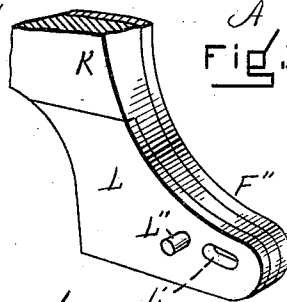
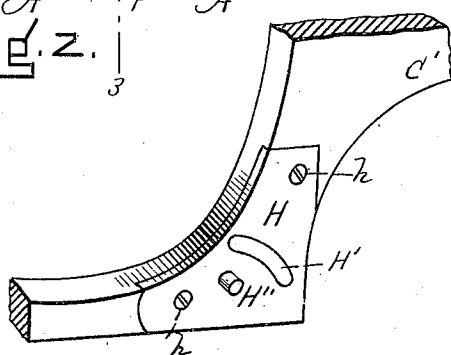
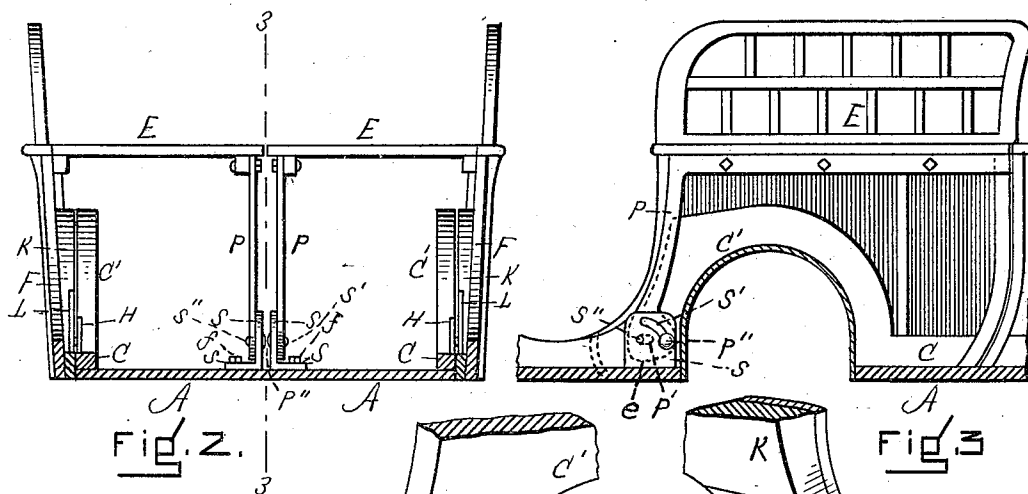
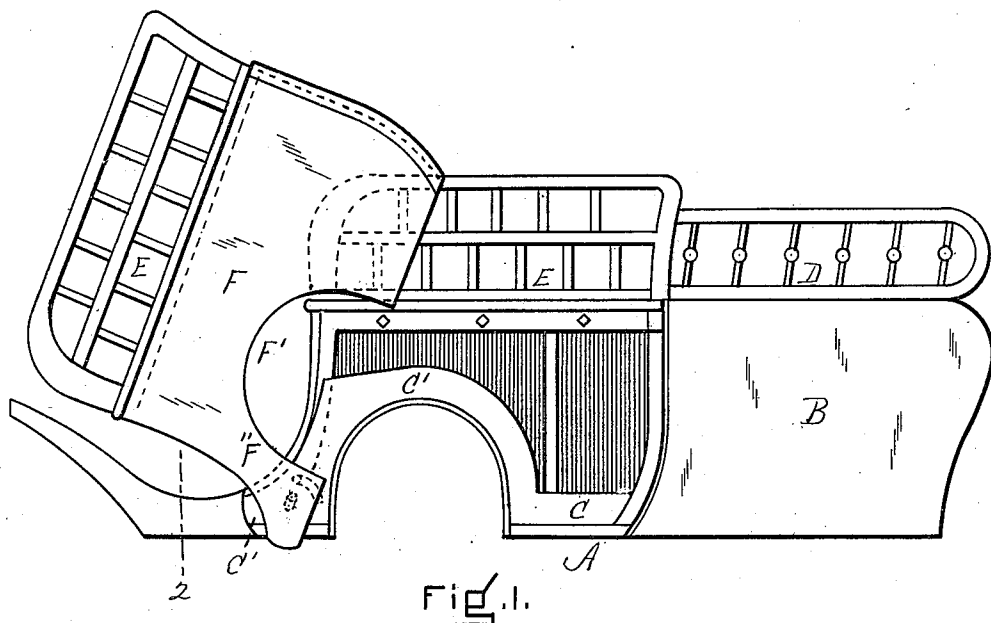


(No Model.)

J. N. LEITCH.
CARRIAGE.

No. 562,136.

Patented June 16, 1896.



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CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 562,136, dated June 16, 1896.

Application filed February 12, 1896. Serial No. 579,055. (No model.)

To all whom it may concern:

Be it known that I, JAMES N. LEITCH, a subject of the Queen of Great Britain, residing in 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 two-seated carriages of the class in which the front seat is moved or swung forward toward the dashboard in order to allow space for access to and egress from the rear seat; and the invention consists in the construction hereinafter described of the front seat and adjacent parts of the carriage, whereby said front seat, instead of swinging from or rotating around a fixed center and falling, when swung forward, on the dashboard or the sills, swings or slides forward on a line produced by a combination of cam-grooves, and is supported in its extreme forward position without resting on the dashboard or sills, but in a position elevated from and out of contact with both.

The nature of the invention in detail is fully described below, and illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of a carriage-body embodying my invention with the front seat swung forward and resting in such position. Fig. 2 is a transverse vertical section taken on line 2, Fig. 1. Fig. 3 is a longitudinal vertical section taken on line 3, Fig. 2. Figs. 4 and 5 are enlarged details in perspective of separated adjacent parts of the invention.

Similar letters of reference indicate corresponding parts.

A represents the floor; B, the sides; C, the sills; D, the rear seat; E, the front seat, divided into two parts, each of which swings independently of the other, and F the side panels of said front seat, rigidly secured to the seat and preferably cut away at F' to accommodate the wheel-house A'.

Thus far there is nothing novel described in the construction of the parts.

C' is that portion of the sill which extends from the front up and rearward over the wheel-house, one being located on each side of the carriage-body. Secured at h to the outer side of each of these sills is a plate H, provided with the curved groove H', and ex-

tending outward horizontally from each said plate is a pin H''. The front and downwardly-extending portion F'' of each of the panels F has secured to its inner side the seat-support K, and to the inner side of each seat-support a plate L is secured, said plate being provided with the nearly horizontal groove L', and with the inwardly-extending horizontal pin L''. This pin L'' extends into the groove H' in the plate H, (which is stationary with the carriage-body,) and the pin H'' extends into the groove L' in the plate L, which is removable with relation to the carriage-body. When access is desired to the rear seat, the half of the front seat E, on that side, is swung up into the position indicated in Fig. 1, and in swinging up, the pin H'' within the slot L' moves with relation to said slot from the front end to the rear end thereof, while at the same time the pin L'' within the slot H' moves from the rear end to the front end thereof, and when in this latter position the front end of the slot H' serves as a stop for the pin L'', whereby the front seat rests and is held in the position indicated in Fig. 1 without falling on the dashboard or the sills.

The inner edge of each half of the front seat E has a nearly vertical rigid support or brace P, whose lower end is broadened, as indicated by broken lines e in Fig. 3, and is provided with a slot, as indicated by broken lines P' in Fig. 3, and an inwardly-projecting horizontal pin P'', said slot and pin being exactly similar to the slot and pin L' and L''. This pin P'' extends into a curved slot S' in the vertical plate S, secured at f to the bottom T of the carriage-body, and a pin S'' extends horizontally outward from said plate S into the slot P'. The slot S' and pin S'' are exactly similar to the slot H' and pin H''. Hence as the front seat swings forward, the pins P'' and S'' move in and with relation to the slots S' and P' in exactly the same manner as do the pins H'' and L'' in the slots L' and H'. The above description applies equally to both halves of the front seat. Thus each half of the front seat is guided at its opposite ends or edges by means of similar cam-grooves.

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

1. In a carriage, the front seat provided

with the rigid side panel F, F''; the seat-support K rigidly secured to the inner surface of the lower front extremity of said portion F'' in front of the wheel-house and provided near its front end with the short slot L', and to the rear of said slot with the inwardly-projecting pin L''; and the vertical plate H secured to the outer surface of the sill in front of the lower portion of the wheel-house and provided with the curved slot H' and beneath and in front of said slot with the outwardly-projecting horizontal pin H'', said pin H'' extending into said slot L' and said pin L'' extending into said slot H', substantially as described.

2. In a carriage, the divided front seat, each half provided with the rigid side panel F F'' having secured to the lower front extremity of its inner surface the seat-support K; the vertical plate L secured to the inner surface of the seat-support K and provided with the

inwardly-projecting horizontal pin L'' and substantially horizontal slot L'; the sill C C' secured to the carriage-body; the vertical plate H secured to the outer surface of the sill in front of the lower portion of the wheel-house and provided with the curved slot H' and outwardly-projecting horizontal pin H'', said pins L'' and H'' extending into said grooves H' and L' respectively; the support or brace P provided on its inner surface near its lower end with the slot P' and inwardly-projecting pin P'', and the vertical plate S provided on its outer surface with the curved slot S' and outwardly-extending pin S'', said pins S'' and P'' extending into said slots P' and S' respectively, substantially as set forth.

JAMES N. LEITCH.

Witnesses:

GEO. W. CATE,
GEORGE H. BRIGGS.