

(No Model.)

2 Sheets—Sheet 1.

J. A. McLEAN.
CARRIAGE.

No. 538,842.

Patented May 7, 1895.

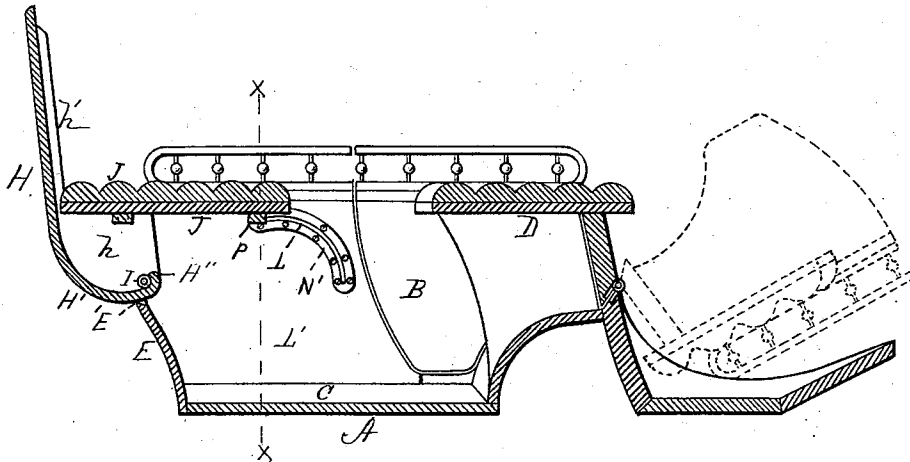


Fig. 1.

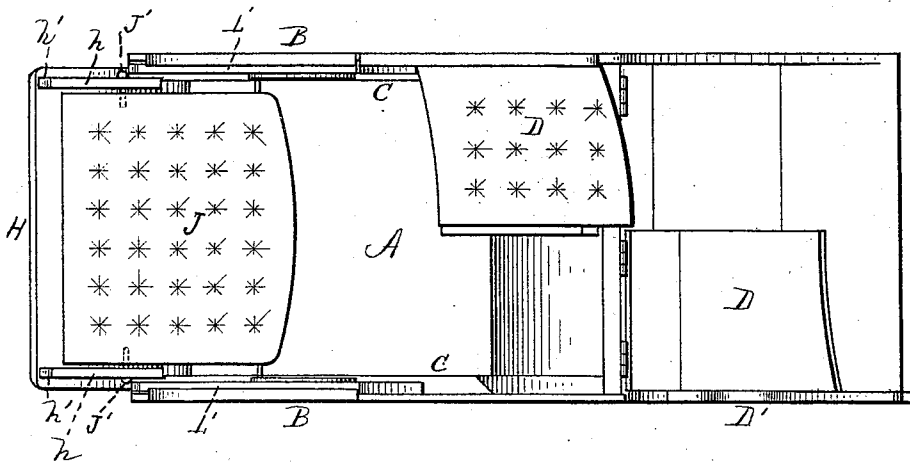


Fig. 2.

WITNESSES

E. A. Woodbury

A. W. Bonney.

INVENTOR

James A. McLean

By his Atty

Sherry Williams

(No Model.)

2 Sheets—Sheet 2.

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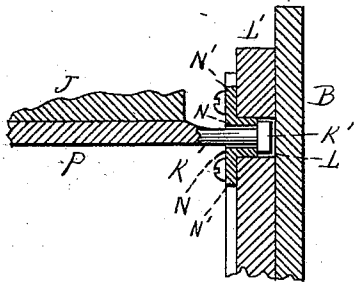


Fig. 6.

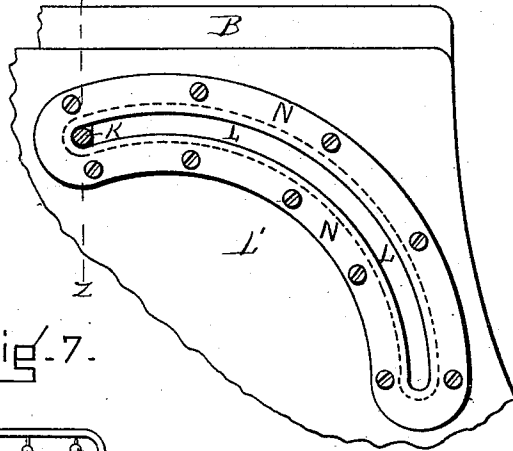


Fig. 7.

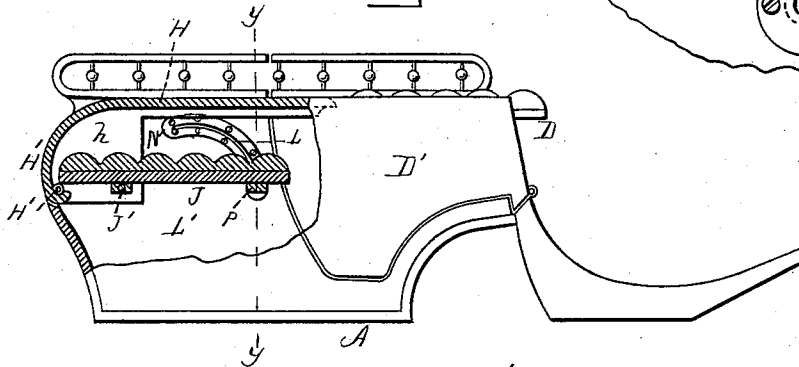


Fig. 3.

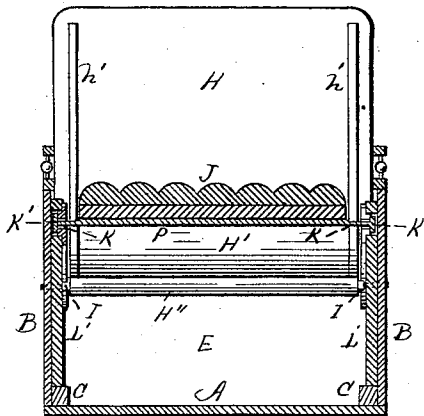


Fig. 4.

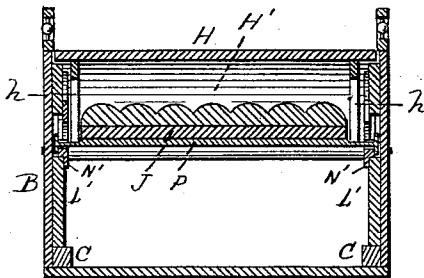


Fig. 5.

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UNITED STATES PATENT OFFICE.

JAMES A. MCLEAN, OF AMESBURY, MASSACHUSETTS, ASSIGNOR OF ONE-HALF TO HUME CARRIAGE CO., OF SAME PLACE.

CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 538,842, dated May 7, 1895.

Application filed March 6, 1895. Serial No. 540,688. (No model.)

To all whom it may concern:

Be it known that I, JAMES A. MCLEAN, a citizen of the United States, residing at 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 latter position it serves as a deck or deck panel.

The nature of the invention 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. Broken lines indicate the position of one half of the front seat when tipped forward to allow of access to the rear seat. Fig. 2 is a plan view of the same. Fig. 3 is a view, partly in side elevation and partly in longitudinal vertical section, showing the rear seat and lazy-back thereof lowered. Fig. 4 is a transverse vertical section taken on line *z*, Fig. 1. Fig. 5 is a transverse vertical section taken on line *y*, Fig. 3. Fig. 6 is a sectional view taken on line *z*, Fig. 7. Fig. 7 is an enlarged elevation in detail of the inside of that portion of the body containing the curved guide-grooves below described.

Similar letters of reference indicate corresponding parts.

A represents the floor; B, the sides; C, the sills, and D the divided front seat, either half of which is adapted to swing forward, as shown, and carry with it the portion D' of the sides, in order that access may be had to the rear seat; none of said parts being claimed as new in this invention.

E is an immovable back rigidly secured at its ends to the sides B. This back has its upper edge E' preferably beveled or curved upward toward the rear.

H is the lazy-back of the rear seat curved forward or inward, as shown at H', and pro-

vided at its lower portion with the end pieces *h*, said end pieces being secured to and within the curved portion of the back and having, if desired, integral extensions *h'* which extend up the lazy-back H on the inner or forward surface thereof and operate as strengthening ribs.

The seat-back or lazy-back H is pivotally secured to the sides B of the carriage-body at such a point that when the lazy-back is swung forward and downward, its lower edge H'' will roll out from the position shown in Fig. 1 into that shown in Fig. 3 and make a good joint or close fit with the upper edge of the back E, the curvature or bevel at E' serving to complete this joint.

In the drawings, the lazy-back H is pivoted by means of a long pivot rod I which extends through the lower portions of the end pieces *h* into the opposite sides B of the body. To the inner portions of these end pieces is pivoted at J' the rear seat J. This rear seat is provided on its under side near its front edge with a bar P from which extend guide-rods K furnished at their outer ends with heads K', said guide-rods and bar constituting a truss-support for the rear seat, and said guide-rods and heads extending into the T-shaped grooves L formed in the uprights or side pieces L' which are secured to the inner surfaces of the sides B next the rear seat. These grooves L are curved in substantially the shape shown and may be constructed by any suitable means, the method preferred being to cut a groove of the proper curvature in the portion L', and then line said groove for a part of its depth with a metallic lining N, such lining being bent over the edge as at N' and secured at such point to the portion L'.

In practical operation, when the rear seat and lazy-back are raised, they are in the position indicated in Figs. 1, 2 and 3, the guide-rods K being at the upper ends of the curved grooves L, as indicated in Figs. 6 and 7, and the lower or inner edge H'' of the lazy-back being swung in, as shown in Fig. 1. When the seat is lowered, which is accomplished by swinging down the lazy-back, the parts are in the position indicated in Figs. 3 and 5; the side edges of the lazy-back resting on the up-

per edges of the side pieces L', the guide rods K being at or near the lower edges of the curved grooves L, the rear seat being lowered into a substantially horizontal position, and the lower edge H'' of the lazy-back being rolled out as indicated in Fig. 3 until a close joint is made below it and the upper edge of the rigid back E, said rigid back E and curved portion H' of the lazy-back constituting a continuous curved line.

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

1. In a carriage, the rigid back E of the body, and the lazy-back H provided with the curved lower portion H' and hinged to the carriage-body at a point a short distance from the lower edge of the lazy-back and curved at that point to allow the said back to roll or swing into the body beyond the upper edge of the rigid back when the lazy-back is raised and to roll or swing out flush and on a line with said rigid back when the lazy-back is lowered, the upper edge of the rigid back being formed up at E' toward the rear so as to make a close joint with the lazy-back whether

the latter is in a raised or lowered position, substantially as described.

2. In a carriage, the lazy-back H H' hinged at I to the carriage-body and provided with the end pieces h, the seat hinged to said end pieces, the carriage-body provided on its inner sides with curved grooves, and guide rods extending from said seat into said grooves, whereby the seat is guided downward into the body when the lazy-back is swung down, substantially as set forth.

3. In a carriage, the combination of the lazy-back H H' hinged to the carriage-body, the seat J pivotally connected with the lazy-back, the uprights or side pieces L' secured to the opposite sides of the carriage-body within said body and provided with the curved grooves L, and the bar P secured to the under side of said seat, transversely with the body and provided at its opposite ends with guide rods which extend into said grooves, substantially as described.

JAMES A. MCLEAN.

Witnesses:

RALPH O. BAILEY,
CHARLES F. ROBINSON.