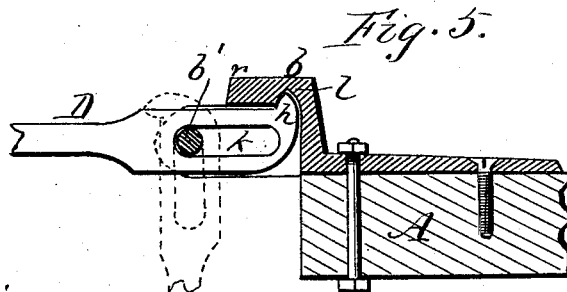


M. COOK.  
CARRIAGE SEAT.

Patented Dec. 24, 1889.



Inventor.  
 Marcus Cook,  
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# UNITED STATES PATENT OFFICE.

MARCUS COOK, OF BROCKPORT, NEW YORK, ASSIGNOR OF ONE-HALF TO  
THOMAS C. BERRY, OF SAME PLACE.

## CARRIAGE-SEAT.

SPECIFICATION forming part of Letters Patent No. 417,990, dated December 24, 1889.

Application filed October 28, 1889. Serial No. 328,432. (No model.)

*To all whom it may concern:*

Be it known that I, MARCUS COOK, of Brockport, in the county of Monroe and State of New York, have invented a certain new and useful Improvement in Carriage-Seats; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the drawings accompanying this application.

My improvement relates to supplementary seats for carriages, sleighs, &c., whereby a third person can ride with ease and comfort between two others. Such seats are already known.

My invention consists of a seat constructed, arranged, and operating as hereinafter described, whereby it can stand at an elevation above the main seat or on a level therewith, or can be turned down vertically and flatwise against the cushion-skirt when not in use.

In the drawings, Figure 1 is a sectional side elevation of an ordinary carriage-seat, showing in full lines the supplementary seat in the raised or highest position, and in dotted lines the horizontal position on a level with the main seat, and in other dotted lines its position when turned down against the cushion-skirt, as when not in use. Fig. 2 is an enlarged front elevation of the supplementary seat, looking in the direction of the arrow in Fig. 1. Fig. 3 is a top plan view looking down on a portion of the main seat and on the edge of the supplementary seat in its turned-down position. Fig. 4 is an enlarged vertical section through the bearing *b*, and showing the standard *D* in the raised position. Fig. 5 is a similar view showing the standard in the horizontal position.

*A* indicates the main seat, and *B* the cushion, provided with the usual downwardly-hanging skirt or curtain *a*.

*C* is the supplementary seat on which the third person sits between two others. It is attached to the main seat by a branched standard *D*, hinged at its lower end to the main seat, as shown at *b*, and at its upper end to the supplementary seat, as shown at *c*. This allows the supplementary seat to turn, so that it can stand elevated, as shown in full lines, Fig. 1, or be turned down horizontally on a

level with the cushion, as shown by dotted lines at the left, or be turned down flat against the skirt, as shown by other dotted lines at the bottom. When turned up, as in full lines, it allows the third person to sit elevated above the knees of the other occupants and over the front of the main seat. When turned out horizontally, it allows the third person to sit in advance of the others, and when turned down vertically flatwise against the skirt it is out of the way when not in use, and occupies but little space, as it is thin and light, being preferably made of two or more thicknesses of veneers crossing each other and thinly upholstered.

*E* is a rod forming a brace, attached at one end to a cross-pin *b'* of bearing *b* and having at the other end a hook *d*, that engages with an eye *f* at the front side of the seat *C*. When the brace is so attached, it forms an angle with the standard *D*, and the two support the seat in the upright position shown in full lines, Fig. 1. In such case the standard rests at a backward incline and is stayed by striking a shoulder in the bearing *b*. In this condition the supplementary seat stands high, as shown, and allows the legs of the persons who occupy the main seat to rest beneath it.

The lower ends of the standard *D* are provided with longitudinal slots *k k*, which inclose the pin *b'* and allow the standard to be moved out and in. The extremities of the standard also have outwardly-turned points *h h* in the form of teeth adapted to engage with similarly-shaped sockets *l l* in the upper part of the bearings *b b*. This construction is clearly shown in Figs. 4 and 5.

*v* is a torsion-spring resting around the pin *b'* of bearing *b* and provided with a loop *w*, that hooks over a pin *u* on the edge of the supplementary seat *C* when the latter is in the proper position for such connection.

When the supplementary seat is in the upright position shown in full lines, Fig. 1, the lower ends of the standard *D* rest in the position shown in Fig. 4, the upper ends of the slots *k k* bearing on the pins *b' b'* and the standard resting against the shoulder *r*. To change the position from the upright to the

horizontal, the brace E is unhooked and the standard D, with the seat attached, is swung down, the teeth *h h* catching into the sockets *ll*, as shown in Fig. 5. These teeth prevent  
5 the standard from being drawn out and disengaging the connection. In this position the seat C is turned into a horizontal position over the standard, and the loop *w* of the torsion-spring *v* is hooked over the pin *u* of the  
10 seat, which holds the seat in position under the weight of the occupant. To lower the seat C against the cushion-skirt when not in use, the standard D is slightly raised to free  
15 teeth *h h* from the sockets *ll*. The standard is then drawn outward the length of the slots, which frees the ends of the standards from the bearings, and the standards can then drop down vertically, as shown in dotted lines, Fig. 5. In this condition the loop *w* of  
20 the torsion-spring is again hooked onto the pin *u* of the seat, as shown in Fig. 3, which holds the seat firmly down.

The seat constructed as above described will accommodate a sitter in two positions—  
25 one elevated above the main seat, the other horizontally in advance of it—and when the seat is not in use it can be turned down flat against the cushion-skirt, where it is out of the way.

Having described my invention, what I 30 claim as new, and desire to secure by Letters Patent, is—

1. The combination, with the supplementary seat C, of the standard D, hinged at one end to the main seat and at the other to the 35 supplementary seat, and the brace E, attached at one end to the main seat and provided at the other with a hook *d*, engaging with a loop *f* on the front of the supplementary seat, as shown and described, and for the 40 purpose specified.

2. The combination, with the supplementary seat C, of the standard D, provided at its lower ends with slots *k k*, that embrace pins *b' b'* on bearings of the main seat, and with 45 teeth *h h*, that engage with sockets *ll* of the bearings, and the torsion-spring *v*, provided with a loop *w*, that engages with a pin *u* of the supplementary seat, as shown and described, and for the purpose specified. 50

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

MARCUS COOK.

Witnesses:

R. F. OSGOOD,  
GEO. B. SELDEN.