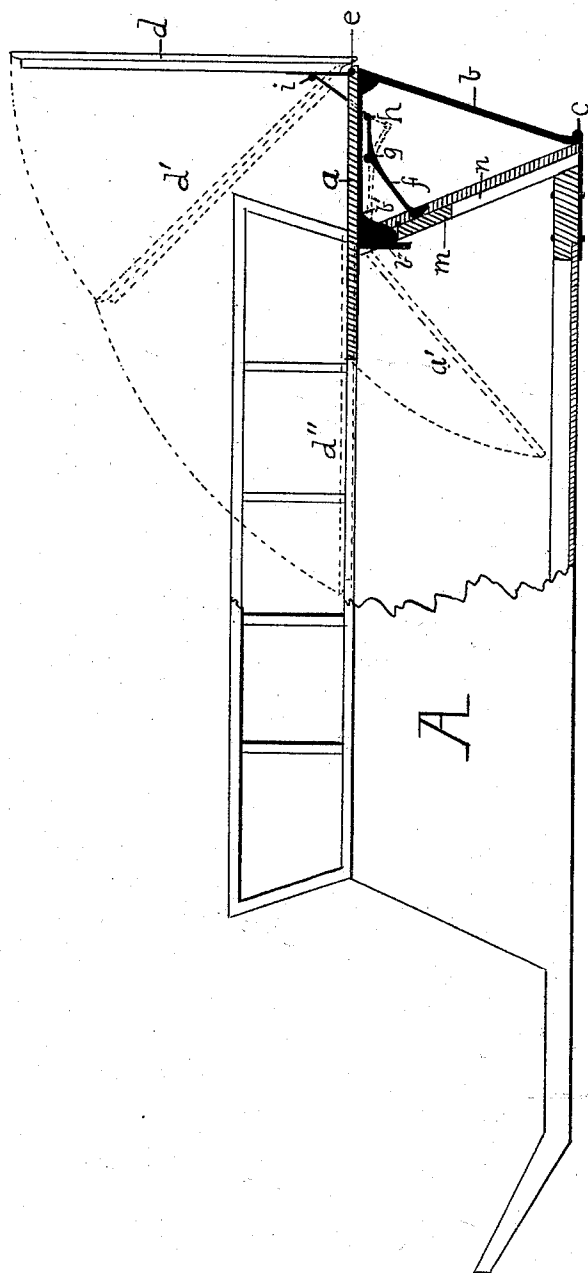


(No Model.)

W. H. EMOND.
CARRIAGE.

No. 505,197.

Patented Sept. 19, 1893.



WITNESSES.

Frank R. Rogers

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UNITED STATES PATENT OFFICE.

WILLIAM H. EMOND, OF BOSTON, MASSACHUSETTS.

CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 505,197, dated September 19, 1893.

Application filed November 17, 1892. Serial No. 452,300. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. EMOND, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Carriages, of which the following, taken in connection with the accompanying drawing, is a specification.

My invention relates to carriages and consists of a device for opening and closing the rear seat thereof.

The object of my invention is to so construct the rear portion of the carriage body, and the rear seat, that the latter may, when not required for use, be folded within the former in such manner as to entirely conceal the seat, and at the same time give a neat and graceful appearance to the vehicle.

With these ends in view, my invention consists of the device shown in the accompanying drawing and hereinafter described.

In the drawing, A, represents a side elevation, in part section, of the body of a carriage, showing only the rear seat.

a, is a seat-frame.

b, *b'*, an angle seat-bracket which supports the same; *b''*, a part of the seat-bracket constructed to operate as a rest and stop.

c, is a hinge connecting the bracket, *b*, with the body, A.

d, is a seat-back; *e*, a hinge connecting the same with the seat-frame, *a*.

f, is an iron lever for holding the seat and seat-back in position for use;—it is hinged at *g*, *h* and *i*, and works automatically by raising the back, *d*, into position.

m, is a cross bar in the body frame, which serves as a support to the seat-bracket, and against which the lever, *f*, engages to prevent the seat-bracket from tilting forward, and to hold the seat-back in a vertical position.

n, is the back panel of the body.

It is intended to have two parallel seat-brackets, arranged under opposite ends of the seat frame.

The operation of my device may be thus explained. With seat open for use as shown in the drawing,—to close it—(First.) Disengage the lever, *f*, from the bar, *m*, by tilting the back, *d*, forward, as shown by dotted

lines. At the angle indicated by *d'*, the back strikes a stop. (Second.) Push the seat forward. The seat-bracket being hinged at *c*, the seat-bracket and seat tip forward, carrying with them the seat-back. When the seat reaches the position indicated by dotted lines (*a'*) the seat-back is in a horizontal position, (see dotted lines *d''*) forming a box cover; and the bars, *b*, of the seat-bracket, partially sink into grooves in the back of the body and make a molding finish to the back panel, *n*.

To open the seat—(First.) Draw the seat backward until the rest, *b''*, engages and rests upon the bar *m*; this operation raises the seat-back to the position indicated by *d'*. (Second.) Raise the seat-back to a vertical position. This latter motion engages the lever, *f*, against the bar, *m*, and prevents the seat from tilting forward, and also holds the seat-back firmly in place. The lever, *f*, is operated automatically by the seat-back. Raising the seat-back to a vertical position engages the lever, *f*, against the bar, *m*, and holds the seat and back in position; pressing the seat-back forward disengages the lever, *f*, from the bar *m*, and allows the seat to tilt forward within the body A.

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

1. The combination, in a two seated carriage, of a rear seat-frame, movable hinged seat-bracket, catch lever, and a seat-back, constructed to serve also as a box cover; said seat-back to be hinged to the seat-frame in manner to be closed down as a box cover by the closing in of the seat-frame and to be raised into position as a seat-back, substantially as shown and described.

2. The combination, in a two seated carriage, of a tilting seat-frame, *a*, a movable seat-back pivoted thereto, a seat-bracket, *b*, having a rest and stop, *b''*, pivoted to the body at *c*, a catch lever, *f*, pivoted to the seat-frame at *g*, and secured to the seat-back at *i*, and a support bar, *m*, all for the purposes and in the manner set forth.

3. The combination, in a two seated car-

riage, of a movable seat-bracket, *b*, pivoted to
the body at *c*, a seat-frame, *a*, secured thereto,
a back, *d*, pivoted to the seat-frame at *e*, an
automatic catch lever, *f*; and support bar, *m*,
5 substantially as specified.

In testimony whereof I have signed my
name to this specification, in the presence of

two subscribing witnesses, on this 15th day of
November, A. D. 1892.

WILLIAM H. EMOND.

Witnesses:

SETH P. SMITH,
FRANK R. ROGERS.