(No Model.) 2 Sheets—Sheet 1.

C. A. TIMMONS.

EXTENSION VEHICLE SEAT.

No. 455,933. Patented July 14, 1891.

Fig. 1.

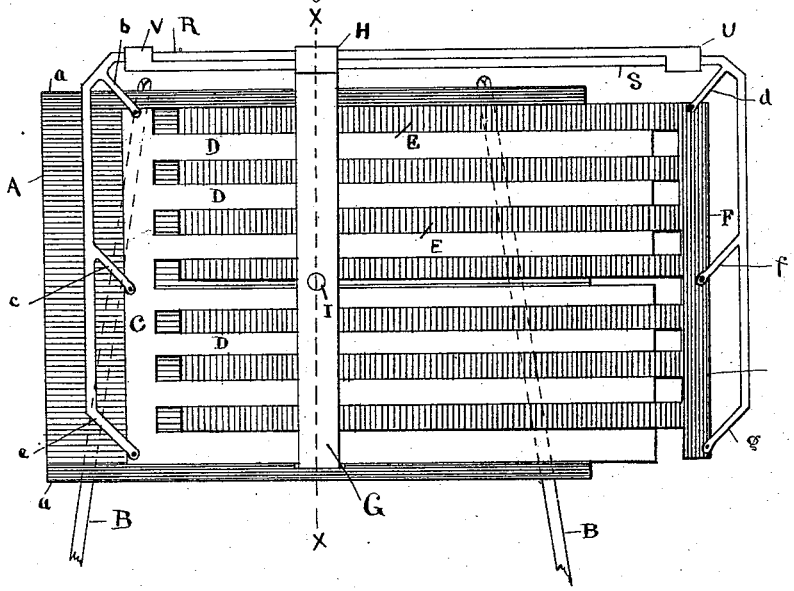
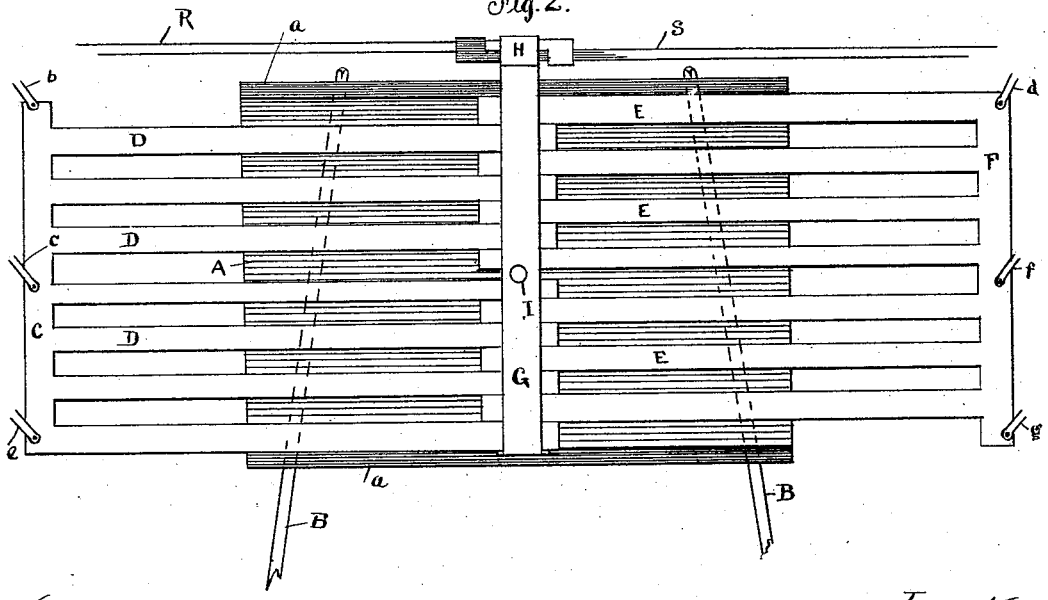


Fig. 2.



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(No Model.) 2 Sheets—Sheet 2.

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Fig. 3.

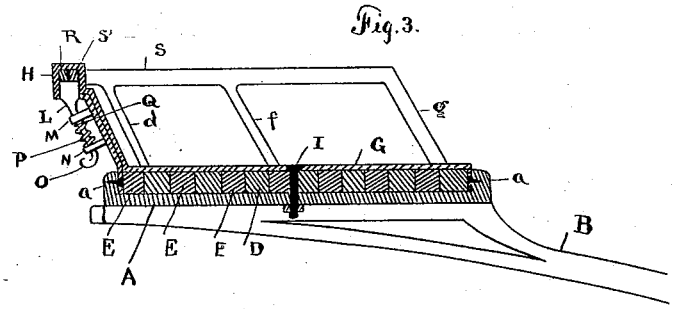


Fig. 4.

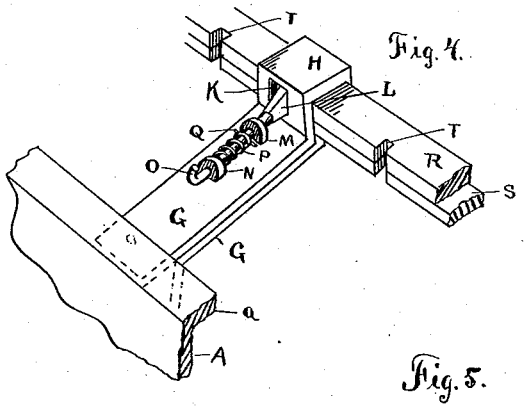
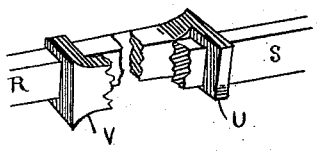


Fig. 5.



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UNITED STATES PATENT OFFICE.

CHARLES A. TIMMONS, OF WEST HALLOCK, ILLINOIS.

EXTENSION VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 455,933, dated July 14, 1891.

Application filed April 6, 1891. Serial No. 387,719. (No model.)

To all whom it may concern:

Be it known that I, CHARLES A. TIMMONS, a citizen of the United States, residing at West Hallock, in the county of Peoria and State of Illinois, have invented certain new and useful Improvements in Extension Vehicle-Seats; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to improvements in vehicle-seats.

The object of the invention is to provide a vehicle-seat which may be set to seat one person only or to seat two persons by simply extending the seat in both directions—*i. e.*, toward both wheels.

In the drawings hereto annexed, Figure 1 represents a plan view of the closed seat moved to one side and showing a supporting-board on which said seat rests. Fig. 2 is also a plan view of the seat, showing the said seat opened or extended to its farthest limit. Fig. 3 is a central vertical section of the seat through dotted line *x x*, Fig. 1. Fig. 4 is a perspective view of part of the back of the seat, showing catch for holding the seat in different positions. Fig. 5 is a perspective view of the looped ends of the railing of seat, showing how a portion of each rail is embraced by the end of the other.

A represents a supporting-board, which is simply a board of the required dimensions and which is provided on either edge by a flange *a a*. This board is supported (for convenience in the drawings and description) by two arms B B of a road-cart.

The seat proper is formed of two comb-shaped portions of metal or wood. These said parts are simply a number of arms D, which are made with and at right angles to a piece C. This construction just mentioned forms one half of said seat, and the other half of the seat is formed in exactly the same manner—*i. e.*, by arms E, formed with the piece F. The arms of one of the portions just described are interposed between the arms of the other, as shown in Figs. 1, 2, and 3. These arms, with the pieces C and F, are set down on the supporting-board and the tops of said arms are flush with the tops of the flanges *a a* of the said supporting-board A. The end of a strip of metal G (shown in Figs. 1, 2, 3, and 4) is let into the inner side of the rear flange *a* and in the center of its length and held therein by a screw or the like, and from there the said metal strip rises and slants rearwardly, and is then bent to occupy a horizontal position, after which it is bent again into a vertical position, then again to the right for a distance, and is then bent downward till it meets the first bend, and thus forms a loop H, and then descends parallel with and resting against the said slanting portion, and may be riveted thereto, if desired; and the said strip descends until it reaches the seat and passes entirely over said seat toward the front, and then is bent at right angles to the top of the seat and passes down between the seat and the forward flange *a* and is let into the said flange so as to be flush therewith. Between the centralmost arms D and E is left a space or opening the entire length of the seat. In other words, these two arms are slightly thinner than the others, so as to leave a space between them. A bolt I is placed in the center of the supporting-board and passes through the metal strip G, and also through the opening between the said arms D and E. The head of said bolt I is countersunk in the metal strip G and the lower end of the bolt is provided with a nut. This bolt, in connection with the strip G and board A, serve to hold the seat proper in place. In the bottom of the loop H, formed by the strip G, is cut a slot K, through which passes the head of a plunger or catch L, which is carried (in holes for the purpose) in two ears or lugs M and N. The lower end of this catch is provided with a knob or handle O for convenience in operating it. An opening spiral spring P, which bears on the lower lug N and the upper end of same, bears on a pin Q in the said catch. The loop H incloses the railing of the seat. The said railing consists of the two portions R and S, as shown. By the means of the supporting-arms *b c e* the railing R is secured to the seat, and also by

means of the arms *d f g* the railing S is secured to the seat.

The free ends of the railings R and S are each provided with a loop or clip U and V, respectively, and which form a part of the said railings. The said railings are of a rectangular section, and when both are placed together and are inclosed by the loop H the said railings fill the said loop H completely, and only leaving enough play to allow the railings to slide smoothly therein. In placing the loops on the ends of the railings the loops may be slipped on over the railings and the said loops welded or otherwise attached to the said ends of the said railings.

The plunger or catch L, before mentioned, enters the opening or slot K in the bottom of the loop H and locks the seat to the supporting-board in any position in which the said seat may be set. A number of notches T are cut or filed in the under side of both of the railings R and S, and the notches are brought even with each other, as shown in Fig. 4, when it is desired to set the seat for any length.

Operation: Supposing the seat to be placed on the vehicle ready for use and it is desired to enter the vehicle from the rear, the person entering the said vehicle pulls the catch L downward, thus drawing the head of the catch out of the slot or notch T of the railing. This operation releases the seat and railing from the supporting-board, after which the said seat may be shoved to one side, as shown in Fig. 1, and the person may enter the vehicle, and having entered it he may again pull the catch L down and shove the seat back to its normal position and then let the catch spring back into place, thus holding the seat in rigid position. When it is desired to extend the seat so as to make room for two persons, the catch L is again pulled down and one half of the seat is drawn outward toward one wheel on that side of the vehicle and the other half of the seat is drawn out in the other direction—*i. e.*, toward the other wheel. In doing this the clips V and U are pulled in opposite directions, and in so doing the said loops or clips are pulled toward the central loop H, as will be seen. The catch L is then replaced in the notches filed in the railings (for setting the seat in that position) and the said seat is ready for use. Notches are also filed in the railing at intermediate points to set the seat any width for a large or small person.

I claim—

1. In a seat for vehicles, the supporting-board provided on both edges with a flange, in combination with the seat portion consisting of the arms D and E, and which are made integral with the portions C and F, respectively, and of the railings R and S, secured to the said seat portion, and which railings are provided with notches on their under sides, the said railings being inclosed for part of their length in a metal loop, and of a spring-catch secured under the said loop to engage with the notches in the said railings, as and for the purposes set forth and described.

2. In a seat for vehicles, the combination of the seat portions consisting of the arms D and E, made integral with the portions C and F, respectively, and of a metal strip secured by a bolt to a lower supporting-board, the said metal strip passing over the arms D and E and at right angles to them, and said strip being secured to the forward flange of said supporting-board, and the rear portion of said strip being formed into a loop to inclose a portion of the railings R and S of the seat, and the extreme rear end of said strip being attached to the rear flange of the said supporting-board, in the manner and for the purposes set forth and described.

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

CHARLES A. TIMMONS.

Witnesses:
O. F. HERRICK,
DAVID KIRMAH.