

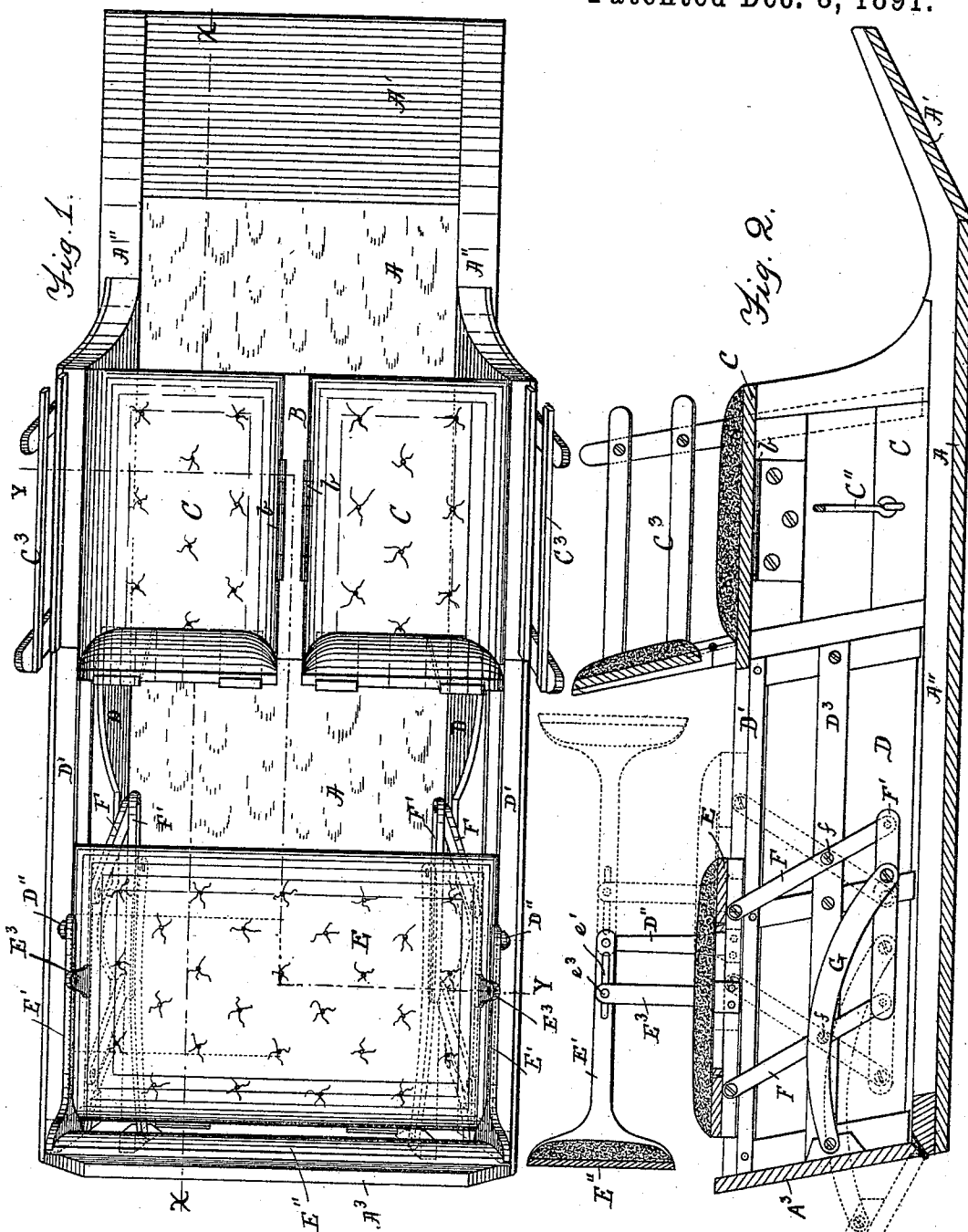
(No Model.)

2 Sheets—Sheet 1.

F. ELLIS.
CARRIAGE BODY.

No. 464,720.

Patented Dec. 8, 1891.



Witnesses.

Alice A. Perkins.
Thomas Barry

Inventor.

Fred Ellis
by Edwin Anderson, his atty.

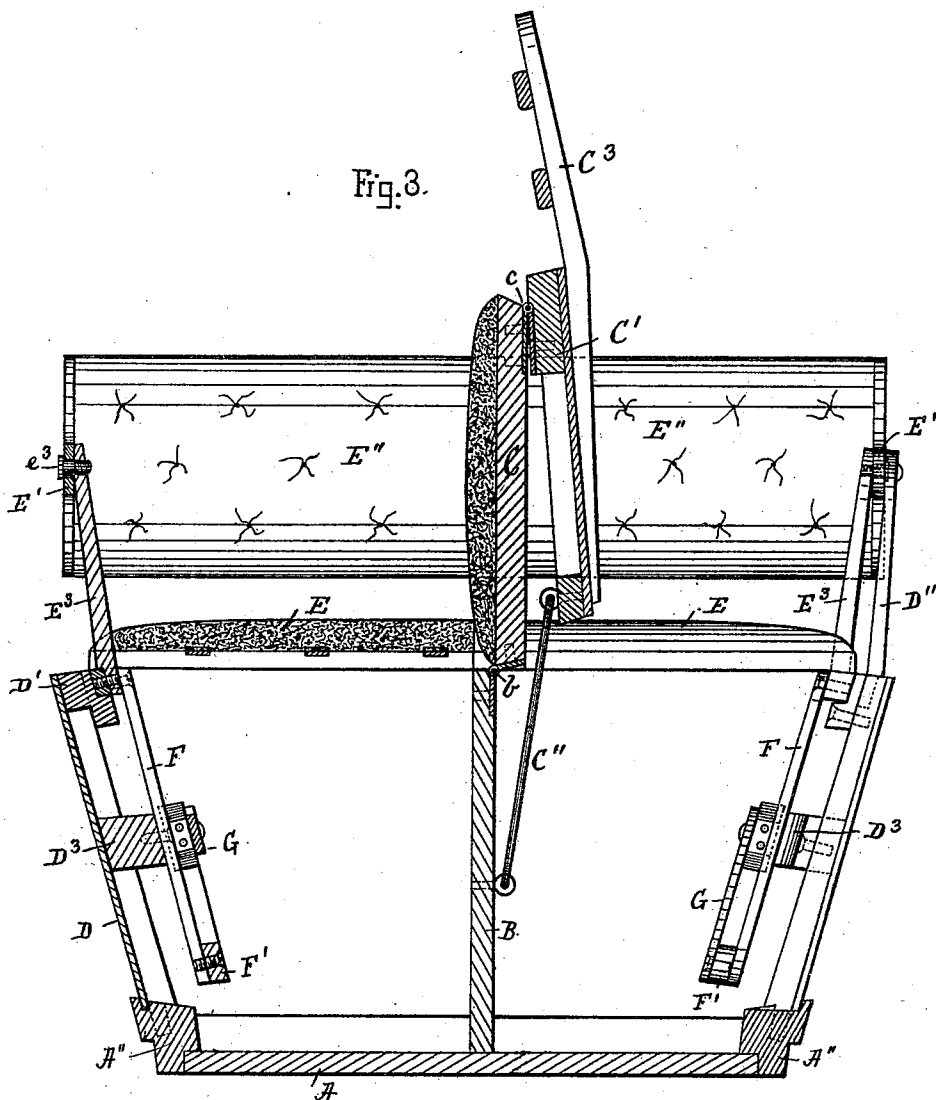
(No Model.)

2 Sheets—Sheet 2.

F. ELLIS.
CARRIAGE BODY.

No. 464,720.

Patented Dec. 8, 1891.



Witnesses.

Alice A. Perkins
Reginald G. Marshall

Inventor

Fred Ellis
by *Alban Andren*
his atty.

UNITED STATES PATENT OFFICE.

FRED ELLIS, OF AMESBURY, MASSACHUSETTS.

CARRIAGE-BODY.

SPECIFICATION forming part of Letters Patent No. 464,720, dated December 8, 1891.

Application filed March 4, 1891. Serial No. 383,706. (No model.)

To all whom it may concern:

Be it known that I, FRED ELLIS, a citizen of Canada, and a resident of Amesbury, in the county of Essex and State of Massachusetts, have invented new and useful Improvements in Carriage-Bodies, of which the following, taken in connection with the accompanying drawings, is a specification.

This invention relates to improvements in carriage-bodies, and it is carried out as follows, reference being had to the accompanying drawings, wherein—

Figure 1 represents a plan view of the invention. Fig. 2 represents a longitudinal section on the line X X, shown in Fig. 1, showing in dotted lines the reversed position of the back seat; and Fig. 3 represents a cross-section on the broken line Y Y in Fig. 1, showing one of the front seats swung upward to enable passengers to enter the rear portion of the carriage.

Similar letters refer to similar parts wherever they occur on the different parts of the drawings.

In the drawings, A is the bottom board, and A' the foot-board, as usual.

A" A" are the side sills on the bottom board in the ordinary manner.

B is the middle partition and central support for the front seat, which is made in two parts C C, the inner ends of which are hinged at b b to the top of the middle partition B, as shown in the drawings. To the outer end of each front seat is hinged at c the side piece C', the lower end of which is made to rest on the sill A" when the front seat is in use, as shown in Fig. 2.

C" is a link or rod, preferably made of metal and pivoted in a suitable manner to the middle partition B and hinged side piece C', as shown in Figs. 2 and 3, which serves for the purpose of holding the said side piece C' in its proper position relative to the sill A" and seat C when the latter is in use, acting as a brace or stay to prevent said side piece from moving in or out relative to the sill when the seat is in use. It also acts as a guide-rod to automatically fold and unfold the side piece relative to the seat as the latter is raised and lowered, and when the seat is raised it serves to hold the side piece up against the under

side of the seat, as shown in full lines in the left-hand portion of Fig. 3. By this arrangement of swinging upward either of the half-sections of the front seat passengers may easily enter or leave the rear portion of the carriage from either side of it, as may be desired.

C³ is an arm-rest, preferably made in the form of an upward extension on the side piece C', as shown in the drawings.

D D are the sides of the back portion of the carriage, which sides are secured in a suitable manner to the sills A" A", said sides having secured to their upper portions the usual side rails D' D', on which the rear seat E is made to slide forward and back.

A³ is the tail-board, hinged in its lower end to the rear end of the bottom board A, as usual.

To each side rail D' is secured an upright D'', to the upper end of which is pivoted an arm E', one on each side of the carriage.

E'' is the back-rest for the seat E, which back-rest is secured to the pivoted arms E' E', as shown. To each end of the seat E is secured an upright E³, having a pin e³ at its upper end passing through a slot e' in the arm E', as shown in Fig. 2.

D³ is a brace secured to each side piece D, and to said brace or other suitable part of each side piece are pivoted at f f a pair of levers F F, the upper ends of which are pivoted to the seat E and having their lower ends pivoted to a bar F', as shown in Fig. 2.

G is a link pivoted in one end to the bar F' and in its rear end to the tail-board A³, as shown in Fig. 2. The object of this arrangement is to enable the seat E to be adjusted and the back-rest E'' to be automatically adjusted in position for riding backward and forward simply by opening or closing the tail-board A³. The operation of this part of the invention is as follows: When the tail-board is in its closed position, the seat E and its back-rest E'' are held in their rear positions, as shown in Figs. 1 and 2. If it is desired to reverse the back-rest E'', it is only necessary to lower the tail-board A³, as shown in dotted lines in Fig. 2, causing the link G, bar F', levers F F, and seat E to occupy the respective positions shown in dotted lines in Fig. 2. During such adjustment of the seat E it is

gradually raised and lowered—that is, moved in a curved path by the levers F F—and during such motion the pin e^3 on the moving seat-post E^3 actuates the slotted arms $E' E'$ and
5 causes them with the back-rest E'' to be swung forward to the position shown in dotted lines in Fig. 2.

By closing the tail-board the seat E and its connecting mechanism are automatically
10 moved to positions shown in full lines in Fig. 2. If so desired, any suitable locking device may be used for the purpose of securing the seat E or its tail-board in one or both of their reverse positions.

15 Having thus fully described the nature, construction, and operation of my invention, I wish to secure by Letters Patent, and claim—

20 1. A carriage-body having one or two divided front-seat portions C, pivoted to the middle partition B or other stationary part of the

body, each such seat portion having hinged to its outer end a side piece C' , substantially as and for the purpose set forth.

2. In a carriage-body, one or two divided front-seat portions C, pivoted to the middle
25 partition B or other stationary part of the body, combined with a side piece C' , pivoted to the outer end of the seat portion C, and a connecting-link C'' , pivoted to the said side portion and middle partition or other station-
30 ary part, substantially as and for the purpose set forth.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 28th day of
35 February, A. D. 1891.

FRED ELLIS.

Witnesses:

JOSEPH T. CLARKSON,
WILLIAM T. CLARKSON.