

(No Model.)

2 Sheets—Sheet 1.

D. JEFFERY.
CARRIAGE.

No. 465,799.

Patented Dec. 22, 1891.

FIG. 1.

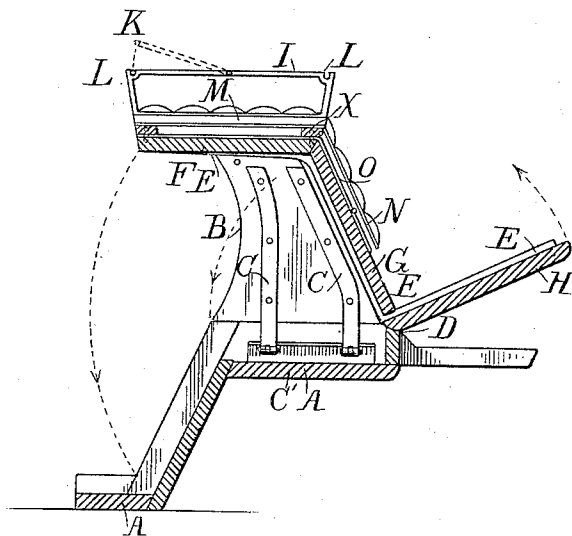
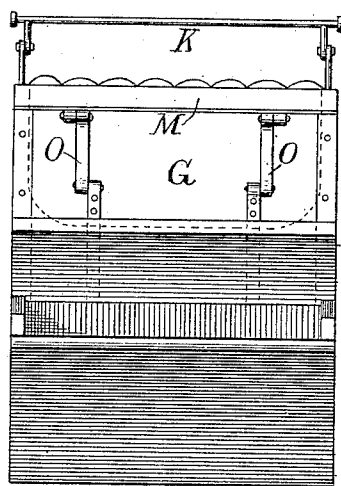


FIG. 4.



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by his Attorneys
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(No Model.)

2 Sheets—Sheet 2.

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FIG. 2.

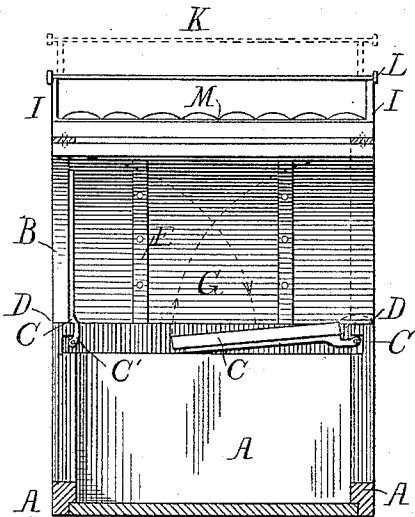


FIG. 3.

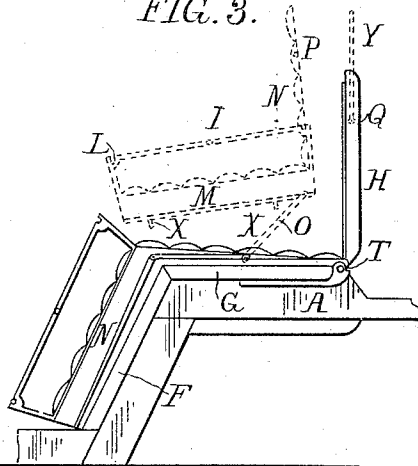


FIG. 5.

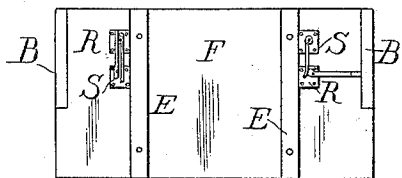


FIG. 6.

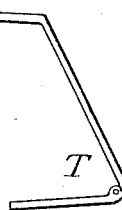
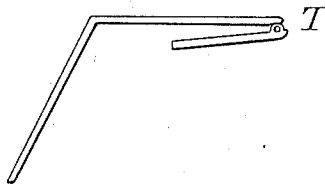


FIG. 7.



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UNITED STATES PATENT OFFICE.

DENNIS JEFFERY, OF MELBOURNE, VICTORIA, ASSIGNOR OF ONE-HALF
TO GUISEPPE GARIBALDI TURRI, OF SAME PLACE.

CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 465,799, dated December 22, 1891.

Application filed September 5, 1891. Serial No. 405,036. (No model.) Patented in Victoria February 7, 1890, No. 7,476.

To all whom it may concern:

Be it known that I, DENNIS JEFFERY, a subject of the Queen of Great Britain and Ireland, and a resident of Melbourne, county of Bourke, in the Colony of Victoria, have invented certain Improvements in Carriages, (for which I have obtained a patent in Victoria, No. 7,476, dated February 7, 1890,) of which the following is a specification.

This invention comprises improved devices in carriage construction, whereby the conversion of a "phaeton" into a "victoria," and vice versa, is accomplished in an easy, convenient, and simple manner, preserving also the greatest strength and rigidity of parts, and also the utmost shapeliness of form in whichever position the convertible parts are placed. As a phaeton the front-seat bottom (on which rests the cushion) is rigidly connected to the front "heel-board," and is also rigidly connected to the "lazy-back." These connections are by metal straps bent at the proper angles. There is no connection whatever of these three parts to the vehicle-body, except by hinges (preferably two) connecting the seat-bottom to the body-jacks in such a way that the seat-bottom can be tilted up on one end into an oblique position, carrying with it the heel-board upward and the lazy-back downward. When the heel-board is horizontal, it cannot rise more, as the hinges are then opened to their fullest extent. Two flaps or boot-sides, hinged one on each side of the vehicle-body, said flaps previously lying more or less horizontally under the part termed the "seat-bottom," may now be swung upward until vertical, when they will act as supports to the part which was the heel-board. Thus it will be seen that the phaeton-seat is not in this invention raised horizontally; but the phaeton heel-board is converted in position and becomes the victoria seat-bottom, the phaeton seat-bottom becomes the victoria heel-board, and the phaeton lazy-back becomes the victoria foot-board. The cushion is attached by hinges to a pair of links, the other ends of which are hinged to the phaeton seat-bottom in such a way that the cushion can be readily swung onto the part which is to be used as the seat-bottom for the time being. Said part has suitable recesses to receive

pins projecting from bottom of cushion-framing, and thus prevent the cushion slipping about on the seat-bottom. The boot sides or panels are kept vertical by the pressure of adjustable spring-catches secured under the victoria seat-bottom, one at each side. That part attached to the cushion called the "squab" of the phaeton-seat is allowed to drop down in the victoria and cover the heel-board forming the "fall" of the driver's seat-cushion. The lazy-back has a slot to receive a rein-guard, which is withdrawn for the purpose of allowing the conversion into a victoria.

It will be seen that the great principle of this invention lies in the rigid connection of the phaeton heel-board, seat-bottom, and lazy-back together and in the hinging of the phaeton seat-bottom to the vehicle-body. These features, with minor supplementary details, conduce to a method of conversion which is not only novel and exceedingly easy to effect, but for rigidity and durability is superior to any previous invention. This is usually the weak point when the seats are movable.

Referring now to the drawings, which are attached hereto and form a part of this specification, Figure 1 shows a side elevation, partly in vertical section, of a front seat of a carriage constructed in accordance with this invention when in the form of the driver's seat in a victoria. Fig. 2 shows a rear elevation, partly in section, of the seat when in the position shown in Fig. 1. In this view the right-hand boot-panel is shown down and the left one up. Fig. 3 illustrates in side elevation the parts in Fig. 1 in another position—viz., after both the boot-panels have been lowered and the tilting action has been performed. The dotted lines show the cushion in the act of being placed in the position it would occupy when the carriage assumes the form of a phaeton. Fig. 4 shows in front elevation the parts when in the position shown in Fig. 1; but the fall is shown in dotted outline, so as to allow the position of the links having hinges at each end to be seen. Fig. 5 is a plan view from beneath the victoria seat-bottom, showing means for keeping the sides of the boot vertical when required. Fig. 6 shows in open or victoria po-

sition one of the hinges by which the victoria heel-board is connected to the body-jacks or framing of the vehicle. Fig. 7 shows in closed or phaeton position the same hinge.

5 Referring now to the drawings, in which the same letters of reference refer to the same parts, A shows the vehicle frame or body, B B the panels usable as boot-sides, and C C two hinges on each side, having arms extending up inside each panel and hinged below
10 to the vehicle-frame in a recess at C', so that said panels, when folded, are entirely below the plane or level of the surfaces D D. These panels, when vertical, rest on the surfaces D
15 D and are flush outside, also, with the vehicle-body, so that without close inspection the boot-side panels appear to be in one piece with the parts adjacent, as will appear by reference to Figs. 1 and 2.

20 E E are iron straps twice bent at an angle, and to the respective faces of which the three parts F, G, and H are rigidly secured.

F is in the phaeton form the heel-board and in the victoria form the seat-bottom.

25 G is in the phaeton form the seat-bottom and in the victoria form the heel-board.

H is in the phaeton form the lazy-back and in the victoria form the foot-board.

30 I I shows cushion-rails and K reversible back rails pivoted to the side rails, as in Fig. 1, and resting in recesses L.

M shows the seat-cushion, and N the squab in the phaeton form, but the fall in the victoria form.

35 O O are links hinged at each end, enabling the cushion to be placed horizontally upon either G or F, according to whichever is to form the seat-bottom for the time being.

40 P P are eyelets for connecting the squab to lazy-back by means of button Q Q on latter. This connection is only made when the phaeton form is assumed.

45 R R (see Fig. 5) are adjustable bars, and S S are springs for locking the boot-sides in a vertical position. In the drawings one bar is in the locked position and the other is unlocked.

50 T T are the hinges which connect G to the vehicle-frame or body-jacks. One arm of said hinges may be furthermore extended and bent, as shown in Figs. 6 and 7, so as to conveniently secure greater rigidity of the parts G and F, connected to said arms in their positions relatively to each other and to the vehicle-frame. This extension is, however, not
55 essential. The essential feature is the jointing, as rigidity may be provided for in other ways. It will be obvious that the hinge T might be modified, so that, while one arm is adapted to be secured to the vehicle-frame, as before, the other arm might be secured to the part H; but whichever form is used the essential joint is in the same position—viz.,
60 at the junction of G and H.

65 X X (see Fig. 3) are downward-projecting pins secured to the cushion-frame and which fall in corresponding pits or holes in the parts

G and F, so as to provide against the cushions slipping out of place by jerk or accident.

70 Y is the rein-guide, inserted in a slot II in the phaeton form, but removed from that position when the victoria form is used.

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

75 1. In a carriage having the front seat convertible from the form of a phaeton to the form of a victoria, or vice versa, the combination of the parts F, G, and H, rigidly secured together in the relative positions shown, and the securing of G or H to the vehicle-
80 framing by the use of hinges having their joints at the junction of G and H, substantially as and for the purposes set forth.

2. In a convertible carriage, the combination of the base A, the structure comprising
85 the seat, foot-rest, and lazy-back pivoted to said base, and the adjustable side panels B, hinged to the base and adapted to hold the seat structure in one of the positions to which it may be adjusted, substantially as specified.
90

3. The combination, with the adjustable part F, of adjustable side panels B, which form boot sides and supports, said panels being connected by hinges C C to the body-jacks, substantially as and for the purposes
95 set forth.

4. The combination, in a carriage, of the frame A, the parts F, G, and H of the carriage connected together to form the single structure, said structure being hinged to the
100 frame A at the junction of the portions G and H, substantially as specified.

5. The combination of the base A, a seat structure hinged thereto, and vertical supports forming side panels hinged to the base
105 A and adapted to support the seat structure in position, substantially as specified.

6. The combination of the cushion M with the links O O, pivoted thereto, the opposite ends of said links being pivoted to the part
110 G, so as to enable the cushion to be adjusted in position, substantially as and for the purpose set forth.

7. The combination of the frame A, the seat structure hinged thereto and adjustable
115 to different positions, with a cushion connected to said structure by links and adapted to be moved into proper position to accord with the adjustment of the seat structure, substantially as specified.
120

8. The combination of the frame A, the seat structure hinged thereto, the vertical side panels hinged to the frame A and adapted to support the seat structure, with locking-
125 bolts carried by said seat structure and adapted to engage with the side panels, substantially as specified.

9. The combination, with the convertible victoria seat-bottom F, of locking-bolts and springs R and S, whereby the boot sides and
130 supports B may be locked vertically or released, substantially as described.

10. The combination of the frame, the seat structure, the vertical side panels hinged to

the frame, locking bolt or bolts carried by the seat structure and adapted to engage with the side panels, and springs adapted to act upon said bolts and hold them in a locked or
5 unlocked position, substantially as specified.

11. The combination, with a carriage-seat, of the side rails I, having recesses at their opposite ends, the back rail K, hinged to said side rails and adapted to the recesses in the
10 opposite ends of said side rails, substantially as specified.

12. A convertible carriage comprising the main frame A and a seat structure hinged to said frame and comprising a main seat por-

tion, a portion H, secured thereto and adapted 15 to act as a foot-rest or back-rest, according to the position to which it may be adjusted, and a portion F, adapted to act as a seat portion or heel-rest, with a cushion connected to said rest structure by links, substantially as 20 specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

DENNIS JEFFERY.

Witnesses:

G. G. TURRI,
L. C. TURRI.