a seat for two persons, of a single seat hinged to a supporting-standard, a standard adapted to hold the seat in operative position, a grooved support for said standard, secured to the under side of the double seat, a pivotal and sliding connection of the standard therewith, a lock-lever to engage the standard in operative position, and a trip-rod connected with the single seat and adapted to disengage the lock-lever when said single seat is tilted on the standard.

3. The combination with a carriage-seat, of a grooved seat-support secured to the under side thereof, a pivotal and sliding seat-stand-

ard mounted therein, and having a shoulder above the pivot to engage a stop-plate under the seat, a stop-plate therefor, an oppositely-projecting arm adapted to engage a lock-lever, a lock-lever therefor to hold the standard in operative position, and means substantially as described for disengaging said lock-lever.

4. The herein-described mounting for a supplemental carriage-seat, comprising a base-plate for the seat, a tubular standard to which said base-plate is hinged, a bolt or catch to hold the seat in operative position, a trip-rod connected with the base-plate, a lock-lever to hold the standard in operative position, and disengaged by said trip-rod, a grooved support for the lower end of the standard secured to the under side of the principal, or double seat, and a pivotal connection of the lower end of the standard therewith, said standard having a three-point bearing when in operative position, and being adapted to tilt down and slide back, as described.

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

JAMES R. DAVIDSON.

Witnesses:

J. B. OLINGER,

J. B. MINGLE.