(No Model.)

O. MORRILL & H. P. WELLS.

CARRIAGE SEAT.

No. 492,414. Patented Feb. 28, 1893.

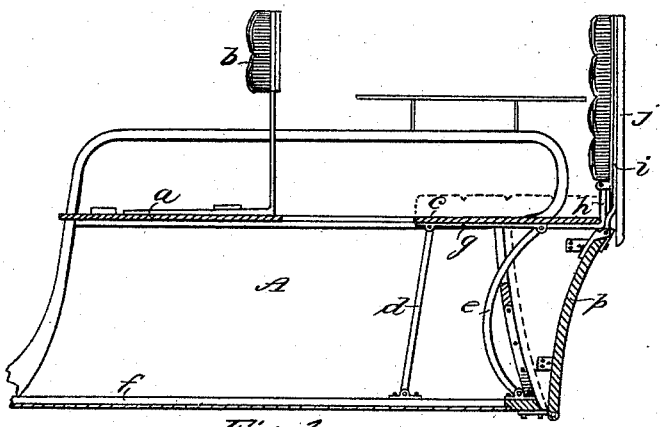


Fig. 1.

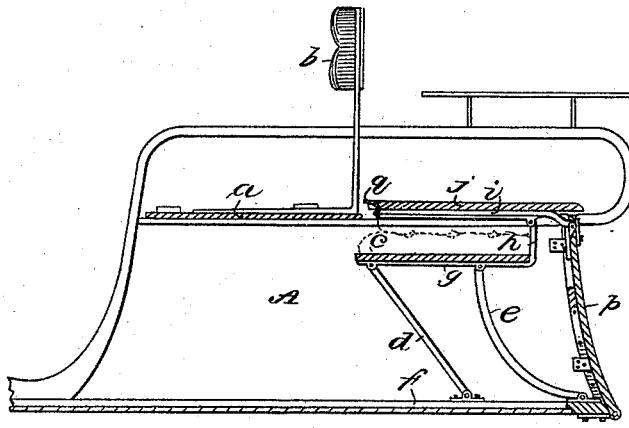
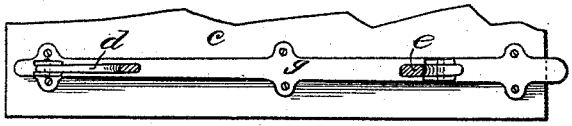


Fig. 2.

Fig. 4.



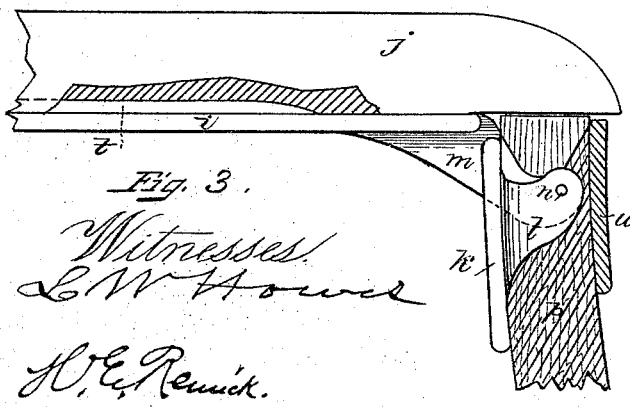
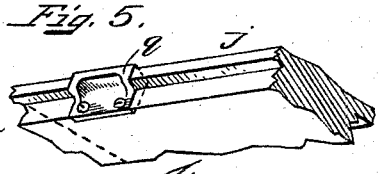


Fig. 3.

Witnesses.
C. W. Howard
H. E. Renick.

Fig. 6.

Fig. 5.



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UNITED STATES PATENT OFFICE.

OSGOOD MORRILL AND HARLAN P. WELLS, OF AMESBURY, MASSACHUSETTS.

CARRIAGE-SEAT.

SPECIFICATION forming part of Letters Patent No. 492,414, dated February 28, 1893.

Application filed September 29, 1892. Serial No. 447,229. (No model.)

To all whom it may concern:

Be it known that we, OSGOOD MORRILL and HARLAN P. WELLS, of Amesbury, in the county of Essex and State of Massachusetts, have invented a new and useful Improvement in Carriages, which will, in connection with the accompanying drawings, be hereinafter fully described, and specifically defined in the appended claims.

In said drawings, Figure 1 is a longitudinal section of a carriage body embodying our invention; the rear seat being shown as raised into position for use, and the tailboard as opened outward. Fig. 2 is a view like Fig. 1, except that the rear seat and deck panel are shown as closed down and the tailboard as closed in. Fig. 3 is an enlarged detached view showing our manner of connecting the deck panel with the tailboard. Fig. 4 is an underside plan view showing the form of the irons that connect the rear seat and its back, termed the deck panel, as also the tailboard and deck panel. Figs. 5 and 6 are views of the device by which the deck panel, rear seat and tailboard are moved from a closed to an open position and vice versa.

The object of our invention is to provide a two seated carriage which can be changed by the occupant without leaving his seat, from a single to a double seated carriage, or can by the same means have the rear seat folded down so that the vehicle will, for the time, have but one seat. And the invention consists, first, in so constructing and arranging the rear seat, deck panel, and tailboard as that said parts are manipulated by taking hold of the deck panel and moving the same and thereby moving the other parts; and also in certain of the devices by which said movement is effected.

Referring again to said drawings, A represents the body side, which may be of any style or kind adapted to be used in connection with our invention. The front seat is shown at *a*, and as provided with a standing back *b*, but it may be constructed in any desired manner, so as to be used with our invention. The rear seat is shown at *c*, and as supported upon jumping irons *d*, *e*, which at their respective ends are pivoted in ears secured to floor *f* of body A and to ears formed upon the under side of iron *g* secured to the under side of rear seat *c*, so that said seat has both a rising and falling and a forward and rearward movement controlled by the vibration of said irons. Said iron *g* is formed with an angle portion *h*, the end of which is hinged in ears formed upon iron *i* that is secured to the deck panel *j*—which also serves as the back of the rear seat—and which is itself, by its offset projection *m*, hinged to ears *l* formed upon plate *k* secured to the inner surface of the tailboard *p*, so that its said ears *l* extend nearly through the tailboard, as shown in Fig. 3, a molding *w* extending the length of the tailboard serves to reinforce it where the hinge is inserted in it. In Figs. 5 and 6, *q* represents a metallic hand piece secured to the top edge of deck panel *j* at the center of the vehicle, so that a person sitting upon the front seat can, by taking hold of said piece *q*, raise or lower the deck panel and also actuate, at the same time, the rear seat and tailboard.

Heretofore a patent has been granted to said Harlan P. Wells for a carriage in which the rear seat and deck panel were operated through and by the tailboard, but such construction has several very serious defects, one of which is the fact that there is no convenient method of attaching anything to the tailboard by which to operate the several parts; and another and more serious defect is the fact that it is always necessary to leave the seat, get out of the carriage and pass round to the rear, to the tailboard, in order to actuate the rear seat. Hence we have sought for some method for obviating such objections, and have discovered that by the arrangement of the respective parts as described we can successfully actuate the tailboard and rear seat by taking hold of the deck panel. The flattened portion of iron *i*, where it is secured to deck panel *j*, is formed with a longitudinal rib *t*, which is fitted in a narrow kerf cut in said deck panel; so that not only is the iron secured from lateral movement, but it serves to hold the panel from warping, or other change of form. By extending iron *g* upward, as at *h*, we form the connection between seat *c* and deck panel *j* in one piece, thereby simplifying the irons and reducing the cost.

As the respective irons described are duplicated on each side of the carriage body, we

have deemed sectional views adequate; and the front portion of the body is omitted, as the same is well known and is not directly connected with our invention.

We claim as our invention and desire to secure by Letters Patent—

1. In a two seat carriage and in combination with the rear seat, deck panel, and tailboard, the hinge formed near the rear surface of the tailboard, said hinge consisting of plate *k* and ears *l* inserted from the inside of the tailboard with a passage to said ears for pivotal iron *m* from said inside, substantially as specified.

2. A rear seat, a tailboard, and a deck panel arranged to serve when raised as the back of said rear seat; said back panel being hinged to the tailboard near its outer surface by a hinge inserted from the inside, and all so arranged that by actuating the deck panel all the parts may be thereby moved into the desired position, substantially as specified.

3. The iron *g* formed with ears to receive the jumping irons *d*, *e*, and secured to the underside of seat *c*, and extended above said seat by its angle *h* secured to iron *i*, substantially as specified.

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