

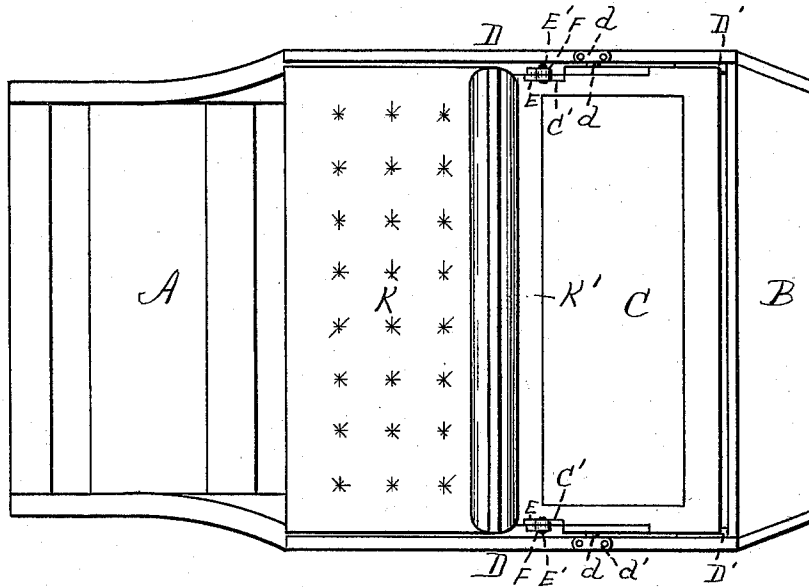
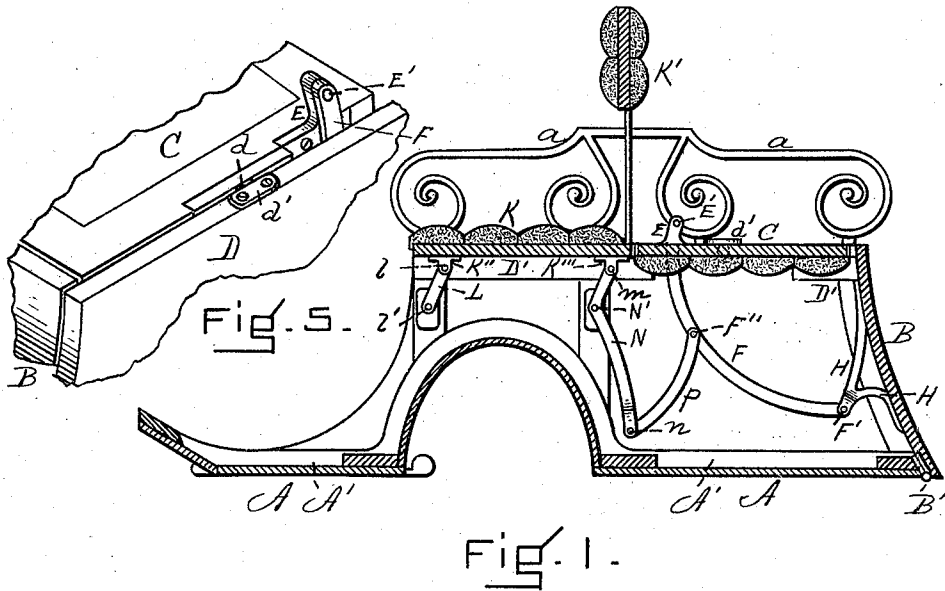
(No Model.)

2 Sheets—Sheet 1.

S. H. GAGE.
CARRIAGE.

No. 535,098.

Patented Mar. 5, 1895.



WITNESSES

E. A. Woodbury
J. A. Boney.

Fig 2

INVENTOR

Seth H. Gage
By his Atty
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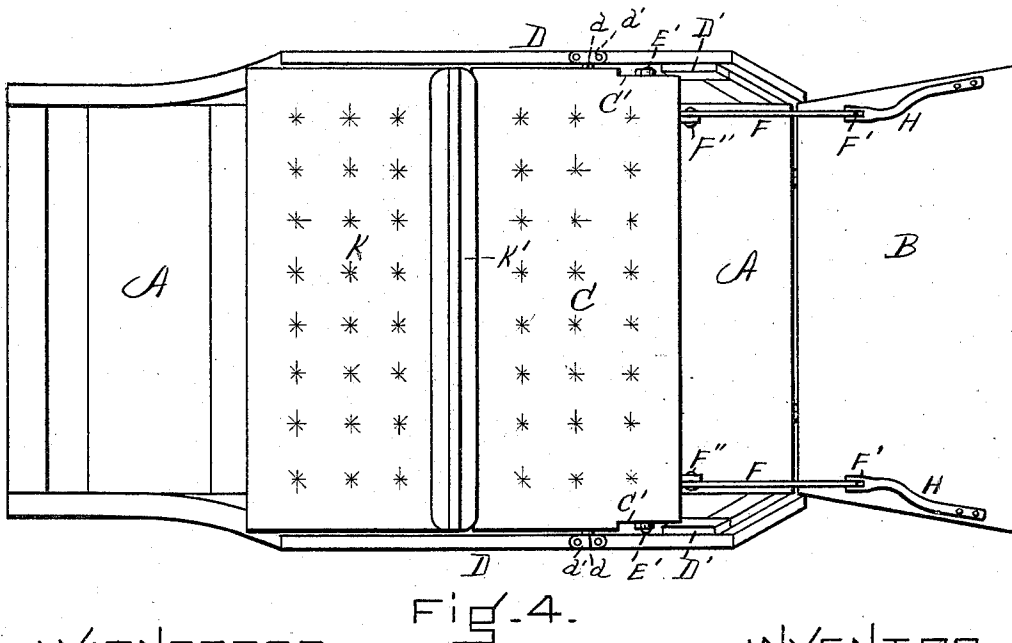
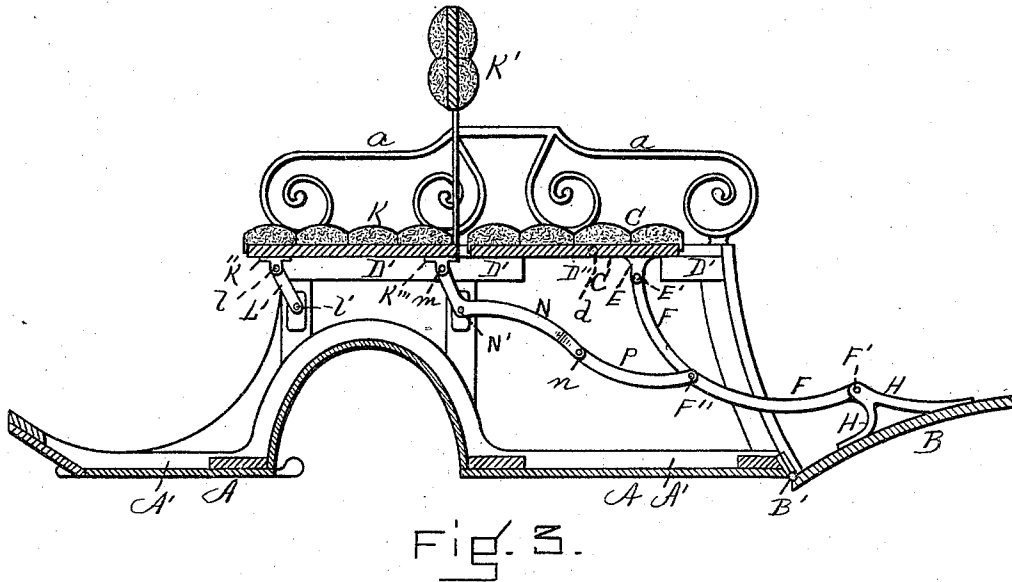
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WITNESSES
E. A. Woodbury.
A. W. Bonney.

INVENTOR
Seth H. Gage
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Henry Williams

UNITED STATES PATENT OFFICE.

SETH H. GAGE, OF AMESBURY, MASSACHUSETTS, ASSIGNOR TO JAMES NEAL
AND CHARLES F. BOLSER, OF SAME PLACE.

CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 535,098, dated March 5, 1895.

Application filed November 17, 1894. Serial No. 529,122. (No model.)

To all whom it may concern:

Be it known that I, SETH H. GAGE, a citizen of the United States, residing at Amesbury, in the county of Essex and State of Massachusetts, have invented a new and useful Improvement in Carriages, of which the following is a specification.

This invention relates to a two-seated carriage, and it consists, first, in a construction whereby the rear seat and tail-gate are so connected that when the tail-gate is lowered the rear seat is in position for use as a seat, and when the tail-gate is raised the rear seat is reversed so that its upper or upholstered side faces downward, and it serves the purpose of a deck, and, secondarily, in a construction whereby the front seat is so connected with the tail-gate that it is caused to jump forward when the tail-gate is lowered, and jump rearward when the tail-gate is raised, all substantially as hereinafter described, and illustrated in the accompanying drawings, in which—

Figure 1 is a longitudinal vertical section of a carriage-body illustrating my invention, the tail-gate being raised and the rear seat reversed into a deck. Fig. 2 is a plan view of the same. Fig. 3 is a longitudinal vertical section with the tail-gate lowered, and the rear seat in position to be used as such. Fig. 4 is a plan view of the same. Fig. 5 is a perspective view in detail showing the pivotal connection between the rear seat when used as a deck and the irons connecting with the tail-gate.

Similar letters of reference indicate corresponding parts.

A represents the floor, A' the sills, and a the side rails of a carriage-body, constructed as usual.

B is the tail-gate hinged at B' to the body.

C is the rear seat (which is adapted to be reversed into a deck) resting on ledges D' supported by the sides D of the carriage-body. The opposite ends of this seat are recessed at C' in order to allow that portion of the seat to dip and swing between the ledges D' when the seat is reversed into a deck, as below described, a sufficient space being provided at D'' by cutting away the ledges to allow of the rotation of the seat. The seat C is pivoted

at d in bearings d' on the sides, and is provided on its opposite side edges at points non-coincident with the pivots d, with uprights or brackets E to which are pivoted at E' the upper ends of curved links or bars F, the lower ends of said bars being pivoted at F' to the outer ends of brackets H rigidly secured to the inner surface of the tail-gate near its opposite ends. When the tail-gate is raised or closed, as shown in Figs. 1, 2 and 5, the upholstered portion of the seat faces downward and the plain portion of the seat constitutes a deck, the pivotal connections between the seat and the curved bars F being above the deck. When the tail-gate is lowered into the position shown in Figs. 3 and 4, the bracket H pulls the curved bars or links F, rearward with the effect of drawing their upper ends downward and rearward into the position shown in Figs. 3 and 4, thus completely reversing the rear seat, which swings on its pivots d and turns its upholstered surface upward for use. The space D'' affords room for the necessary movement of the upper portions of the irons F and the brackets E, and the recesses C' prevent the rear seat from striking the ledges D', while a sufficient amount of said ledges remains to serve as supports for said rear seat.

K is the front seat, and K' is the lazy-back upholstered on both sides in order to be utilized by occupants of both seats. This seat K rests normally on the ledges D' as shown.

It will be noticed that the pivots d are not centrally located between the front and rear edges of the seat, so that when the rear seat is reversed into the position shown in Fig. 3, for use as a seat, it extends farther forward than when it is in the position shown in Fig. 1 and used as a deck. Hence it is necessary that the front seat should jump forward when the rear seat is reversed into a seat and rearward when it is reversed into a deck. This is accomplished by means of two sets of jumping irons, one of which sets, is connected with the irons which reverse the rear seat.

The jumping irons L are pivotally secured at l to brackets or ears K'' secured to the under side of the front portion of the seat K, and at l' to the sides of the carriage-body.

At *m* jumping irons *N* are pivotally secured to the brackets or ears *K'''* secured to the under side of the rear portion of the seat *K*, while the lower ends of said irons *N* are pivotally secured at *n* to links *P* whose opposite ends are pivoted at *F''* to the curved bars *F*. These irons or levers *N* are bent as shown, and at their bends are pivoted at *N'* to the sides of the carriage-body. The effect is, as above mentioned, to jump the front seat forward when the rear seat is reversed into a seat, and to jump the front seat rearward when the rear seat is reversed into a deck. Thus the movement of the rear seat is always accommodated, no space is wasted, and ample provision is made for the limbs of the occupants of the rear seat.

It will of course be understood that the irons *E*, *F*, *H*, *P*, *N* and *L* are duplicated on the opposite sides of the carriage-body.

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

1. In a carriage, the combination of a tail-gate hinged to the carriage-body, and a seat having one surface adapted for use as a seat and the other surface adapted for use as a deck, said seat being arranged to be operated by the tail-gate and to make a full half rotation from a horizontal and directly upward facing seat to a horizontal and directly downward facing seat by raising the tail gate and

to make a reverse half-rotation by lowering the tail-gate, substantially as set forth.

2. A tail-gate pivoted to the carriage-body, a rear seat pivotally secured to said body, mechanism intermediate with said tail-gate and seat for reversing the latter into a deck or seat by the raising or lowering of the tail-gate, whereby the seat makes a full half rotation and assumes a horizontal position either for use as a seat or as a deck, a front jump-seat, and mechanism intermediate with the front seat and rear seat-operating mechanism, substantially as described.

3. The combination of the carriage-body, the tail-gate *B* hinged thereto and provided with the brackets or irons *H*, the rear seat *C* pivoted to the carriage-body at *d* and provided with the uprights or irons *E* at points non-coincident with said pivots, and the irons *F* pivotally secured at their opposite ends to the irons *E* and *H*, substantially as set forth.

4. The combination of the carriage-body, hinged tail-gate provided with irons *H*, pivotally hung rear seat provided with the irons *E*, links *F*, front seat *K*, jump-irons *L*, jump-levers *N* hinged at *N'* to the body, and link *P* connecting said jump-irons with the links *F*, substantially as described.

SETH H. GAGE.

Witnesses:

G. W. POPE,
CYRUS W. ROWELL.