

A. C. SAGE.  
CONVERTIBLE VICTORIA.

No. 478,641.

Patented July 12, 1892.

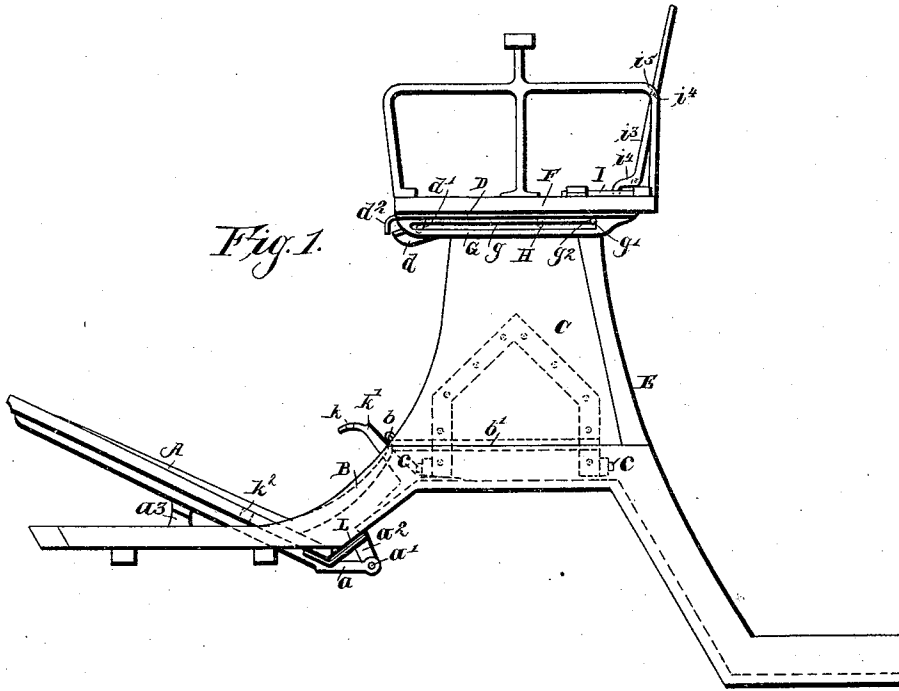


Fig. 1.

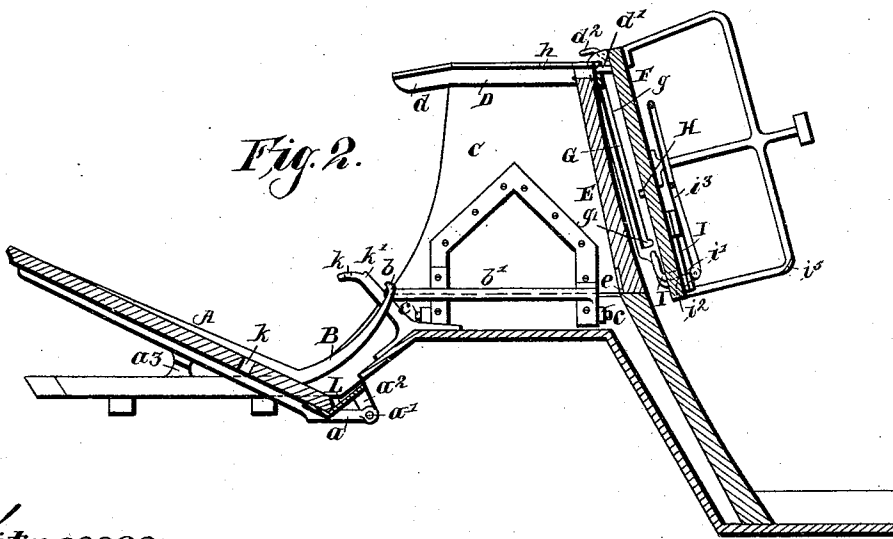


Fig. 2.

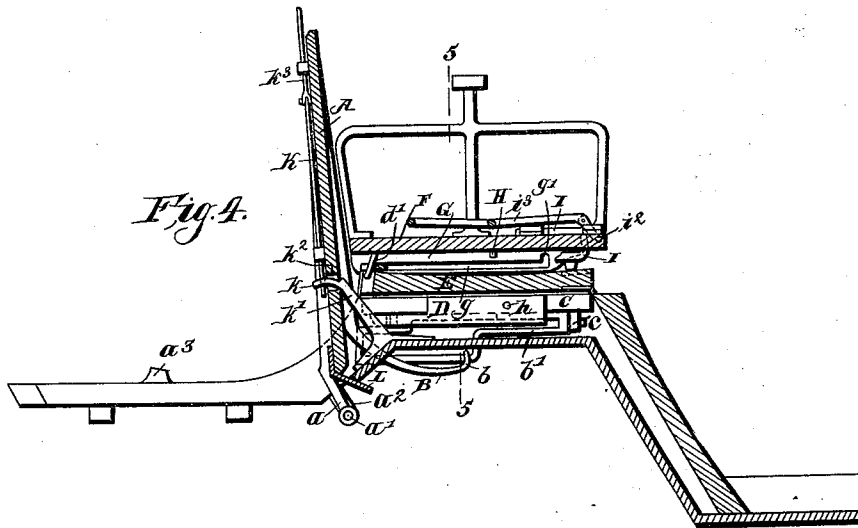
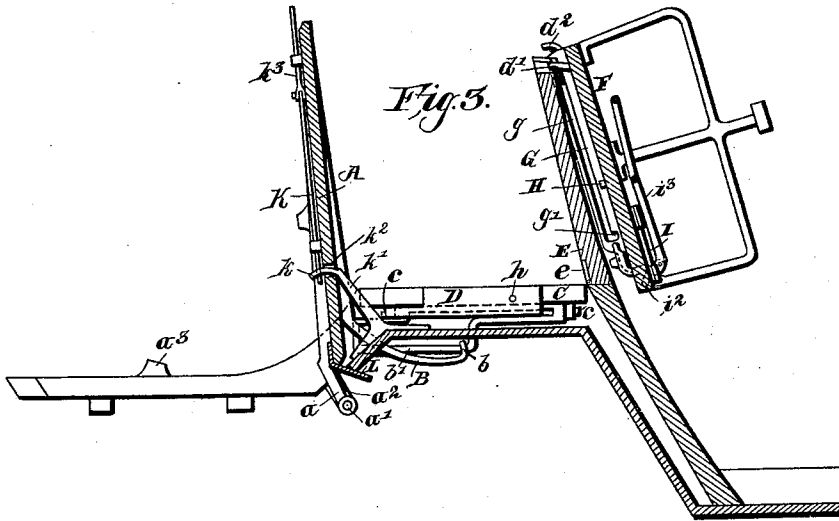
Witnesses:  
*H. S. Dieterich*  
*M. J. C. Higgins*

Inventor:  
*Alfred C. Sage,*  
 By *Henry Orth* Atty.

A. C. SAGE.  
CONVERTIBLE VICTORIA.

No. 478,641.

Patented July 12, 1892.



Witnesses:  
*H. S. Dieterich*  
*M. J. L. Higgins.*

Inventor:  
*Alfred C. Sage*  
 By *Henry Orth*  
 Atty:

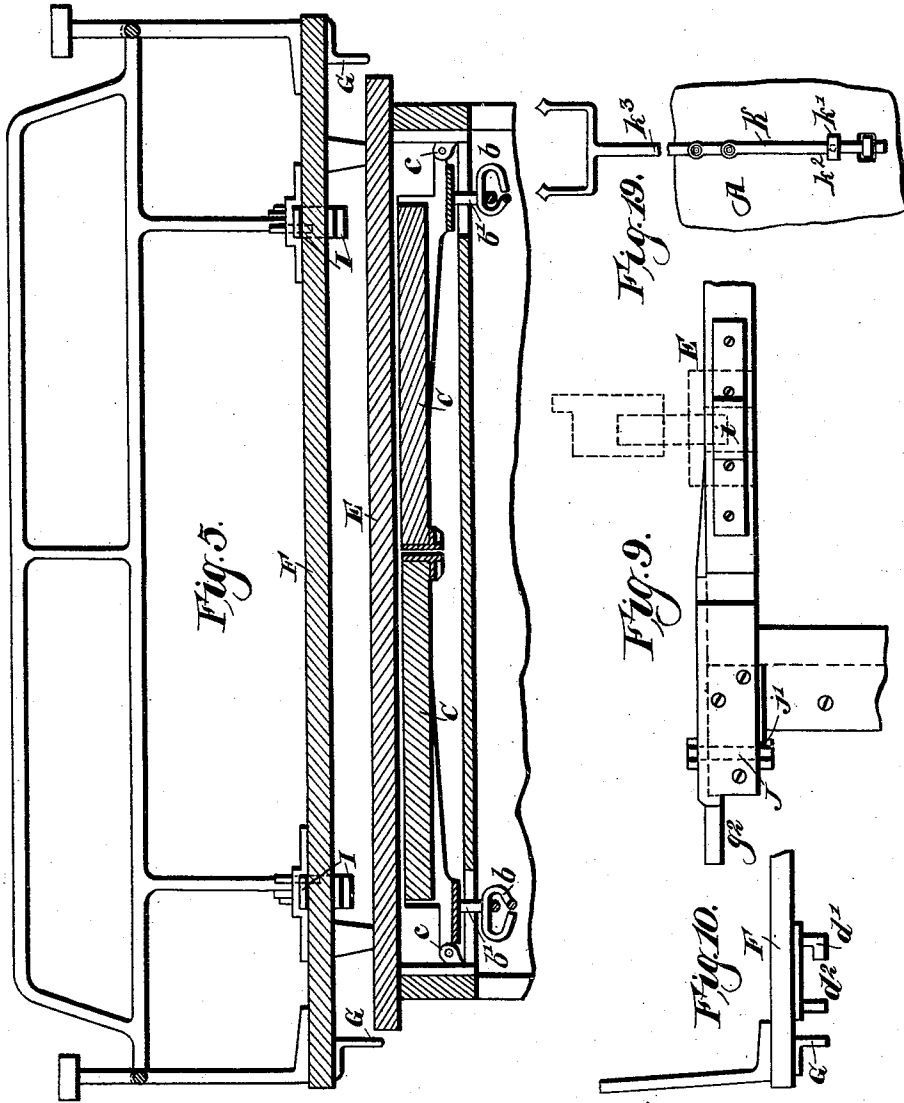
(No Model.)

4 Sheets—Sheet 3.

A. C. SAGE.  
CONVERTIBLE VICTORIA.

No. 478,641.

Patented July 12, 1892.



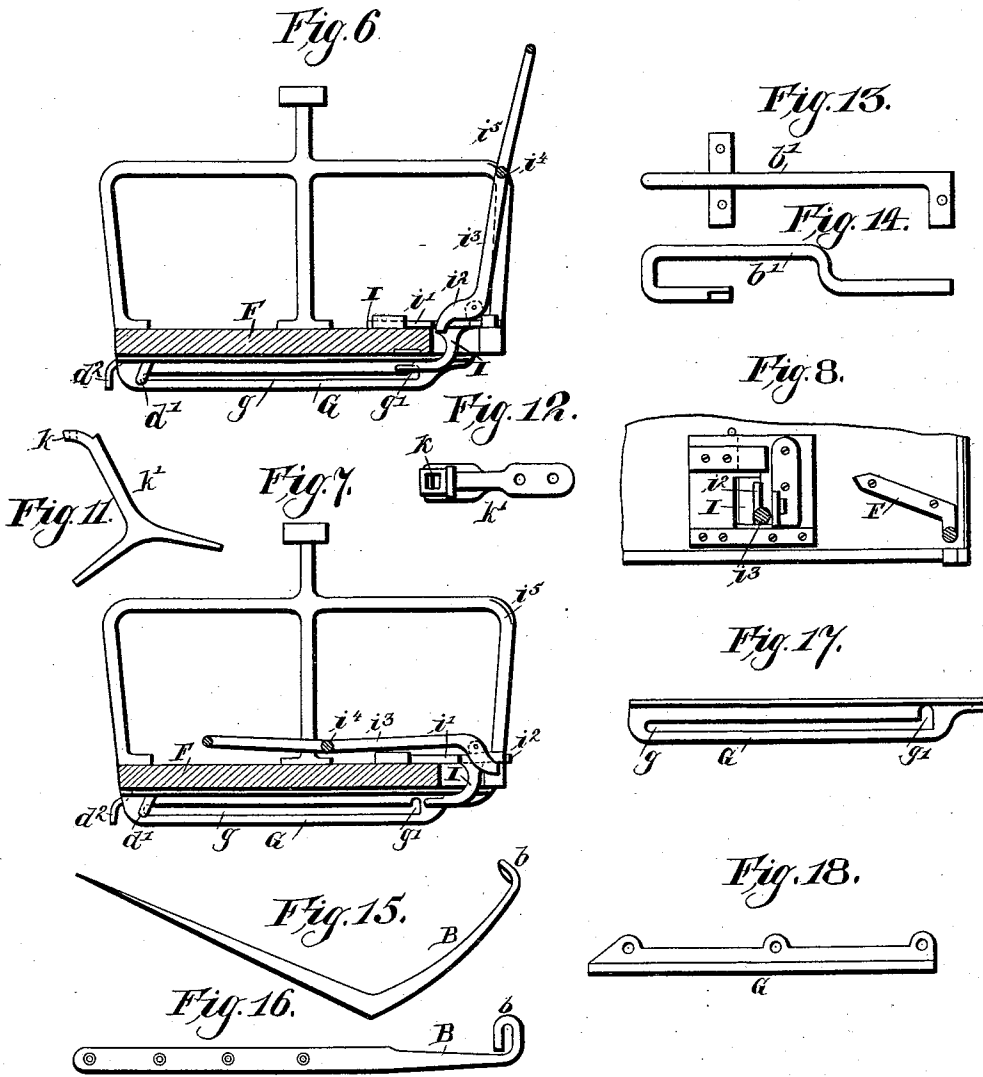
Witnesses:  
*H. S. Dieterich*  
*M. J. L. Higgins*

Inventor:  
*Alfred C. Sage,*  
 By *Henry Orth,* Atty:

A. C. SAGE.  
CONVERTIBLE VICTORIA.

No. 478,641.

Patented July 12, 1892.



Witnesses:  
*H. G. Dieterich*  
*M. J. L. Higgins.*

Inventor:  
*Alfred C. Sage*  
 By *Henry Orth* Atty.

# UNITED STATES PATENT OFFICE.

ALFRED CRACE SAGE, OF CLIFTON HILL, NEAR MELBOURNE, ASSIGNOR  
OF ONE-HALF TO DANIEL WHITE, OF PARKVILLE, NEAR MELBOURNE,  
VICTORIA.

## CONVERTIBLE VICTORIA.

SPECIFICATION forming part of Letters Patent No. 478,641, dated July 12, 1892.

Application filed March 10, 1892. Serial No. 424,405. (No model.)

*To all whom it may concern:*

Be it known that I, ALFRED CRACE SAGE, coach-body maker, a subject of the Queen of Great Britain, residing at No. 36 Council Street, Clifton Hill, near Melbourne, in the British Colony of Victoria, have invented Improvements in Convertible Victorias and Vis-a-Vis Phaetons and other Similar Convertible Vehicles, of which the following is a specification.

This invention relates to those classes of vehicles which can be converted from victorias into vis-a-vis phaetons and also to other similar convertible vehicles.

Its object is to provide a vehicle of this description which can be more readily converted from one kind to another and which when so converted will present a better appearance than those hitherto constructed, and which will, moreover, look like an ordinary vehicle of the class which it represents for the time being.

According to my invention I hinge what constitutes the foot-board of the victoria to the front of the framework of the body in such a manner as that when raised it constitutes the back of the front seat of the vis-a-vis phaeton, and near the hinged end of said foot-board or seat-back I provide two rearwardly-projecting arms, one on either side, the end of each of said arms being formed with a loop adapted to engage with a looped guide-rail on the inside of each of the boot-sides of the victoria, said boot-sides being hinged to the framing of the vehicle so that they can be folded down into position upon the arch-panel, said foot-board or seat-back and boot-sides being so connected and arranged as that when said foot-board is raised said boot-sides will be pulled down, and vice versa when said seat-back is lowered into its horizontal position said boot-sides will be forced up into their vertical positions ready to support the driver's seat.

The falling-back panel of the boot of the victoria is hinged at its lower end to the framing of the vehicle so that when the boot-sides have been folded down said back panel can be folded onto the top of them. The seat of the vehicle when used as a vis-a-vis phaeton

rests upon this back panel and is connected therewith at its forward edge by a hook engaging within a slot or recess in the top edge of said back panel. This seat is, moreover, provided with a slotted guide on each side and the slots in said guides are fitted over projecting pins extending outwardly one from each of the sides of said back panel. The upper ends of the boot-sides are, moreover, provided with guide-bars whose forward ends are bent down so as to form a slight incline and along which the engaging hooks just referred to are caused to travel when the seat is placed in position to constitute the driver's seat of the victoria, as hereinafter described, the effect being to draw said seat tightly down and to hold it in position with the assistance of two small downwardly-projecting pins which fit into corresponding holes or recesses in the top of the boot-sides. The rear ends of the slots in the slotted guide-bars secured to the under side of the seat are arranged to fit over and engage with the projecting pins on the back boot-panel so as to prevent the seat being drawn backward except it is first raised slightly. In order to prevent the seat being thus raised, except when required, I provide it with a sliding lock or other fastening operated by the back rail of the seat, said back rail being for this purpose provided with a downwardly-projecting lug engaging with a slot in said bolt or lock, so that when said back rail is raised said bolt or other fastening will be moved into its projected position, and when said back rail is lowered said bolt or fastening will be withdrawn into its disengaged position. By this means, as it is necessary for the driver to raise the back rail before he sits down, the seat will be effectually locked in position, and cannot be again moved without first lowering said back rail.

In order to hold what constitutes the foot-board of the victoria in the position which it is required to occupy in order to serve as the back of the front seat of the vis-a-vis phaeton, I attach a strong bracket to the arch panel, so that its upper end projects through a slot in said foot-board when it is raised, a slot in the end of said bracket being then

slightly in front of the seat-back. Upon the front of this latter I prefer to pivotally arrange a rein-rail, and I form the lower end of said rein-rail with a short projecting arm which I connect to a vertically-sliding bolt adapted to be passed through said slot in the end of the fixed bracket just referred to, so that when said rein-rail is raised into position for use on the phaeton the seat-back will be locked in position.

Referring to the accompanying drawings, Figure 1 is a side elevation of the forward part of a convertible vehicle constructed according to my invention and illustrating it with the seat and other parts in the positions which they occupy when in use as a victoria. Fig. 2 is a vertical central section of the forward end of my improved convertible vehicle, showing the position which the seat occupies when it has been moved back and lowered previous to the vehicle being converted from a victoria into a vis-a-vis phaeton. Fig. 3 is a similar view illustrating the next stage in such conversion, the foot-board having been raised and the boot-sides having been thereby lowered into the positions which they occupy when the vehicle is to be used as a vis-a-vis phaeton. Fig. 4 is another similar view showing the parts in the positions they occupy when my improved convertible vehicle has been converted into a vis-a-vis phaeton. Fig. 5 is a vertical transverse section on line 5 5, Fig. 4. Fig. 6 is a vertical central section of the front seat of my improved convertible vehicle, illustrating the mechanism employed for locking said seat in position—that is, as it would be when the seat is used as the front seat of a victoria. Fig. 7 is a similar view to Fig. 6, but illustrating the seat-locking contrivances in their unlocked positions—that is, in the positions they occupy when the seat is being used as the front seat of a vis-a-vis phaeton. Fig. 8 is a plan of part of said seat; and Fig. 9 is a plan of part of the off side of the back boot-panel, showing the socket into which the bolt of said locking contrivances fit, as well as the pivot-pin on which the slotted guides on the under side of the seat slide. Fig. 10 is a front elevation of part of the off side of said seat. Figs. 11 and 12 are respectively a side elevation and a plan of the bracket, which is bolted to the body of the vehicle and which serves to retain the foot-board in its vertical position. Fig. 13 is a side elevation, and Fig. 14 a plan, of one of the looped guide-rails which are secured to the inside of the boot-sides. Fig. 15 is a side elevation, and Fig. 16 a plan, of one of the arms which are secured upon the foot-board and which are each provided with a loop engaging the looped guide rails shown in Figs. 13 and 14. Fig. 17 is a side elevation, and Fig. 18 is a plan, of one of the slotted guides which are fixed on the under side of the seat of my improved convertible victoria and vis-a-vis phaeton. Fig. 19 is a front elevation of

the rein-rail used for locking said seat-back in its vertical position.

Similar letters of reference indicate the same parts in all the figures.

A, Figs. 1 to 4, represents what constitutes the foot-board of the victoria, as shown in Figs. 1 and 2, and the seat-back of the vis-a-vis phaeton, as illustrated in Figs. 3 and 4, said foot-board or seat-back being provided with a downwardly-projecting lug *a* on either side, through which is passed a pin or bolt *a'*, serving to connect it to a bracket *a<sup>2</sup>*, secured to the body of the vehicle on either side thereof. This foot-board is provided with buffers *a<sup>3</sup>* or other supports for holding it in its proper position, and according to my invention it is fitted on either side with a projecting arm B, formed with a loop *b* at its outer end, said loop being passed around a looped guide-rail *b'*, projecting inwardly from the lower end of each of the boot-sides C, which latter are pivotally supported by downwardly-projecting arms or lugs *c*, as clearly illustrated in Figs. 1, 2, 3, and 4. The upper end of each of the boot-sides C is fitted with an inwardly-projecting guide-bar D of angle-iron or other similar material, the forward end of said guide-bar being bent downwardly so as to form a slight incline, as illustrated at *d* in Figs. 1 and 2.

E represents the back panel of the boot, said back panel being hinged at its lower end, as shown at *e*, to the framing of the convertible vehicle.

F represents the seat of the vehicle, said seat being fitted with slotted guides G on either side, the slots *g* in said guides being formed at their back ends with a recess *g'* and being fitted over pins *g<sup>2</sup>*, Figs. 1, 5, and 9, projecting from the side of the back panel E. The seat F is, moreover, provided with a downwardly-projecting hook *d'* on either side, said hook being arranged to engage with the guides D on the boot-sides C, and said seat is also provided on each side with a projecting lug or small bracket *d<sup>2</sup>*, Fig. 10, which works on the outside of said boot-sides C and serves to assist in keeping the seat and the boot-sides in their proper relative positions.

H, Figs. 1, 2, and 3, represents a small projecting pin on each side of the seat F, adapted to fit into a correspondingly-situated hole *h*, Figs. 2 and 3, in the guides D when the boot-sides C are in their raised position and the seat is slid forward into the position which it is to occupy when the vehicle is converted into a victoria, as illustrated in Fig. 1.

In order to lock the seat F in position, I provide a sliding bolt or latch I, which when projected is arranged to engage with a metal loop *i*, Fig. 9, secured upon the upper end of the back panel E, said bolt or latch being made double, as illustrated in Figs. 6 and 7, and having a slot *i'*, into which projects the lug *i<sup>2</sup>* on the pivoted back rail *i<sup>3</sup>* of the seat,

so that when said back rail is raised into position said bolt will be projected into its locking position, as illustrated in Fig. 6, thus causing it to engage with the loop or socket  $i$ , Fig. 9, on the upper end of the back boot-panel, so as to prevent the seat from being raised. A projection  $i^4$  at each side of the back rail is arranged to fit into an inclined recess  $i^5$  on the rear ends of the side rails of the seat, said side rails being made with a certain amount of spring, so that they hold said back rail in its raised position and therefore rigidly lock the seat F.

J, Fig. 9, represents a small bolt, which is passed through each side of the back boot-panel, and is fitted with a nut having a recess  $j$ , into which fits the edge of a small plate  $j'$ , secured on the rear edge of the boot-side C when the latter is raised into its vertical position. This contrivance holds the boot-side and back panel together and prevents the hinges of the former from being strained.

In order to lock the seat-back or foot-board A in its vertical position, I provide a bolt K and arrange it to slide vertically in bearings thereupon, so that it can be projected into engagement with a slot  $k$  in a bracket  $k'$ , attached to the arch-panel of the vehicle, so that its upper end will be projected through a slot  $k^2$  in said foot-board A. I prefer to operate the bolt K by means of the rein-rail  $k^3$ , said rein-rail being pivotally supported, as shown, and being connected to the upper end of the sliding bolt K, so that when said rein-rail is moved into its vertical position, as illustrated in Fig. 19—that is, in the position it would have to be when in use on the vis-a-vis phaeton—said bolt would be in engagement with the end of the bracket  $k'$ , and therefore the seat-back A would be effectually locked in its proper position.

L represents a projecting plate or fender on the lower end of the foot-board A, which serves when my improved convertible vehicle is in use as a victoria to fill up the space behind said foot-board, and thus, as it were, complete the arch-channel, as illustrated in Figs. 1 and 2. In order that the seat may be turned around the top of the back boot-panel and be moved down into the position shown in Fig. 2 without having to draw it back to its fullest extent before turning it down into such position, I sometimes only use the front downwardly-inclined end  $d$  of the guides D, the rest being cut away so as to free the hooks  $d'$  as soon as the seat is drawn back a short distance.

The operation of my invention is as follows: Assuming that it is required to convert the vehicle from a victoria, as illustrated in Fig. 1, into a vis-a-vis phaeton, as illustrated in Fig. 4, it is necessary to first pull down the back rail  $i^3$  of the driver's seat and thus withdraw the sliding bolt I out of engagement with the back boot-panel E, when said seat can be raised sufficiently to disengage the

pins H from the holes  $h$  and to raise the recess  $g'$  in the end of the slots  $g$  out of engagement with the pins  $g^2$ . The seat F can then be drawn back until the hooks  $d'$  come into engagement with the upper end of the back panel E. The seat F can then be turned down into the position illustrated in Fig. 2, and the foot-board A can then be raised into its vertical position, the effect being to cause the loops  $b$  on the ends of the arms B to force down the looped guide-rails  $b'$ , and thereby draw the boot-sides C down onto the arch-panel, as illustrated in Fig. 3. The rein-rail  $k^3$  being then raised into position, as illustrated, will cause the bolt K to be passed through the slot  $k$  in the end of the bracket  $k'$ , thereby rigidly securing said foot-board in the position which it is required to occupy as the back of the front seat of the vis-a-vis phaeton. The back panel E, together with the seat F, being then turned on its hinges  $e$  into the position illustrated in Fig. 4, the operation will be complete. It will be obvious that the reverse operation will serve to convert the vehicle back into a victoria.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is—

1. In a convertible vehicle of the class described, the combination, with the foot-board, of movable boot-sides operated and controlled by said foot-board, substantially as and for the purpose set forth.

2. In a convertible vehicle of the class described, the combination, with two hinged boot-sides, each provided with a looped guide-rail, of a hinged foot-board provided with a projecting arm on either side thereof, the ends of which engage with said looped guide-rails to operate and control said boot-sides, substantially as described.

3. In a convertible vehicle of the class described, the combination, with the front seat, and a hinged foot-board having a slot formed therein, of the bracket  $k'$ , adapted to project through said slot, a locking-rod on the foot-board, adapted to engage the bracket, and a rein-rail  $k^3$ , pivoted to the bolt and adapted to impart motion thereto, whereby said rein-rail can be turned under the foot-board when the latter is used as such, substantially as and for the purpose specified.

4. In a convertible vehicle of the class described, the combination, with two hinged boot-sides having on their upper edges an inwardly-projecting guide-bar provided with a downwardly-inclined portion in front, of a seat having a hook on each side adapted to engage with said guide-bars, substantially as and for the purpose described.

5. In a convertible vehicle of the class described, the combination, with the seat F, having a slotted guide-rail G on either side thereof, and a downwardly-projecting pin H, of the boot-sides provided with a recess in

the upper end adapted to be engaged by the pin H, and outwardly-projecting pins  $g^2$  on the back of the boot extending into the slot of said guide-rails, substantially as and for

5 the purpose set forth.

6. In a convertible vehicle of the class described, the combination, with the movable seat F, of a bolt I, sliding in bearings on said seat, the rear frame E, having a loop which  
10 projects through the bottom thereof and engaged by said bolt, and a pivoted back rail for said seat, having a projecting lug to engage with and operate said sliding bolt, substantially as described.

7. In a convertible vehicle of the class de- 15 scribed, the combination, with the seat F and slotted guide-rails G, secured to the under side thereof, of the back panel of the boot, having outwardly-projecting pins  $g^2$ , on which  
20 said guide-rails slide, whereby said seat may be hung down against said rear panel of the boot, substantially as and for the purpose set forth.

ALFRED CRACE SAGE.

Witnesses:

WALTER SMYTHE BAYSTON,  
EDWIN WILSON.