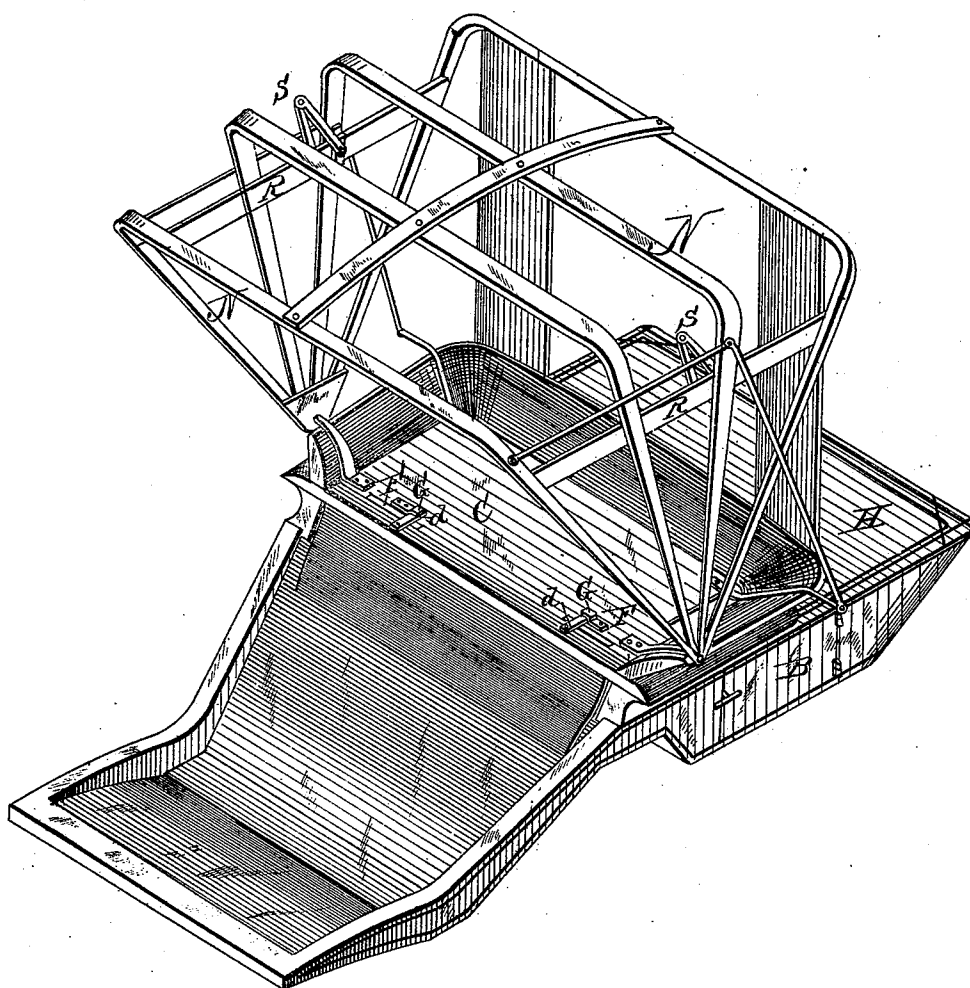


T. J. WRIGHT.
Carriage.

No. 227,340.

Patented May 4, 1880.

Fig 1



WITNESSES

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Fig 2

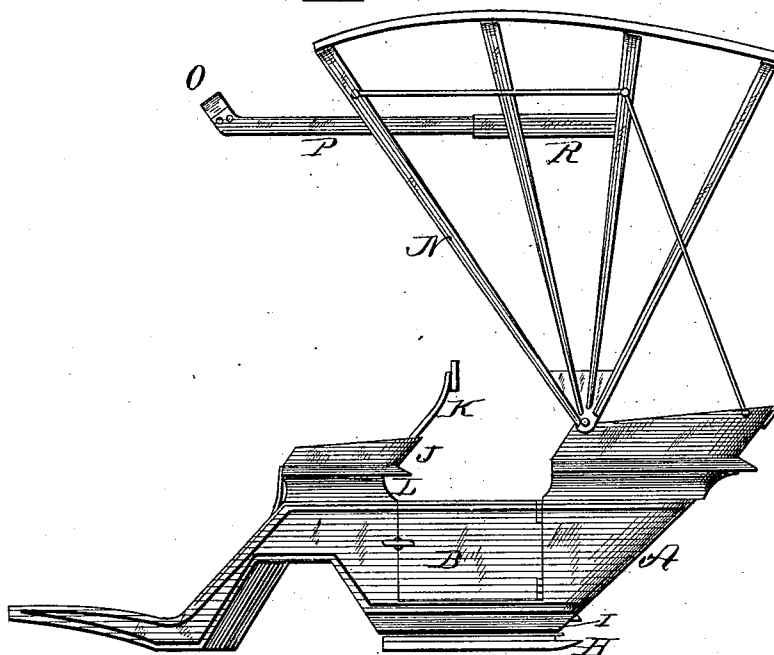


Fig 3

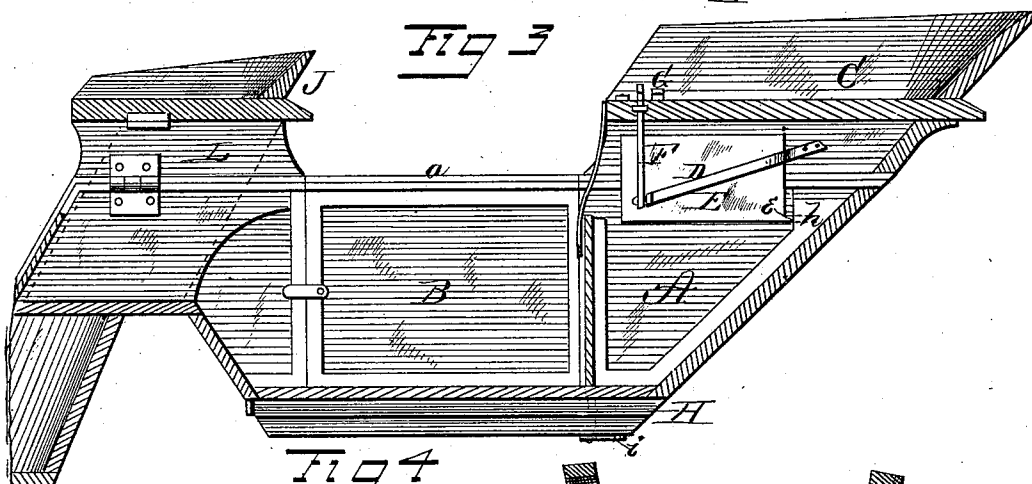
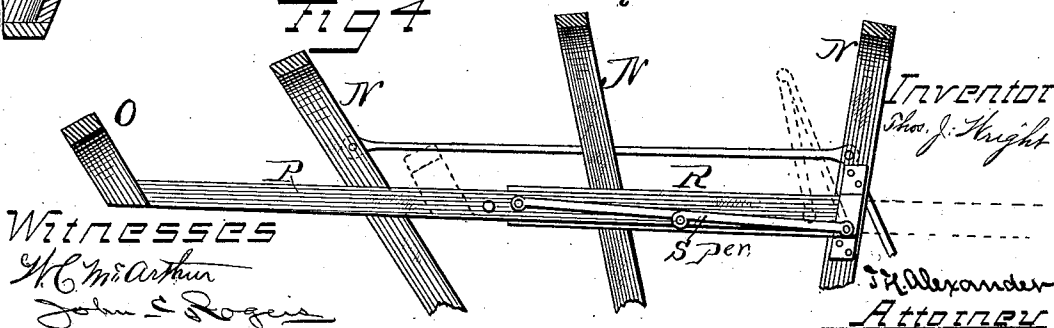


Fig 4



Witnesses

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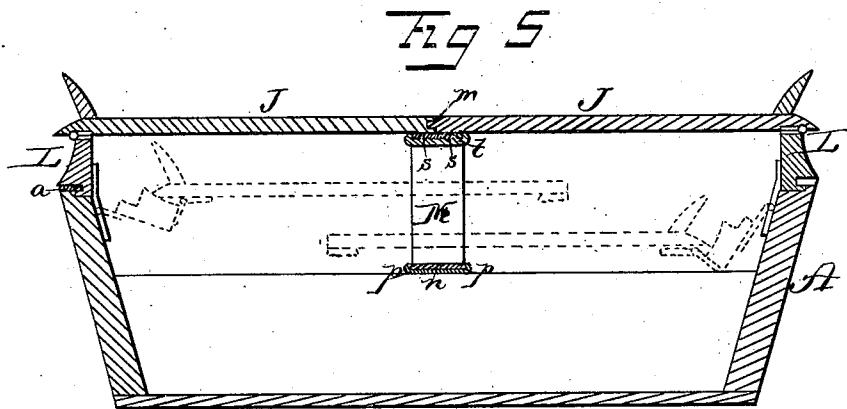
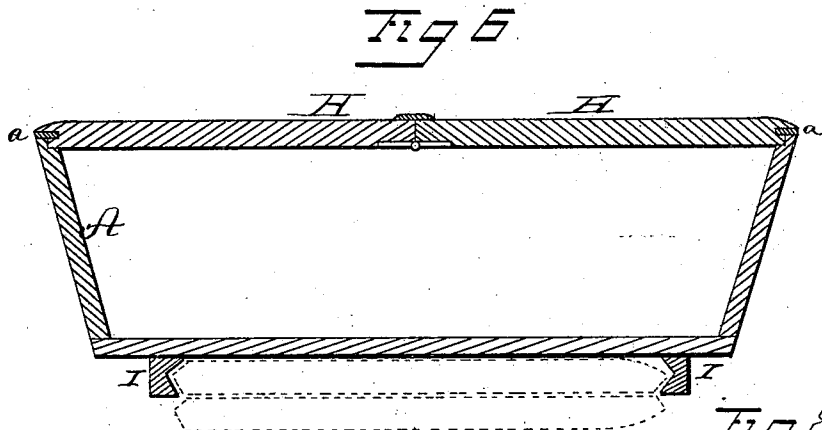
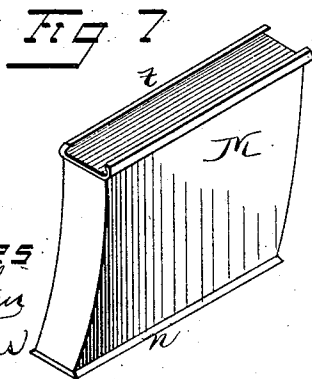
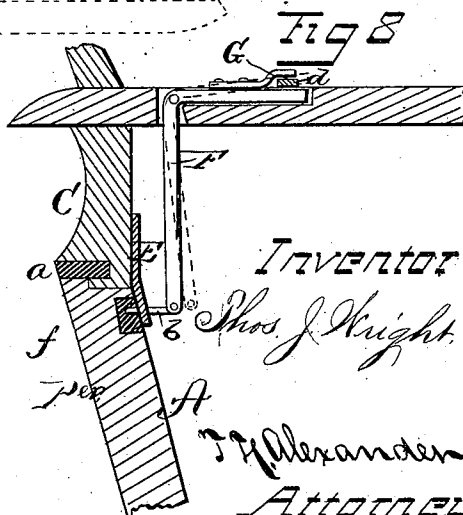
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UNITED STATES PATENT OFFICE.

THOMAS J. WRIGHT, OF DUNBARTON, OHIO.

CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 227,340, dated May 4, 1880.

Application filed February 27, 1880.

To all whom it may concern:

Be it known that I, THOMAS J. WRIGHT, of Dunbarton, in the county of Adams and State of Ohio, have invented certain new and useful Improvements in Carriages; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

The nature of my invention consists in certain peculiarities in construction of a vehicle that can be changed from a buggy with one seat to a carriage with two seats, and vice versa, as will be hereinafter more fully set forth and pointed out in the claims.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawings, in which—

Figure 1 is a perspective view of a carriage embodying my invention, and showing the same arranged for one seat. Fig. 2 is a side elevation of a carriage embodying my invention, and showing it arranged with two seats. Fig. 3 is a longitudinal vertical section of the same. Fig. 4 shows an extension of the bows. Fig. 5 is a section through the front seat. Fig. 6 is a section through the back part of the carriage-body. Fig. 7 is a perspective view of the support for the front seat. Fig. 8 shows the means for locking the main or rear seat in place.

A represents the carriage-body, constructed in any suitable manner and provided with side doors, B.

On the side pieces of the body A, including the upper edges of the side doors, B, are continuous metal flanges *a a*, which form guides on which the seat C may be moved forward and backward, the side pieces of said seat being at or near their lower edges provided with grooves to fit over the flanges.

The seat C may be entirely removed by opening the side doors, B, and it is put on the body in the same manner.

The seat C may be moved over the front or rear part of the body and locked in either position by the following means: On the inner side of each side piece of the seat is attached

a metal plate, E, which extends a suitable distance below the side piece, and has at its lower rear corner a projection, *e*, as seen in Fig. 3. In rear of the plate E, to the side piece, is secured a spring-arm, D, which extends forward, and has at its front end a pin, *b*, that passes through the plate, as shown. To the forward end of the spring-arm D is connected one arm of an elbow-lever, F, which is pivoted at its angle in a slot in the seat C. The tendency of the spring-arm D is to draw the pin *b* inward, and the upper arm of the lever F is then held inclined and slightly raised above the seat. The seat can then be moved forward or backward, as desired, and when in proper position the upper arm of the lever F is pressed down and fastened by a button, *d*, turning over the same and under a catch, G. This forces the pin *b* outward and into the side piece of the body directly, or into a metal piece, *f*, inserted therein, thus locking the seat in place.

When the seat is moved to its rearward position the projections *e* on the plates E pass under stops *h* attached to the body, to more securely hold it in place. While moving the seat the doors B must be closed.

When the seat C is over the forward end of the body and locked in place the rear part of the body is covered by a panel, H, which is slid from behind over the guide-flanges *a* up to the seat, and may be fastened by a hook or other suitable means. The panel H is divided centrally and the two parts hinged together, so that when not in use it can be folded and slid under the body in grooved guides I I, attached to the body for that purpose, and there held by a hook, *i*.

At the forward end of the body is a folding seat, which may be adjusted in place when the main seat C is moved over the rear part of the body. This front seat is made in two parts, J J, each having a hinged lazy-back, K. Each seat-section J is hinged at its outer end to a side piece, L, and this side piece hinged at or below its lower edge to the inside of the body.

The peculiar arrangement of the hinges causes the side pieces, L, to rest upon the side pieces of the body and support the outer ends of the seat-sections without any strain on the hinges.

The inner end of one of the seat-sections J has a projecting plate or flange, *m*, which enters a corresponding groove in the end of the other section to form a proper joint. The center of the seat is supported by a block, M, which has on its lower side a metal flange, *n*, to slide in guides *p p* attached to the bottom of the body. The upper side of the block M is provided with a guide, *t*, which embraces metal bars *s s*, fastened near the inner ends of the seat-sections. This forms a firm support for the seat, and one which cannot become accidentally displaced.

By pulling out the block M the front seat can easily be turned down in the bottom of the body.

It will be noticed that everything necessary for changing from a one-seat buggy to a two-seat carriage, and vice versa, is always with the vehicle, at hand, so that the change can be made at any time on the road.

The main seat C is provided with the usual folding top N, which I have provided with an extension consisting of a bow, O, attached to side arms, P P, which slide horizontally in guides R R attached to the sides of the top N—that is, to two of the bows thereof. Each arm P is, by hinged or jointed braces S, connected with one of the bows of the folding top. By means of this extension a top or cover is provided for the forward seat when both seats are used.

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

1. In a vehicle the combination of the body A, having side doors, B B, the seat C, movable backward and forward on guides *a a*, and a folding seat, J, substantially as and for the purposes herein set forth.

2. In combination with the body A and shifting seat C, the metal plates E, spring-arms D, with pins *b*, elbow-levers F, buttons *d*, and catches G, substantially as and for the purposes herein set forth.

3. The plates E, attached to the seat C and formed with projections *e*, in combination with the stops *h*, attached to the body A, for the purposes specified.

4. The folding removable panel H, in combination with the body A and seat C, for the purposes set forth.

5. The guides I, attached to the under side of the body A, for receiving the folding panel H when not in use, substantially as herein set forth.

6. The seat-sections J J, hinged to side pieces, L L, which are hinged to the side pieces of the carriage-body, substantially as and for the purposes herein set forth.

7. The combination of the seat-sections J J, provided with the metal bars *s s*, the body A, having guides *p p* on the bottom, and the block M, provided with flange *n* and guide *t*, substantially as and for the purposes herein set forth.

8. In combination with a carriage or buggy top, the extension consisting of the bow O, side arms, P, guides R, and jointed braces S, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

THOMAS J. WRIGHT.

Witnesses:

W. H. SPRINKLE,
WM. ROGERS.