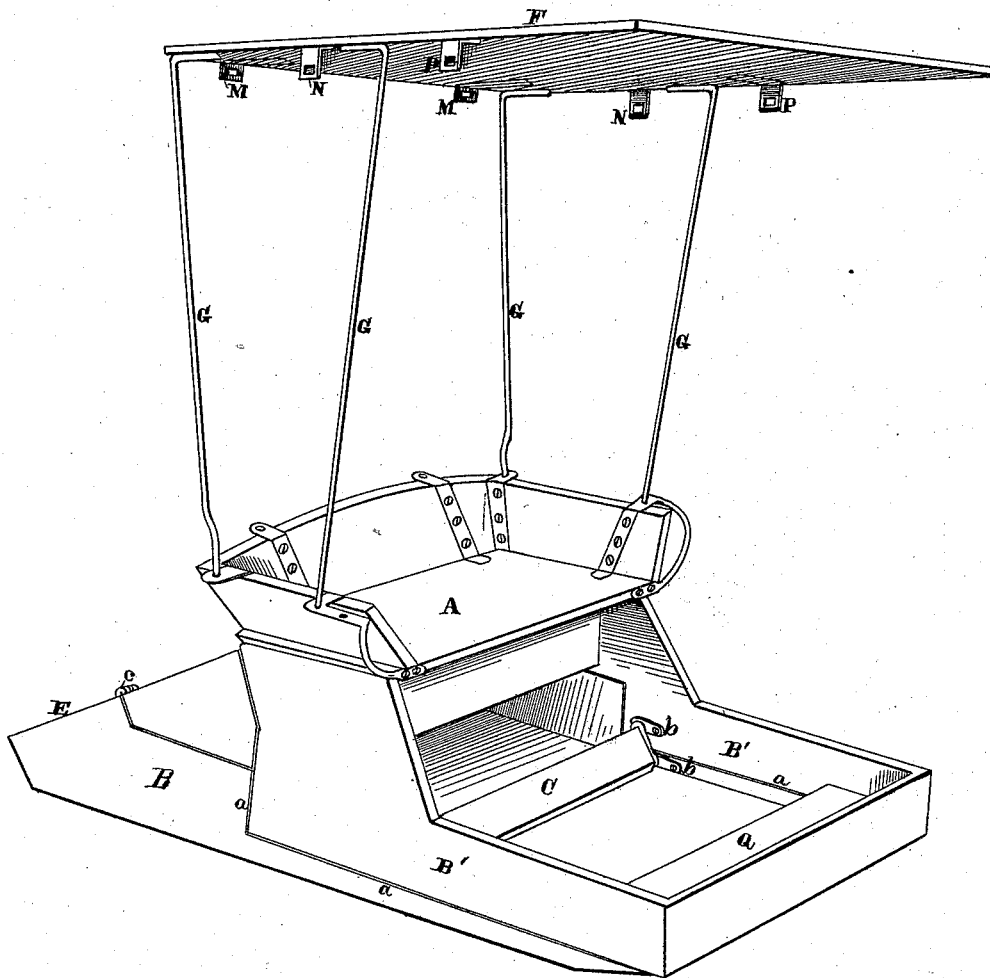


A. BINK.
Carriage.

No. 214,547.

Patented April 22, 1879.

Fig. 1.



Witnesses

Geo. H. Strong.

Frank A. Brooks

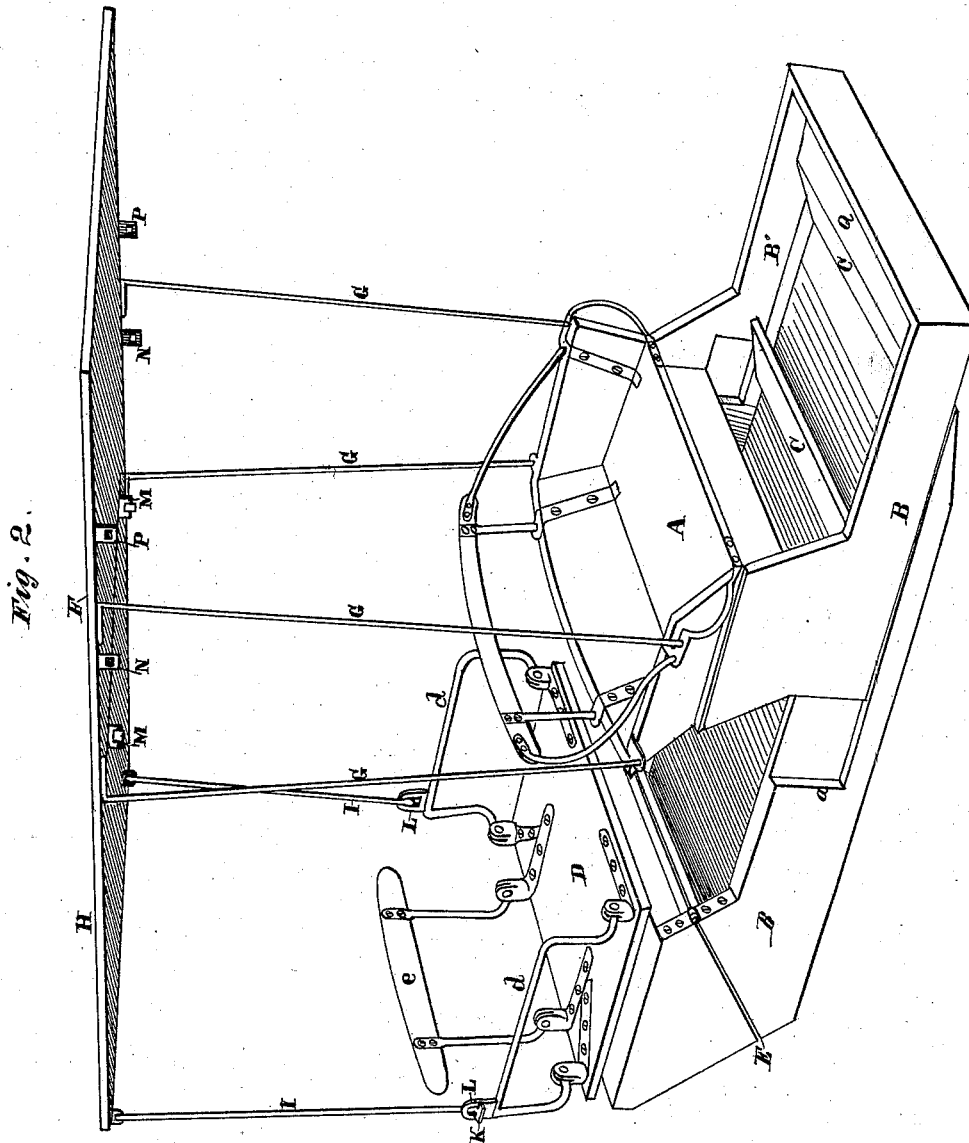
Inventor

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By *Dewey & Co.*
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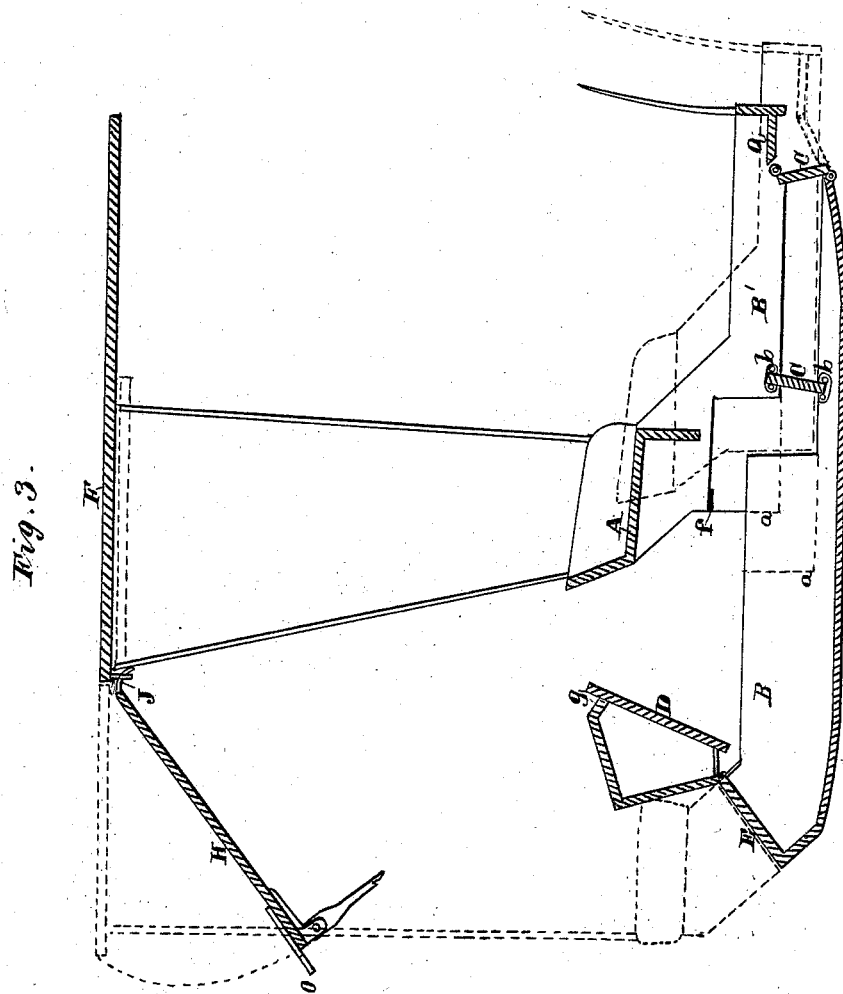
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UNITED STATES PATENT OFFICE.

ANTHONY BINK, OF SAN FRANCISCO, CALIFORNIA.

IMPROVEMENT IN CARRIAGES.

Specification forming part of Letters Patent No. **214,547**, dated April 22, 1879; application filed December 20, 1878.

To all whom it may concern:

Be it known that I, ANTHONY BINK, of the city and county of San Francisco, and State of California, have invented an Improvement in Carriages; and I do hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to certain improvements in carriages, and it is more especially applicable to that class known as "jump-seat carriages," or those in which the seats are moved in such a manner as to form a double or single seated buggy or carriage.

Great difficulty has hitherto been met in this class of carriages, because the springs which will properly support one seat are not properly proportioned to support two seats when they are opened out by any of the means employed; and my invention consists in the novel construction for a single and extension top, which is fitted to be used in either class of buggy, and in a means for using it with the single buggy, or of packing away the rear portion, all of which will be more fully described by referring to the accompanying drawings, in which—

Figure 1, Sheet 1, shows the single buggy. Fig. 2, Sheet 2, shows both seats extended, with extension-top in place. Fig. 3, Sheet 3, is a section.

In what are commonly called "jump-seat vehicles," which may be used single or double seated, the front seat is usually moved forward a short distance when the rear seat is turned back for use. Various devices have been used for connecting the movable seats, but several difficulties met with have not been overcome. The front seat is slid or thrown forward, and the rear one back; but in practice it is found that in this class of buggies, when both seats are in use, there is too much weight on the rear springs. If the space in front of the front seat, between it and the dash-board, is very wide, the buggy looks too large for a single-seated one, and if too narrow the front seat cannot be swung far enough forward to equalize the weight on both springs when the vehicle has both seats extended. This has been the main difficulty. When the front seat is moved forward there is little room for the feet between the seat and dash-board, and therefore the seat has been moved for-

ward as little as possible. The consequence is that when the rear seat is turned back and occupied there is usually too much pressure on the rear springs and axle; and as this fact is recognized, this style of buggy cannot be said to have been successfully introduced.

To obviate the difficulty experienced, instead of having simply a jump-seat, I provide an extension-buggy, throwing not only the front seat forward, but the body, dash-board, and seat. In order to do this, I mount my front seat, A, on the sills B' in a stationary manner, there being no hinges or extension-arms to said seat. The sills B, however, I divide at a suitable point, as shown at *a*, so that the sills B' at the front end of the buggy may be separated from those in the rear. In order to be able to accomplish this, I provide two hinge-boards, C, which are swiveled or hinged both to the extension-sills B' and to the bed, as shown at *b*, and by lifting up on the seat the extension-sills, seat, and dash-board are thrown forward, and the sills again rest on the bed in front of their former position.

By this means the seat is thrown forward of the center sufficiently for the weight to come over the front axle, and yet there is the same amount of space for the limbs in front of said seat as there was before it was swung forward.

When thus thrown forward the rear seat, D, which is hinged, as shown at *c*, to the back portion, E, joining the rear stationary sills, B, together, may be thrown back, so as to rest on said back E. When in these positions the two seats are situated so that both front and rear springs bear their relative proportions of the weight on the body of the vehicle, and no more weight is thrown on the rear than on the front spring. The arms *d* and back *e* of this rear seat are hinged, so as to be folded on the cushion, and occupy very little space when the seat is not in use.

When not in use the rear seat is swung over on its hinges and rests upside down on the body of the buggy, and when the front seat is swung back, when using it alone, rubber washers or cushions *f* under it rest on the flange *g* on the rear seat and keep said rear seat firmly in its place.

In order that this vehicle may have a top or

cover when in use as either a single or double buggy, I provide a peculiar cover or top, which may be so arranged as to be used to cover only the single seat or both of them, as desired.

The top F has four bows or uprights, G, secured to it, as shown, the lower ends of which are bolted to the back and sides of the front seat in the usual manner, so the top can be taken off when not desired for use.

A supplemental top or extension piece, H, is provided with curved lugs or clasps J at its forward end, which hook into the slotted plate M on the rear under side of the main top F. Hinged rods or bows I on this extension H have pivoted thumb-pieces K at their lower ends, which fit it into the slotted lugs L on the arms of the rear seat, and support said extension-piece. When thus hinged to the top F and secured, as described, this extension-piece forms part of the top, a top or cover thus being supplied for the rear seat.

When the rear seat is folded down and the single seat only in use, this extension-piece may be used as a curtain or back part of the buggy-cover for the front seat. This is done by leaving the extension and top hinged together, as before, by means of the curved hooks or lugs J and slotted plates M, and lowering the rear end of the extension. The hinged rods I are then brought forward and the thumb-pieces K passed through the slots in the plates N on the sides of the top F. The extension-piece then serves as a back, and is held firmly in place, as shown.

When used as a single-seated buggy, and no back or curtain is desired, the extension-piece may be taken off entirely. If it is desired, however, to keep it in the buggy, it may be placed under the main cover out of the way. This is rendered possible by inserting the lugs O on the upper hinder end of the extension-piece into the slotted plates M on the rear under side of the top F. The hinged rods or arms I are then brought forward and the thumb-pieces inserted in the slotted plates P on the sides of the top, the rods I thus serving as a support for the forward end of the extension-piece and keeping it close up against the under side of the main top.

By this means I provide a top which can be used for a single or double seat, and which is readily adjusted in any of the positions which it is desired to have it occupy.

The buggy can be made neat and ornamental in appearance, and when used as a single buggy shows no indications of its double purpose, while at the same time it is always ready

for use as a double buggy. When the front seat is thrown forward, the front hinged board C fills the space between the foot-board Q and the bottom of the buggy, so that no opening is left in the bottom of the buggy. When the seat is thrown back in use as a single buggy, this forward hinged board comes under the foot-board Q and is out of the way entirely. The rear hinged board C forms a foot-board for the hind seat when used as a double buggy.

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

1. The top F, supported by standards G from the front seat and provided with the holding-loops M, in combination with the rear extension, H, with its connecting-hooks J and the standards I, fitted to connect with the rails of the rear seat, so as to form a continuous top, substantially as herein described.

2. The top F, supported by standards from the front seat, and provided with the loops or eyes M N P, whereby the rear extension, H, may be attached to form a back to the single-seated buggy, or secured beneath the top, substantially as herein described.

3. The double sill B B', supporting the seats D A upon the front and rear portions, respectively, and capable of extension, as shown, in combination with the folding foot-board C, which serves as a foot-board or closes the opening formed by the extension, substantially as herein described.

4. The permanent sill or body B, supporting the hinged rear seat, in combination with the independent sill B', supporting the front seat and buggy-front, and made to move upon the permanent sill to form an extension by means of the folding links or foot-boards C C, substantially as and for the purpose herein described.

5. The permanent sill or body B, supporting a rear seat which is capable of folding forward or back, and the independent extension-sill B', supporting the front seat A and the buggy-front, and connected with the permanent sill by the links or foot-boards C C, so that the body may be extended and space provided between the seats without reducing the space before the seat, substantially as herein described.

In witness whereof I have hereunto set my hand.

ANTHONY BINK.

Witnesses:

CHAS. G. YALE,

FRANK A. BROOKS.