(No Model.) 2 Sheets—Sheet 1.

J. SPOFFORD, Jr.

VEHICLE.

No. 480,442. Patented Aug. 9, 1892.

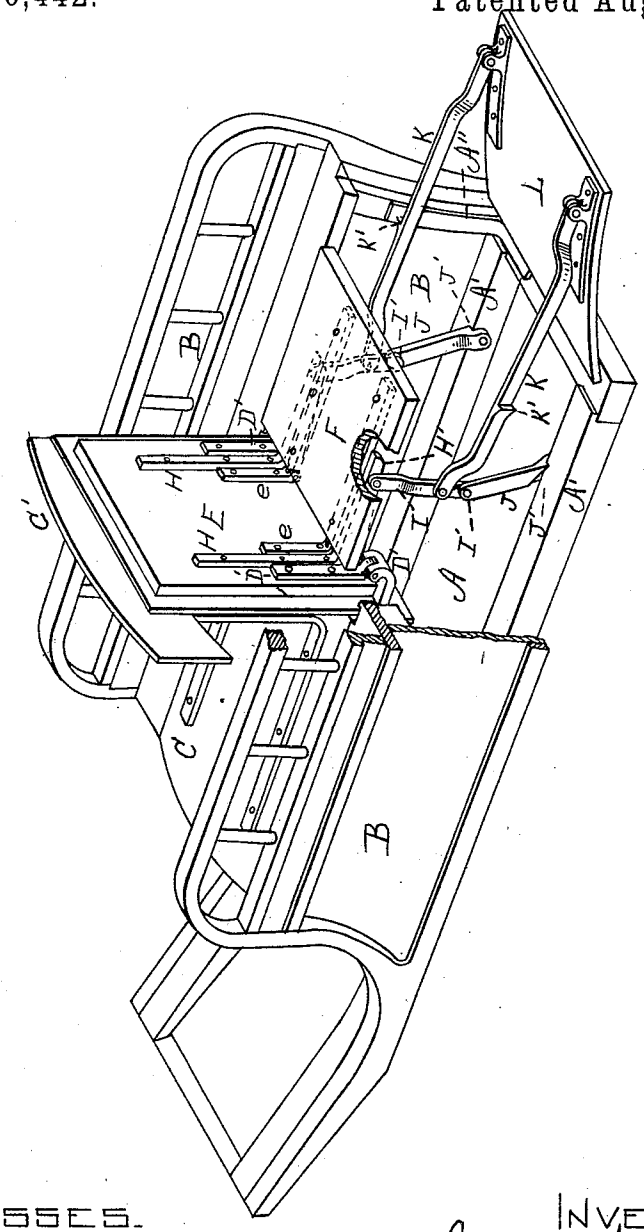

Fig. 1.

WITNESSES.

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(No Model.) 2 Sheets—Sheet 2.

J. SPOFFORD, Jr.

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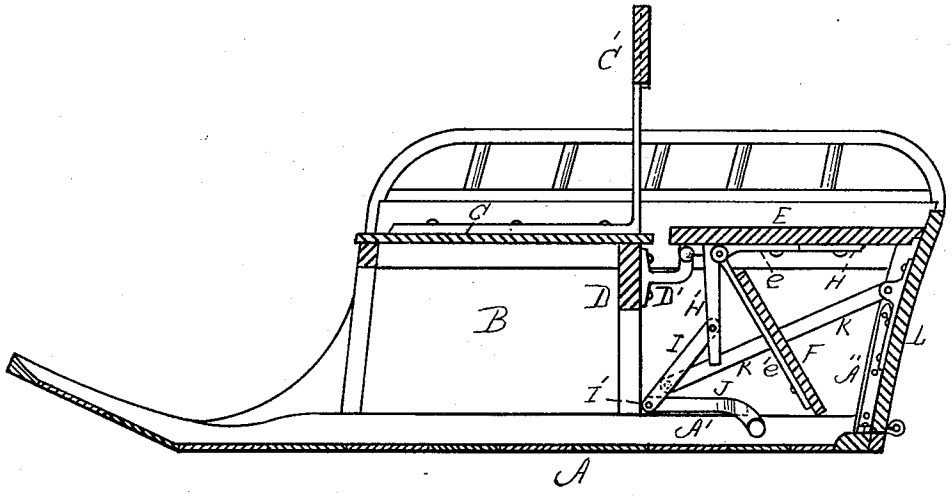

Fig. 2.

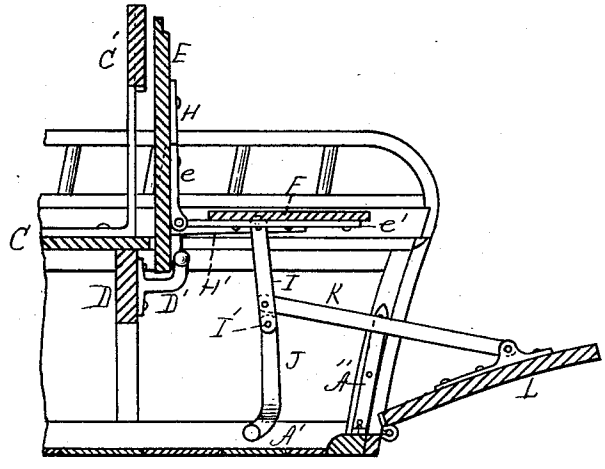

Fig. 3.

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UNITED STATES PATENT OFFICE.

JASON SPOFFORD, JR., OF AMESBURY, MASSACHUSETTS, ASSIGNOR OF ONE-HALF TO PERRIN W. NICHOLS, OF SAME PLACE.

VEHICLE.

SPECIFICATION forming part of Letters Patent No. 480,442, dated August 9, 1892.

Application filed April 8, 1891. Serial No. 388,077. (No model.)

To all whom it may concern:

Be it known that I, JASON SPOFFORD, Jr., of Amesbury, in the county of Essex and State of Massachusetts, have invented a new and useful Improvement in Vehicles, of which the following is a specification.

My improvement relates to that class of vehicles or carriages which are provided with a stationary seat facing the front and with an arrangement at the rear of said seat by means of which a rear seat and lazy-back can be raised into position and a tail-gate or rear panel lowered into position for a foot-rest; and the improvement consists in the novel combination and arrangement of parts, whereby the same is constructed to operate in a simple and efficient manner, all as below described, and illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of a carriage-body embodying my improvement, a portion being represented as broken out the better to illustrate the construction, the rear seat being raised into position for use. Fig. 2 is a longitudinal vertical section of the same with the rear seat lowered. Fig. 3 is a longitudinal vertical section of a portion of the same with the rear seat raised, as in Fig. 1.

Similar letters of reference indicate like parts.

A represents the floor and B the sides of the carriage-body, constructed substantially as usual.

C is the front seat and C′ the back thereof, also constructed as usual.

D is the cross-bar beneath and near the rear of the permanent seat C, and made a little wider than usual in order to accommodate the hinges D′, bent at right angles, as shown, by means of which the lazy-back E is hinged to said cross-bar.

F is the rear seat, hinged to the lazy-back E by means of hinges, each of which consists of the two leaves *e e′*, the leaves *e* being secured to the rear side of the lazy-back and the leaves *e′* being secured to the under side of the seat F.

H H are a pair of metallic bars bolted to the rear or under side of the lazy-back E, the portions H′ of said bars being bent at right angles with said lazy-back, so that when the lazy-back is raised into a vertical position said portions H′ are in a horizontal position and form a support for the rear seat F, and when said lazy-back is lowered into a horizontal position said portions H′ are swung into a vertical position. To each seat-supporting bar H′, near its free end, is pivotally secured a rod or lever I, whose lower end is pivotally secured at I′ to the rod J, whose lower end is pivotally secured to the bottom or sill of the carriage-body. Preferably, but not necessarily, each of these bars J is provided with a shoulder J′, (see Fig. 1,) which when said bars are vertical rests on the sill A′ on the bottom A of the carriage-body.

K K are a pair of bars or connecting rods, whose inner ends are pivotally secured to the lower portions of the rods I, and whose outer ends are hinged to the tail-gate or rear panel L, whose lower edge is hinged to the carriage-body. The outer sides of the rods K are provided with raised shoulders K′, which rest against the corner irons or braces A″ when the seat F is raised into position for use.

As illustrated in the drawings, when the lazy-back E and seat F are raised into position for use the seat-supporting bars H′ are horizontal, the rods I J are nearly vertical, with the shoulders J′ resting on the sills A′, and the bars K hold the tail-gate L at a suitable angle to support the feet in case the occupant faces the rear, as shown in Figs. 1 and 3. By pushing the tail-gate into the nearly-vertical position shown in Fig. 2, the joints of the levers I J are forced back, pulling the seat-supports H′ down into a vertical position, allowing the seat F to fall by gravity and drawing the lazy-back E into a horizontal position, in which it forms the deck of the carriage.

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

1. In a two-seated carriage, the combination of a front seat, a rearward-facing rear seat, and an adjustable back for said rearward-facing seat arranged to constitute a deck-panel when lowered over the rear seat, substantially as set forth.

2. The combination of a seat constructed to be raised and lowered, a deck-panel arranged

to be raised to serve as the back of said seat when in position for use, and a hinged tail-board connected with said seat and panel, whereby the opening and closing of the tail-board will actuate the seat and will raise and lower said panel, substantially as described.

3. In a vehicle of the character described, the combination of the carriage-body and cross-piece D, the latter provided with the hinges D′, the lazy-back E, hinged to said cross-piece, the rear seat F, hinged to the lazy-back, the bars H H′, secured to the under or rear side of the lazy-back and bent at right angles, as shown, to form supports for the seat, the jointed levers I J, connecting said bars with the carriage-body, as shown, and the tail-gate L, hinged to the carriage-body and connected with said levers by means of the rods or bars K, whereby the rear seat and lazy-back are automatically raised and lowered by lowering and raising the tail-gate, substantially as set forth.

JASON SPOFFORD, JR.

Witnesses:

SAMUEL A. FELCH,

GEORGE W. CATE.