No. 740,666. PATENTED OCT. 6, 1903.

F. M. LEAVITT.

AUTOMOBILE.

APPLICATION FILED FEB. 6, 1903.

NO MODEL. 2 SHEETS—SHEET 1.

FIG. 1.

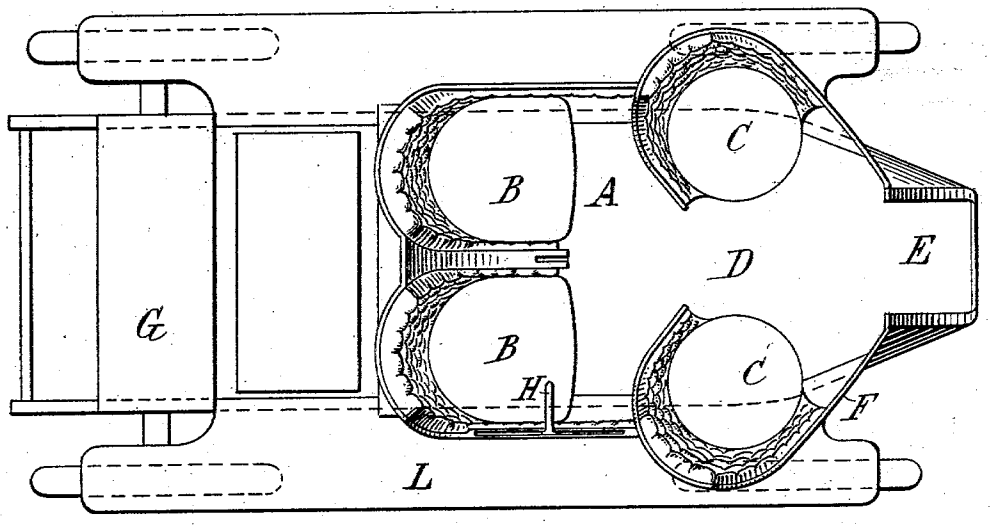
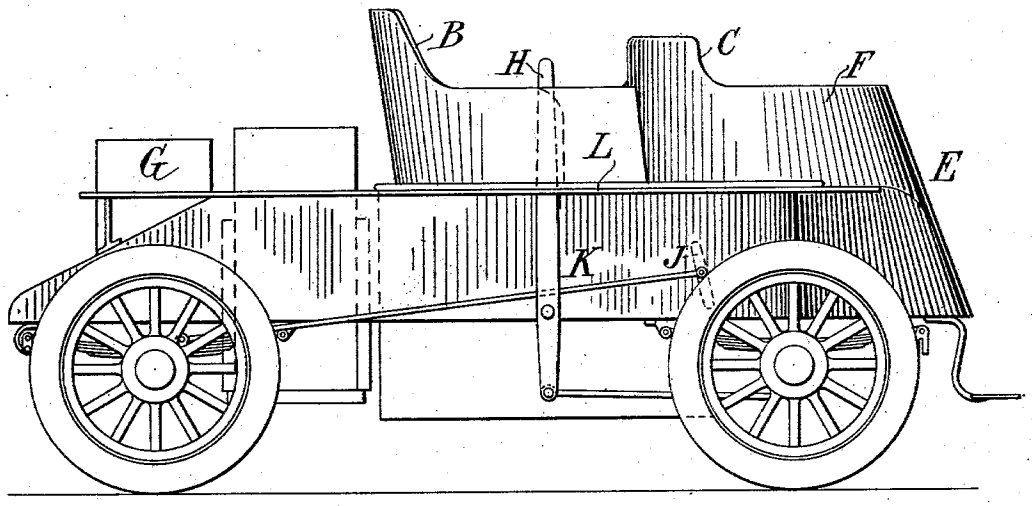


FIG. 2.



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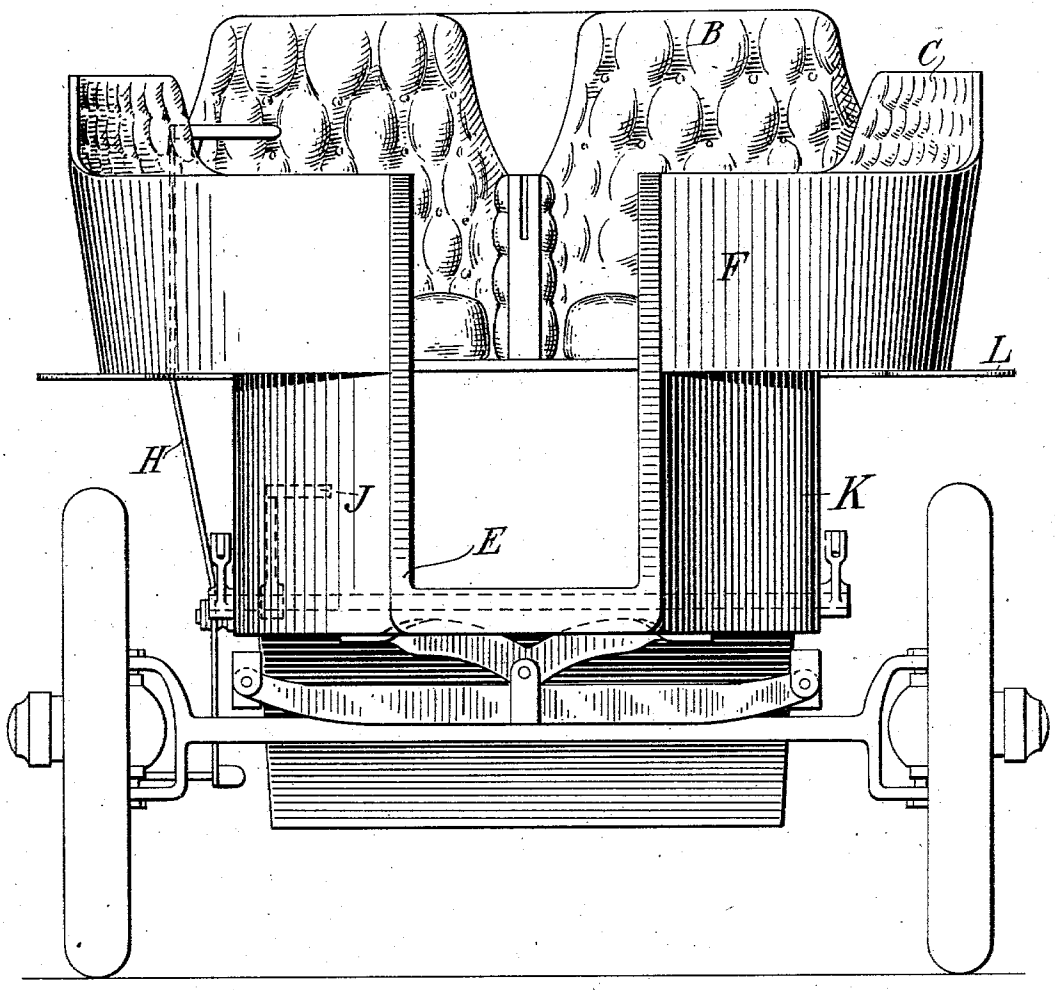
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NO MODEL. 2 SHEETS—SHEET 2.

FIG. 3.



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No. 740,666. Patented October 6, 1903.

UNITED STATES PATENT OFFICE.

FRANK M. LEAVITT, OF NEW YORK, N. Y.

AUTOMOBILE.

SPECIFICATION forming part of Letters Patent No. 740,666, dated October 6, 1903.

Application filed February 6, 1903. Serial No. 142,127. (No model.)

To all whom it may concern:

Be it known that I, FRANK M. LEAVITT, a citizen of the United States, residing in the borough of Brooklyn, county of Kings, city and State of New York, have invented certain new and useful Improvements in Automobiles, of which the following is a specification.

My invention aims to provide an improvement in automobiles by which the passenger-compartment is made to seat a number of persons much more comfortably than is now done without unduly enlarging it and in which the passenger-compartment and the mechanism are so arranged as to improve the appearance of the entire apparatus.

My invention provides also certain other improvements specified in detail hereinafter.

Referring to the accompanying drawings, illustrating an embodiment of the invention, Figure 1 is a plan, Fig. 2 a side elevation, and Fig. 3 a front elevation, of the entire machine.

According to my invention a seating-compartment is provided having a pair of rear seats and a pair of front seats, the latter being spaced apart from the former and the front seats being also spaced apart from each other to give a passage-way between them to the rear seats, the entrance being, preferably, in the line between the front seats. With such provision for space for the knees of persons sitting in the rear seats the front seats may be placed at least in part in the longitudinal line of the rear seats, so that they require little or no widening of the compartment beyond that necessary for the width of the rear seats. Economy of space may also be effected by facing the front seats obliquely inward and extending the sides of the vehicle also obliquely inward to the entrance. Such a compartment is especially adapted for the forward end of the vehicle and is preferably arranged at the forward end, with the driving mechanism at the rear. Besides the advantages in convenience of entrance and exit and in the comfort of the passengers the arrangement described gives to the vehicle a most graceful and attractive appearance. This is especially noticeable in the front view, Fig. 3, and when the passengers are seated it gives much the appearance of carrying four passengers abreast of each other; also, each passenger looks substantially straight ahead in the direction in which the vehicle is moving. The space under the front seats provides ample room for the feet of the persons sitting in the rear seats.

Referring now to the embodiment of the invention illustrated and which represents a touring-car, A is a seating-compartment at the front of the car in which is a pair of rear seats B and a pair of front seats C, spaced a sufficient distance in advance of the rear seats to give room for the knees of the persons sitting in the rear seats. The seats B at the rear are adjacent to each other, utilizing substantially the full width of the compartment; but the seats C are separated from each other by a space D, wide enough to form a passage-way to the rear seats, the entrance being at E in line with the space D. The front seats C, as shown, may extend laterally outside of the rear seats, being preferably placed so far inward as to lie at least in part in the longitudinal line of the rear seats, so as to avoid unduly widening the compartment. The sides F of the compartment extend obliquely inward, as shown, from the seats C to the entrance, and the seats C may also face obliquely inward, the passage D providing ample space for the comfort of the persons sitting on them. This is a most compact arrangement, utilizing all the space without discomfort to the passengers. It has the further advantage where the seating-compartment is at the front, as shown, of providing a pointed end to minimize the resistance of the air and presenting an ornamental and most spacious appearance, as explained. The entrance E may extend obliquely upward, as indicated in Fig. 2, to intensify the pointed effect.

The driving mechanism is indicated at G in the rear of the machine and may be of any suitable type, the present invention concerning itself only with its arrangement relatively to the seating-compartment A. The controlling-levers may be placed at any suitable point. Preferably a steering-lever H is provided at the right hand of the person sitting in the right-hand rear seat B, and a brake-

lever J is provided within reach of the foot of the same person.

The walls F of the compartment extending alongside the front seats and also the side walls of the rear seats may overhang the body K. I prefer to provide a continuous flat mud-guard L, which extends over both front and rear wheels on the level of the under sides of the seats, so that where they overhang the body they coincide with the plane of this guard.

Though I have described with great particularity of detail an apparatus embodying my invention, yet I am not to be understood as limiting the invention to the specific details disclosed. Various modifications of the same are possible to those skilled in the art without departure from the invention.

What I claim is—

1. In an automobile vehicle, a seating-compartment having a pair of rear seats adjacent to each other, and a pair of front seats lying at least in part in the longitudinal line of said rear seats and spaced apart therefrom and from each other to give a passage-way between them to the rear seats.

2. In an automobile vehicle, a seating-compartment having a pair of rear seats adjacent to each other, and a pair of front seats extending laterally outside of the rear seats and spaced apart therefrom and from each other to give a passage-way between them to the rear seats.

3. In an automobile vehicle, a seating-compartment having a pair of rear seats, and a pair of front seats spaced apart therefrom and from each other to give a passage-way between them to the rear seats, said front seats facing obliquely inward, the sides of said vehicle extending obliquely inward and the entrance being in the line between said front seats.

4. In an automobile vehicle, the combination of driving mechanism carried at the rear, and a seating-compartment at the front, a pair of rear seats in said compartment and a pair of front seats therein lying at least in part in the longitudinal line of said rear seats and spaced apart from said rear seats and from each other to give a passage-way between them to the rear seats.

5. In an automobile vehicle, the combination of driving mechanism carried at the rear, and a seating-compartment at the front, a pair of rear seats in said compartment, and a pair of front seats therein spaced apart from said rear seats and from each other to give a passage-way between them to said rear seats, said front seats facing obliquely inward, the sides of said compartment extending obliquely inward and the entrance being in the line between said front seats.

6. In an automobile vehicle having a body and front and rear wheels, a continuous flat mud-guard extending alongside said body and over both the front and rear wheels.

7. In an automobile vehicle having a body and front and rear wheels, a continuous flat mud-guard projecting from the upper part of the body, extending over both the front and rear wheels, and seats overhanging said body and projecting over said mud-guard.

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

FRANK M. LEAVITT.

Witnesses:
ARTHUR C. FRASER,
FRED WHITE.