

(No Model.)

J. A. McLEAN.
CARRIAGE.

No. 566,791.

Patented Sept. 1, 1896.

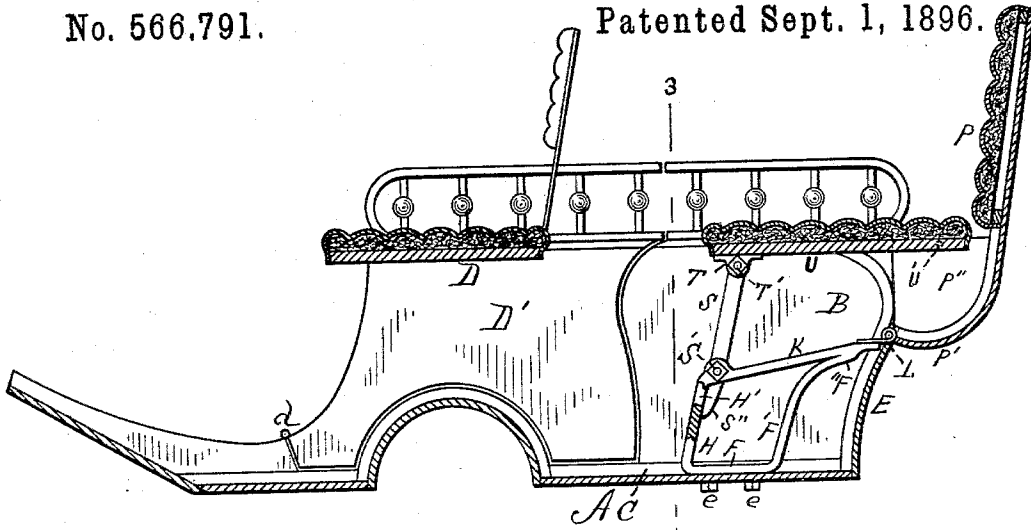


Fig. 1.

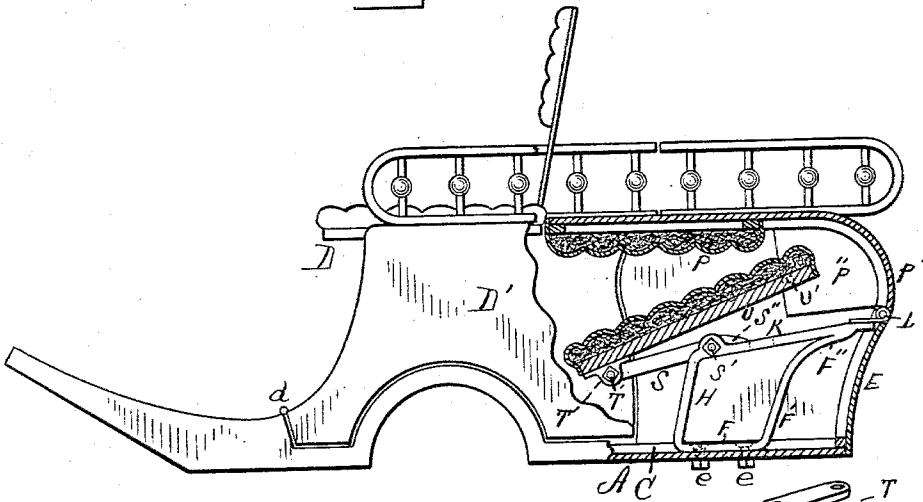
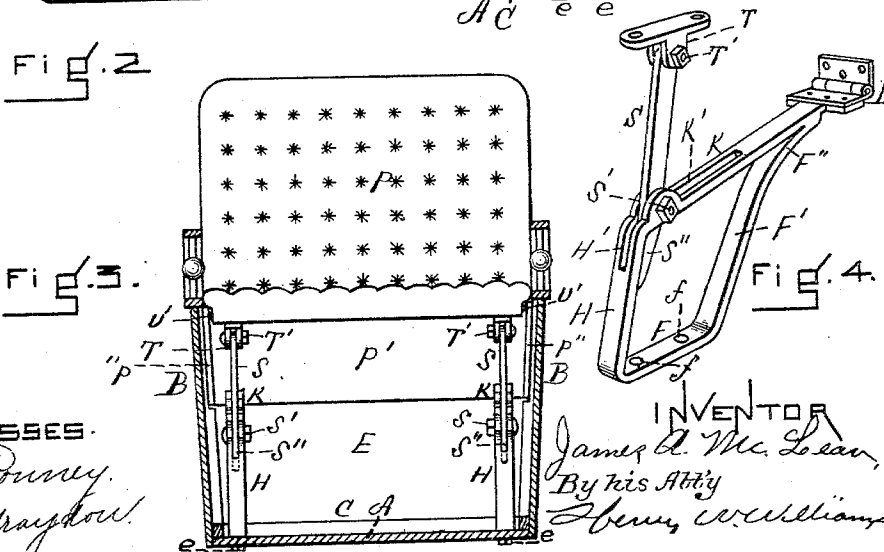


Fig. 2.



WITNESSES.

A. F. Pomeroy.
C. G. Graydon.

INVENTOR
James A. McLean,
By his Atty
Henry W. Williams

UNITED STATES PATENT OFFICE

JAMES A. McLEAN, OF AMESBURY, MASSACHUSETTS, ASSIGNOR OF ONE-HALF TO JAMES E. FELTHAM, OF SAME PLACE.

CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 566,791, dated September 1, 1896.

Application filed January 7, 1896. Serial No. 574,637. (No model.)

To all whom it may concern:

Be it known that I, JAMES A. McLEAN, a citizen of the United States, residing in 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 that class of carriages in which the rear seat and seat-back are so constructed and arranged that said seat, when not in use, may be lowered into the carriage-body by swinging the seat-back or lazy-back down from its normal vertical position into a horizontal position, in which position it serves as a deck or deck-panel.

The invention or improvement consists in the novel construction and arrangement of the irons or connections supporting the rear seat and connecting it and the lazy-back with the carriage-body in such a manner that said irons may be readily detached from the carriage-body, and that when so detached the irons, rear seat, and lazy-back thereof may all be lifted bodily out of the wagon, as the only connection between the said parts and the carriage-body is where the irons are detachably secured to the body, as above mentioned.

The nature of the improvement in detail is fully described below, and illustrated in the accompanying drawings, in which—

Figure 1 is a longitudinal vertical section of a carriage-body embodying my invention with the rear seat raised into position for use. Fig. 2 is a view, partly in longitudinal vertical section and partly in side elevation, showing the rear seat and lazy-back thereof lowered. Fig. 3 is a cross vertical section taken on line 3, Fig. 1. Fig. 4 is a view in perspective of one set of the supporting irons or connections for the rear seat detached.

Similar letters of reference indicate corresponding parts.

A represents the floor; B, the sides; C, the sills, and D the front seat, which is adapted to swing forward, as shown, and carry with it the portion D' of the sides, which is hinged at *d* to the body, in order that access may be had to the rear seat. None of these parts are claimed as new in or essential to this invention.

E is an immovable back rigidly secured to the carriage-body. Detachably secured to the bottom or sills of the carriage-body, by means of bolts *e* or similar contrivances, are two sets of seat-irons located at opposite sides of the body and connected with the rear seat and lazy-back thereof near their opposite ends. Each of these seat-irons or seat-supporting appliances consists of the horizontal portion F, provided with the holes *f* for receiving the bolts above mentioned; the portion F', extending upward and rearward and curved so that its upper portion F'' is nearly horizontal, as shown; the portion H, which is bent up from the forward end of the portion F rearward at a slightly acute angle, and the portion K, which extends rearward and slightly upward from the portion H and has its rear end rigidly secured to the rear end of the portion F'. The rear end of the portion K extends close to the back E, and has hinged to it at L the rear portion P' of the lazy-back P. This portion P' has end walls P''; but the space between said end walls is not boxed in. The portion H of each frame is slotted at H' and the portion K at K', said two slots being practically one continuous slot extending from the portion H around the corner into the portion K. At S' an arm or lever S is pivoted within the said slots, the lower portion S' of said arm extending, when the arm is raised, a little beyond the lower end of the slot H'. The upper end of this arm or lever S is pivotally secured at T' to the ears T, which are secured to the under side of the rear seat U, near its front edge. The rear portion of said rear seat is pivoted at U' to the end walls P''.

When the rear seat is in position for use, as indicated in Figs. 1 and 3, its front edge is supported by the arms S, whose lower ends extend below the slots H' and bear against the rear sides of the portions H, which act as stops, the said arms S inclining a little rearward and being on a line which is substantially parallel with the portions H. When the rear seat is not to be used, the lazy-back P is swung down into the position indicated in Fig. 2, and the portions P' swing the seat U forward by means of the pivots U', while the arm or lever S falls until its portion S'

swings up into the slot K', thus dropping the rear seat U and enabling the lazy-back P to serve as a deck.

It will be noticed that the lazy-back P and the rear seat U are not hinged to or secured to the carriage-body at any point, but are hinged to and are connected with the frames K only. As these frames are secured to the carriage-body only at e, it is evident that by withdrawing the bolts e the entire rear seat and lazy-back thereof can be taken out bodily with the irons F, F', H, K, and S. Thus the said portions can be quickly and readily removed and much time saved, as during the process of making and finishing the carriage body and seats such removal is frequently necessary.

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

1. In a carriage, the rear-seat-supporting irons comprising the frames F' F H K, of approximately rectangular shape and with their lower portions secured to the carriage-body, the lazy-back P provided with the lower extensions P' and end walls P'', said lazy-back being pivotally secured at its lower end to the said frames, the rear seat U pivotally con-

nected near its rear edge with the said end walls, and the supporting-arms S extending from said frames to the under side of said rear seat and pivotally connected with each, substantially as described.

2. In a carriage, the rear-seat-supporting irons comprising the frames each consisting of the horizontal portion F secured to the carriage-body, the portion H extending up from said portion F and inclining a little rearward and the portions F' K extending from the portions F and H respectively and united at their rear ends, said portions H and K being provided with the slots H' and K', the lazy-back pivotally secured to the rear upper ends of said frames, the rear seat pivotally secured near its rear edge to the lazy-back, and the supporting-arms S pivoted at S' to the frames within the slots K' and with their lower ends S'' extending below the slots H' and bearing against the rear sides of the portions H of the frames, the upper ends of said arms being pivotally secured to the rear seat, substantially as hereinbefore set forth.

JAMES A. MCLEAN.

Witnesses:

EDWARD P. WALLACE,
EDMOND TANGUAY.