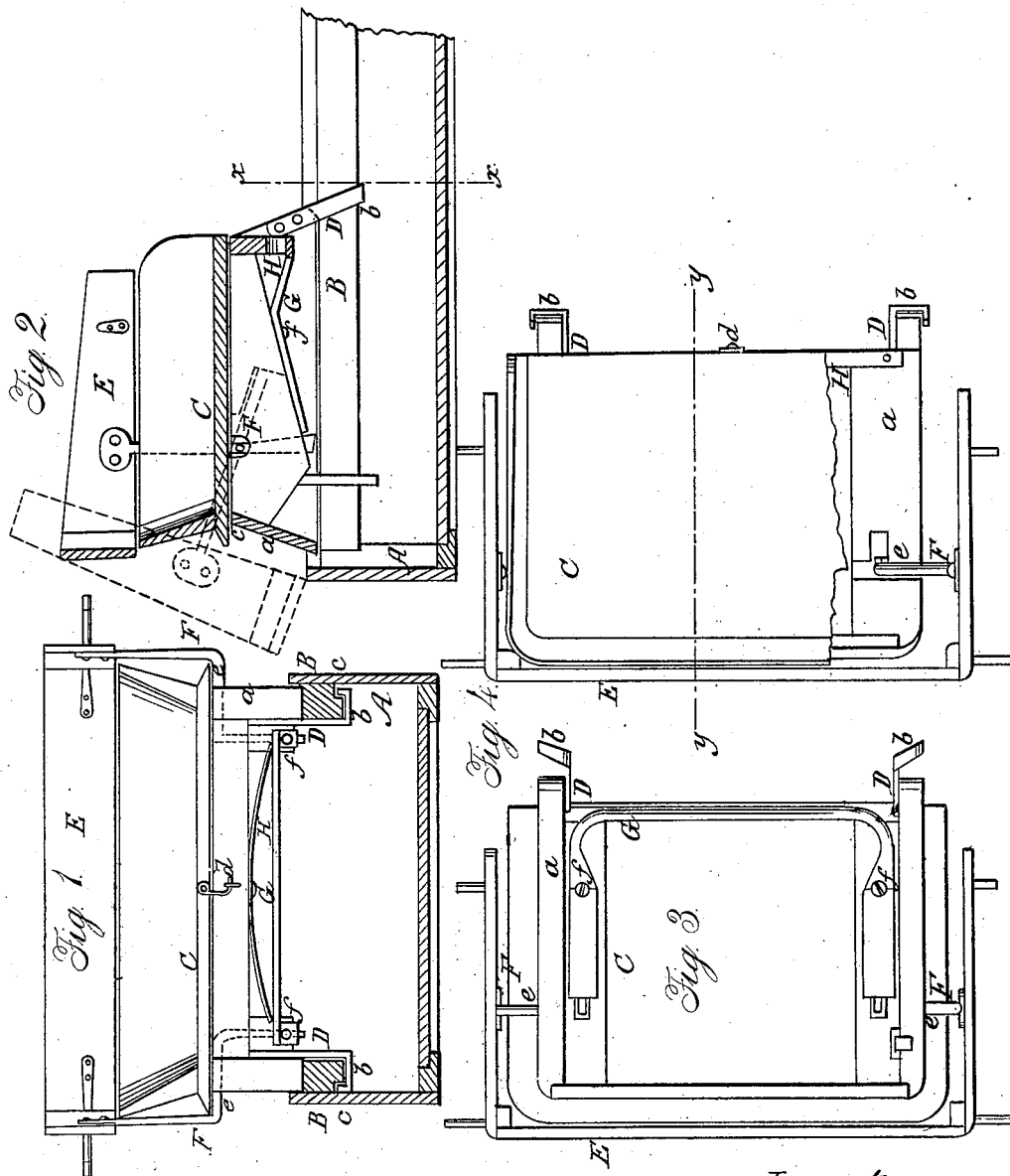


J. J. PECK.

Carriage-Seat.

No. 53,329.

Patented Mar. 20, 1866.



Witnesses.

J. M. Harrington.
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JAMES I. PECK, OF DEANSVILLE, NEW YORK.

IMPROVEMENT IN SEATS FOR VEHICLES.

Specification forming part of Letters Patent No. 53,329, dated March 20, 1866.

To all whom it may concern:

Be it known that I, JAMES I. PECK, of Deansville, in the county of Oneida and State of New York, have invented a new and useful Improvement in Seats for Vehicles; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a transverse vertical section of my invention, taken in the line *x x*, Fig. 2; Fig. 2, a longitudinal vertical section of the same, taken in the line *y y*, Fig. 4; Fig. 3, an inverted plan of the same; Fig. 4, a plan or top view of the same, partly in section.

Similar letters of reference indicate like parts.

This invention relates to an improved seat for vehicles of that class which are arranged so as to be capable of removal at pleasure and of being adjusted more or less forward or backward, as convenience may require.

The invention consists in a novel manner of securing the seat in the wagon so that the former cannot become casually detached and still be capable of a ready adjustment backward or forward.

The invention further consists in a novel attachment and arrangement of a top-frame to the seat, as hereinafter fully shown and described, whereby the top may be turned back out of the way when desired without folding back the top.

A represents the body of a wagon, which is of rectangular form, and has two bars, B B, secured within it, one at each side of its upper part.

C represents the seat, the base *a* of which may be constructed in the usual way, to rest upon the bars B B. To the front end of the base *a*, at each side, there is firmly secured a pendent metal bar, D. The lower ends of these bars are made in hook form, as shown at *b*, each hook forming three sides of a quadrangle, as shown in Fig. 1, and the ends of the hooks, which ends extend upward, fit in grooves *c* in the under sides of the bars B, as shown in Fig. 1, and these hooks serve as clamps to grasp firmly the bars B B, the space between the lower parts of the hooks and the lower surface

of the front part of the base being sufficiently small to keep the rear end of the base *a* slightly elevated when there is no person on the seat, and when a person sits upon the seat, and thereby brings the base *a* down upon the bars B B, the hooks *b* and front part of the base *a* firmly clamp the bars B B and secure the seat in position. In order to move the seat farther forward or backward on the bars B B the rear of the base *a* is raised, which admits of the hooks sliding freely on the bars B B; and in order to detach the seat from the bars the rear part of the base *a* is raised and turned in an oblique position, and the hooks may be readily detached from the bars B B.

The seat C is secured to the rear of the base *a* by hinges or joints *c' c'*, and the front part of the seat is secured to the front part of the base by a hook, *d*.

E represents a frame, to which the top is secured. This frame extends along above the back and sides of the seat, and it has a bent rod, F, attached to each side of it. These rods F are bent in the form of cranks, the horizontal parts *e* of which serve as journals, and are fitted in the upper part of the base *a*, so that they may turn therein. The lower parts of the rods F extend down through the sides of the base *a* and bear against a bar, G, which works on pivots *f f* at the under side of the base *a*.

The bar G is bent so as to form three sides of a quadrangle, and a spring, H, bears upon the upper side of the bar G to keep the rear ends of said bar in line with the lower ends of the rods F, so that the latter may be retained in an upright position and the frame E secured in a horizontal position. (See more particularly Fig. 2.)

The top is secured to the frame E in the ordinary manner, and in order to throw back the top the latter does not require to be folded as hitherto. The frame E is simply turned back, as shown in red, Fig. 2, which may be done by raising the front end of the bar G so that the rear ends thereof will clear the lower ends of the rods F, and the top will then be at the rear of the seat. In case no top is required the seat C is raised from the base *a* and the rods F and frame E detached or removed.

The invention is extremely simple, and may be applied at a small cost. In order to pre-

vent the seat being blown over by the wind when a top is used, I attach a pendent spring, *a'*, to the base to catch under one of the bars *B*.

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

1. The pendent bars *D D*, attached to the front part of the base *a* of the seat *C*, and provided with hooks *b* at their lower ends, in combination with the bars *B B*, fitted longitudinally in the body *A* of the wagon, and grooved at their under sides, as shown at *c*, substantially as and for the purpose set forth.

2. Attaching the top of a vehicle to its seat through the medium of a frame, *E*, arranged as shown, or in an equivalent way, so that the frame may be held in a horizontal position above the back and sides of the seat or thrown back to the rear of the seat, for the purpose specified.

The above specification of my invention signed by me this 5th day of January, 1866.

JAMES I. PECK.

Witnesses:

M. M. LIVINGSTON,
ALEX. F. ROBERTS.