

(No Model.)

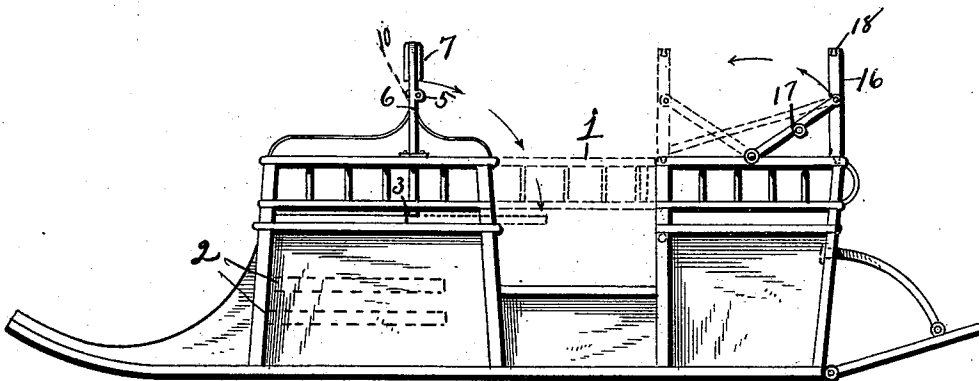
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G. J. SAURBREY.
CARRIAGE BODY.

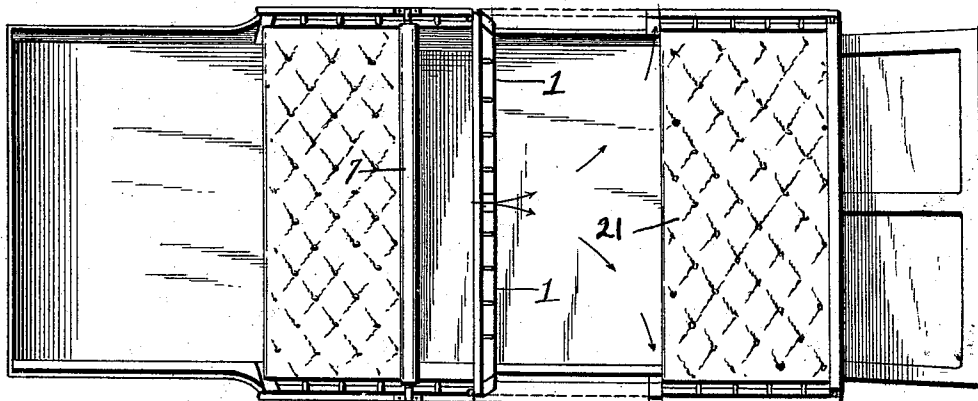
No. 514,776.

Patented Feb. 13, 1894.

~~Fig. 1.~~



~~Fig. 2.~~



Witnesses

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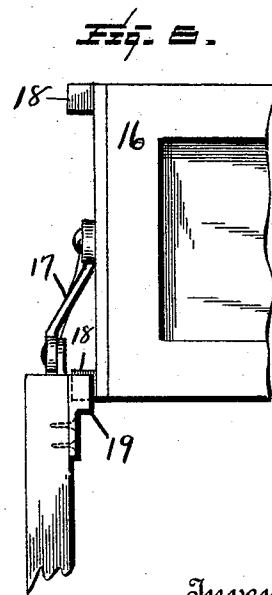
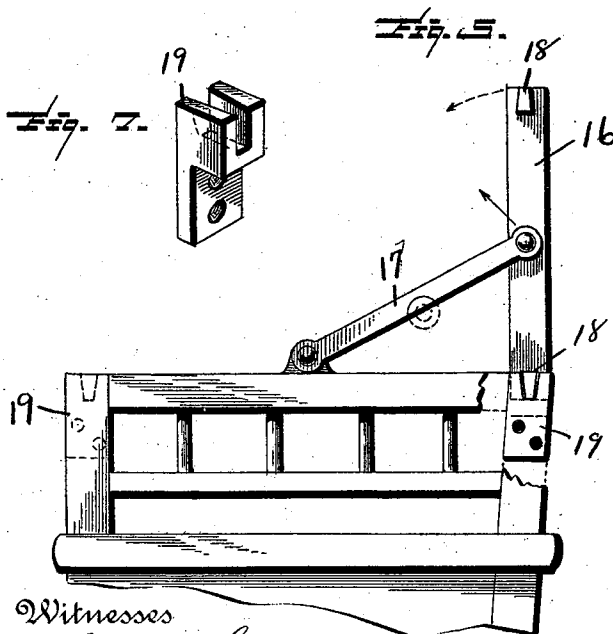
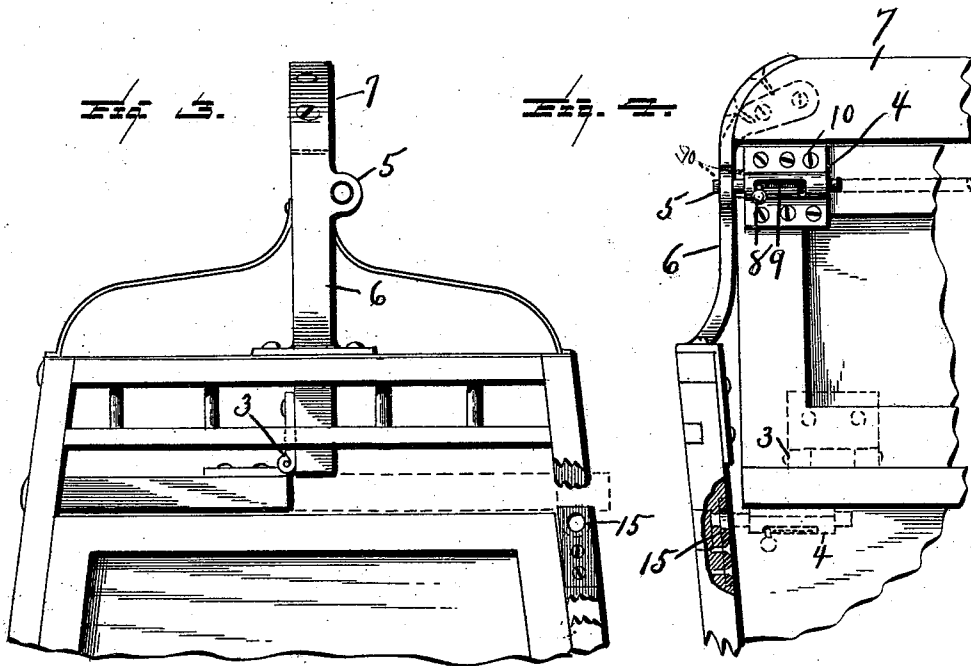
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G. J. SAURBREY.
CARRIAGE BODY.

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G. J. SAURBREY.
CARRIAGE BODY.

4 Sheets—Sheet 3.

No. 514,776.

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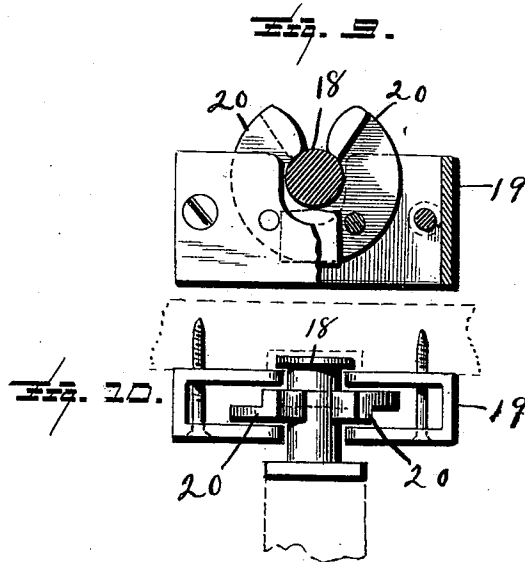
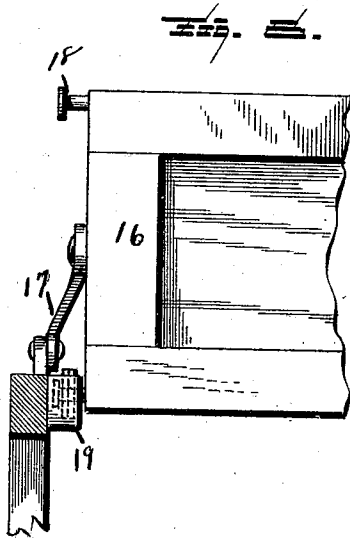


Fig. 22.

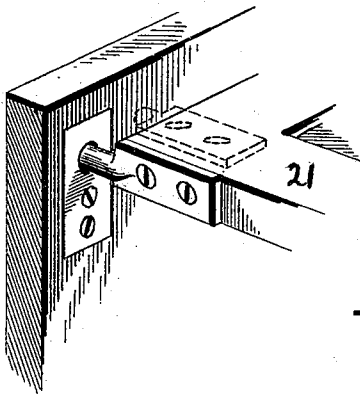


Fig. 23.

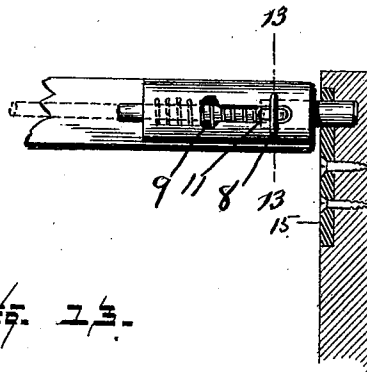
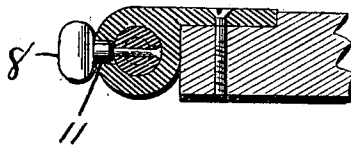


Fig. 24.



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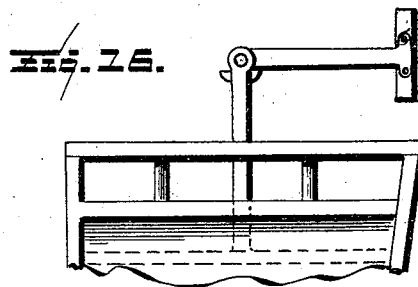
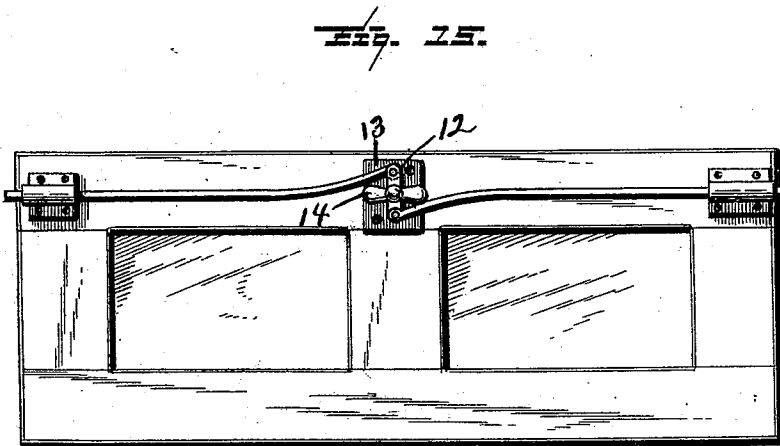
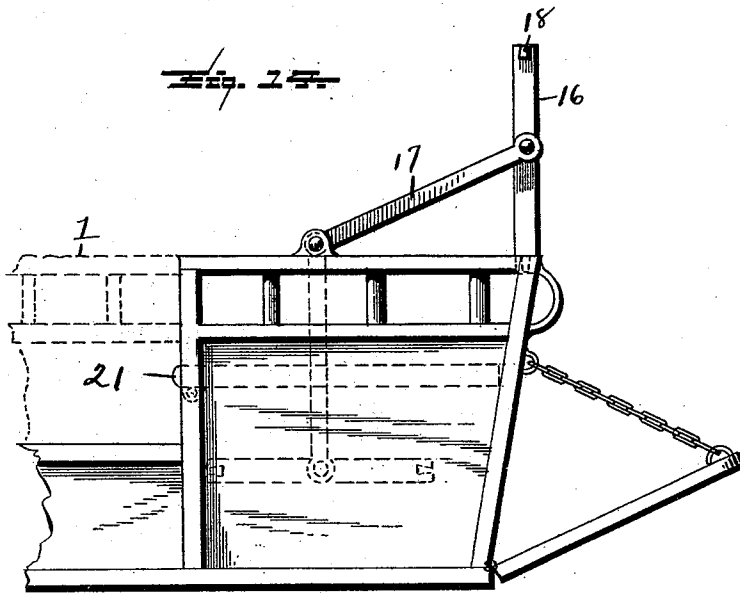
(No Model.)

4 Sheets—Sheet 4.

G. J. SAURBREY.
CARRIAGE BODY.

No. 514,776.

Patented Feb. 13, 1894.



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UNITED STATES PATENT OFFICE.

GEORGE J. SAURBREY, OF COLUMBUS, OHIO, ASSIGNOR OF ONE-HALF TO
THE CAPITAL CITY CARRIAGE COMPANY, OF SAME PLACE.

CARRIAGE-BODY.

SPECIFICATION forming part of Letters Patent No. 514,776, dated February 13, 1894.

Application filed April 26, 1893. Serial No. 471,902. (No model.)

To all whom it may concern:

Be it known that I, GEORGE J. SAURBREY, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented a certain new, useful, and valuable Improvement in Carriage-Bodies, of which the following is a full, clear, and exact description.

My invention has relation to carriage bodies, provided with removable side panels, reversible backs and adjustable seats, having suitable securers to hold them in place.

It is the object of the invention to provide a carriage body that can be changed from a one seat concern into a body having two or three seats; also to supply a back that can be reversed at the will of the riders so that they can ride facing either front or back.

It is the further object of the invention to provide a carriage body with removable side panels between the front and rear seats. When the rear seat is occupied the panels can be removed and when the rear seat is not occupied the panels can remain in place. Thus the appearance of the body is easily and readily changed.

In the accompanying drawings:—Figure 1, is a side view of the carriage body. Fig. 2, is a top view of Fig. 1. Fig. 3, is a side detail view partly in section of the front seat. Fig. 4, is a rear view partly in section of one end of the front seat. Fig. 5, is a side view of the rear seat showing the reversible back. Fig. 6, is a rear view of one end of the reversible seat. Figs. 7, 8, 9, 10, 11, 12, 13, 14, 15, and 16, are detail views of different parts and modifications which will be fully explained hereinafter.

My invention is described as follows:—The body of the carriage is provided with the front and back seats and in the sides of the body between the two seats are the panels 1, (shown in dotted lines Fig. 1.) These panels can be slipped out and placed under the front seat at 2, (see dotted lines also Fig. 1,) or the panels can be hinged to the sides of the body and may be swung around as shown in Fig. 2. These panels when removable or swinging are provided with suitable catches adapted to hold them in position. The back of the front seat is hinged to the seat at point 3, (see

Fig. 3,) and the upper part of the back is provided with a spring bolt 4, the end of which is adapted to pass through a suitable perforation in a lug 5, attached to the support 6, of the lazy back 7. There is a spring bolt at each side of the back. This bolt may be made in several different ways. In Fig. 4, the bolt is provided with a knob 8, which is adapted to operate in the groove 9, of the casting 10. Said groove has right angle extensions at each end, as shown, to receive the stem of the knob 8, and thereby hold the said bolt out or in as the case may be. Or the said bolt may be made as shown in Fig. 12. In this figure the knob is journaled in the bolt, as shown in Fig. 13, which is a sectional view of Fig. 12, cut on the line 13, 13. The stem of the knob is provided with an elliptical cam 11, which is adapted to enter the T-shape end of the groove 9, and thereby hold the bolt back.

It will be seen that the rear ends of the bolts shown in Figs. 4 and 12, are extended in dotted lines. This is to indicate that the two bolts on each seat may be extended and connected together as shown at Fig. 15, or they may be independent of each other.

In Fig. 15, the inner ends of the bolts are riveted to the piece 12, which in turn is swiveled to the plate 13, and is provided with the handle 14. Thus it will be seen that with this construction the two spring bolts can be operated at the same time with one hand. The back of the front seat can be thrown to the rear and assume the position as indicated by the dotted lines in Fig. 3. When in this position the spring bolts may enter the perforated plates 15, (see Figs. 3 and 4,) and thereby support the seat thus formed, and hold it securely in place. When this seat is used the lazy back 7, is the partition between the two seats.

The rear seat of the carriage body is provided with the reversible back 16. This back is provided with the arms 17, which are journaled at one end in suitable castings attached to the sides of the body and the other ends of the said arms are journaled to the said back. The back 16, has attached to the upper and lower edges of its ends the lugs 18, which are adapted to fit in suitable castings 19, which are in turn attached to the inner

sides of the body. Fig. 7, is a detail perspective view of a casting 19. The lugs on the back 16, are made to dove tail with the castings and thereby prevent the sides of the carriage body from spreading. Figs. 8, 9 and 10, show modifications of these lugs and castings.

Fig. 8, shows a lug 18, having an enlargement on its end. Figs. 9 and 10, show castings 19, provided with the pivoted tumbles 20. The lug 18, is adapted to rest between the tumbles as shown in Figs. 9, and 10, and the enlarged ends of said lugs will prevent the sides of the body from spreading.

The rear seat 21, is pivoted at its front edge, as shown in Fig. 11, between the sides of the body, and the rear edge of the said seat is provided with a spring bolt as shown in Fig. 12. Thus this seat when not in use can be turned to the front and the cushion of the seat will face the floor of the body, and the back 16, can be swung down between the sides of the body as indicated by the dotted lines in Fig. 14. Thus it will be seen that it is possible to convert this carriage body from a concern that holds only two people into one that will hold six, and that the appearance of the body can be changed by the shifting of the different parts. The persons occupying the rear seats can ride facing front or back at their pleasure.

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

1. A carriage body having a front and rear seat and stationary sides supporting said seats, a break in the sides of the body between the front and rear seats forming passages, panels hinged to a stationary part of

the body and adapted to swing and close the said breaks or passages when not in use and also adapted to swing in and come together immediately behind the front seat substantially as shown and described.

2. In a carriage body a back hinged at its lower edge a sliding bolt secured to the upper part of said back, a casting holding said bolt, said casting having an elongated perforation terminating in an angular extension, a spring located in said casting and engaging said bolt, a lug or attachment on said bolt, adapted to work in the elongated perforation and extension thereof of the said casting, said bolt adapted to enter suitable perforations in the body of the carriage, substantially as shown and described.

3. In a carriage body a reversible back consisting of arms pivoted to the back at one end and body sides at the other the lugs enlarged at their outer ends attached to the edges of the back and suitable castings attached to the sides of the body and adapted to receive the said lugs, substantially as shown and described.

4. In a carriage body having a reversible back provided on its edges with suitable lugs enlarged at their outer ends castings provided with pivoted tumbles attached to the sides of the body and adapted to receive the said lugs, substantially as shown and described.

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

GEORGE J. SAURBREY.

Witnesses:

FRANK RATHMELL,
H. E. STAFFORD.