

I. M. SINGER.

Carriage.

No. 25,920.

Patented Oct. 25. 1859.

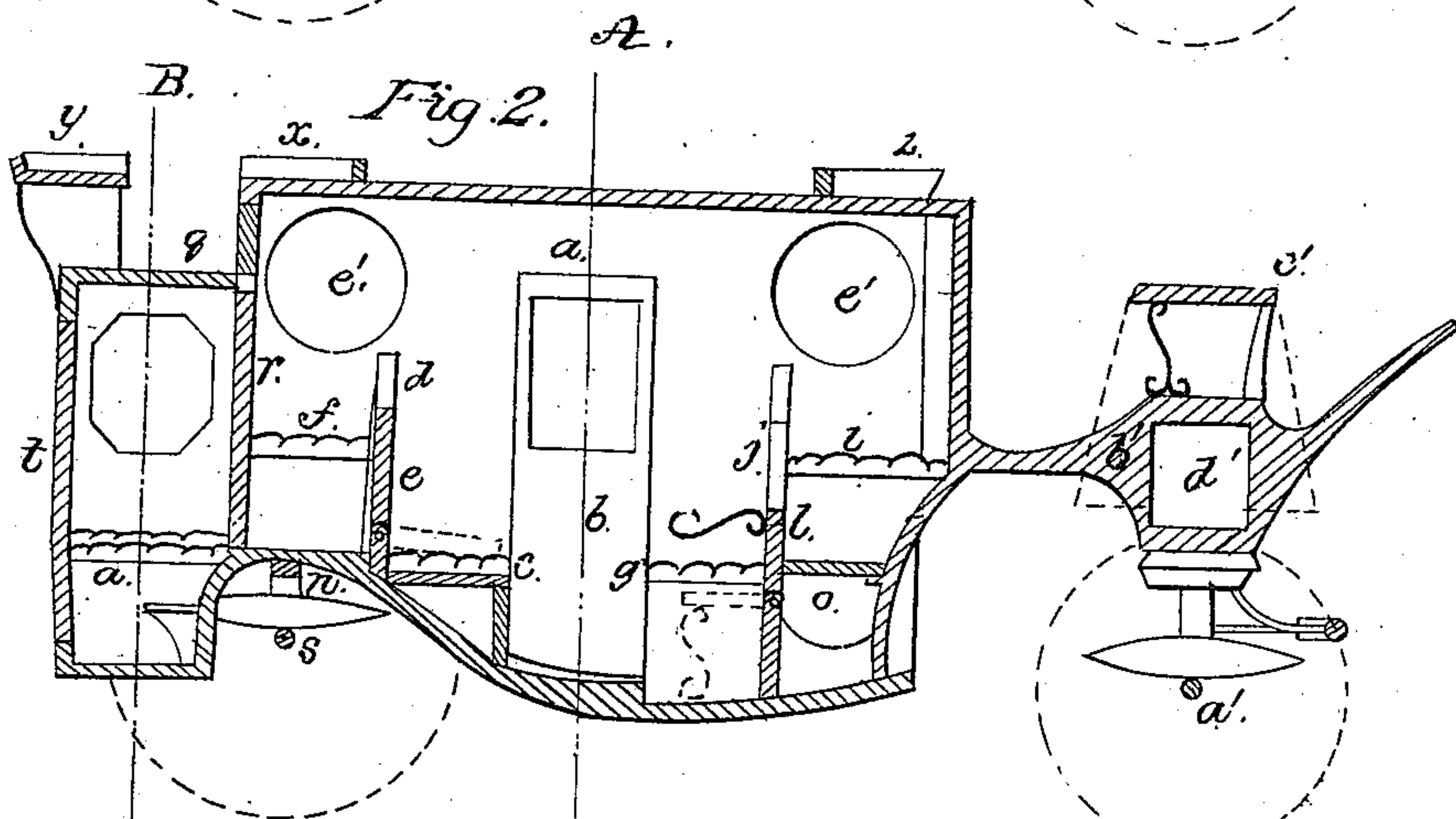
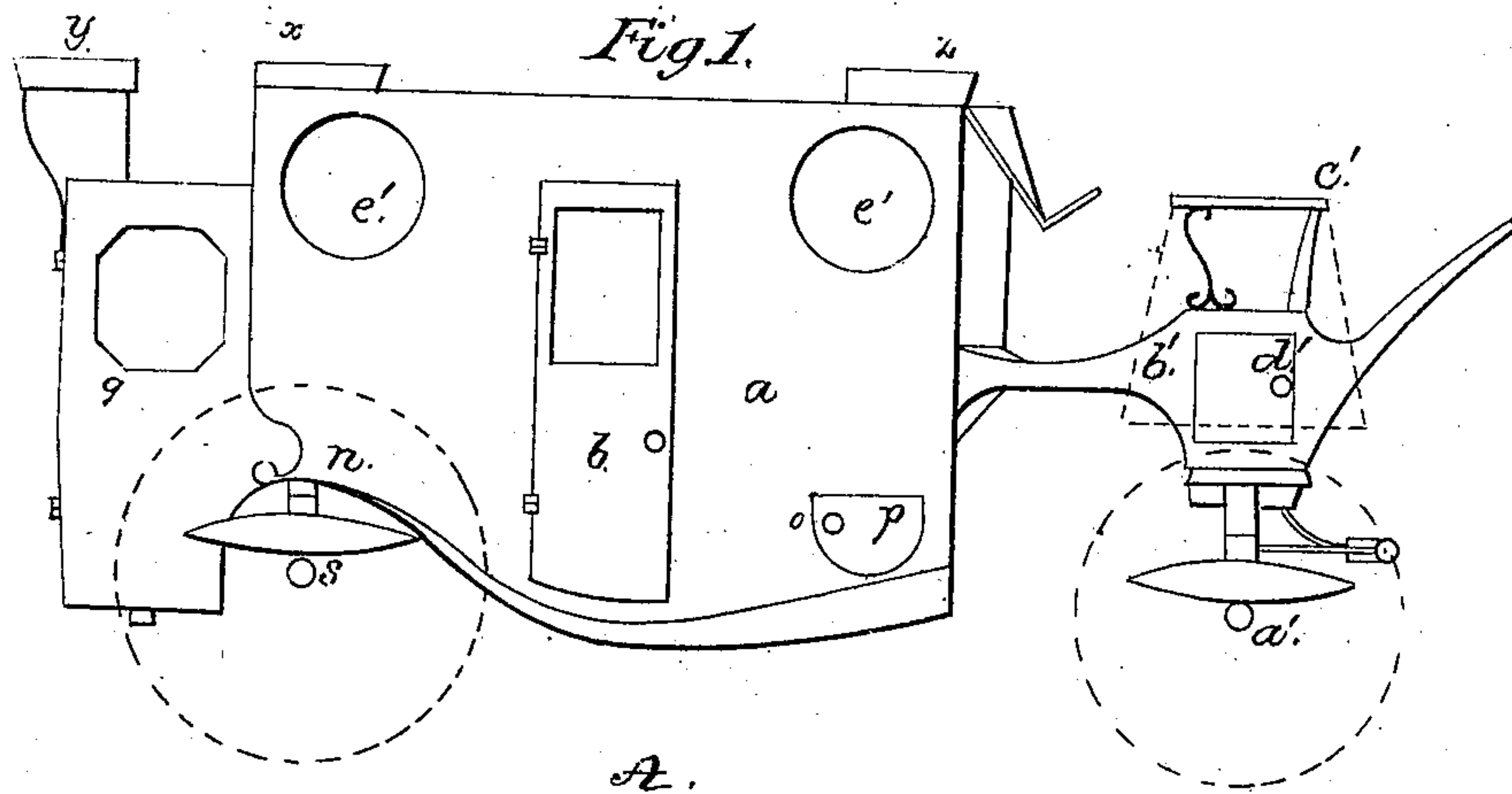


Fig. 3. B.

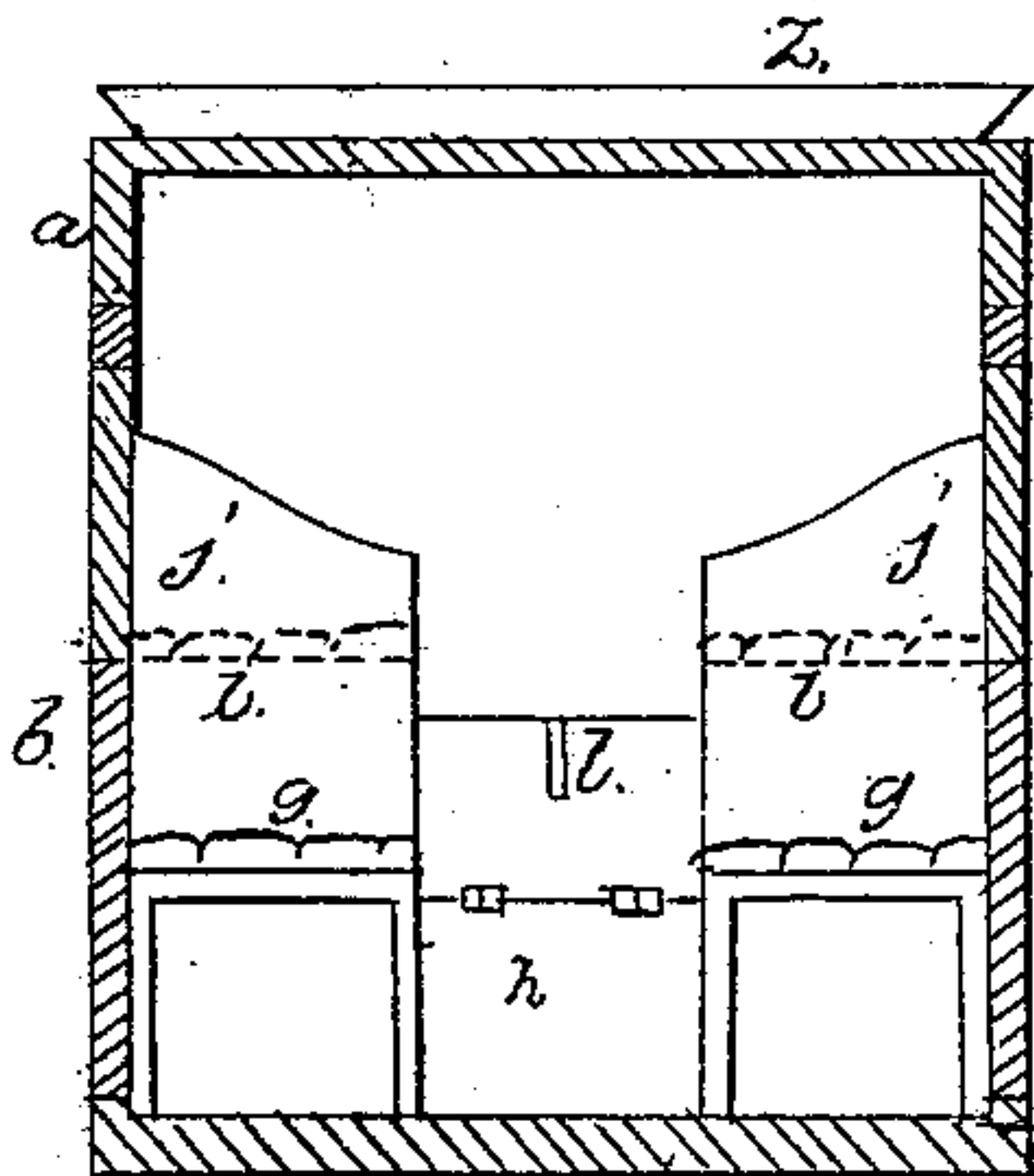


Fig. 4. A.

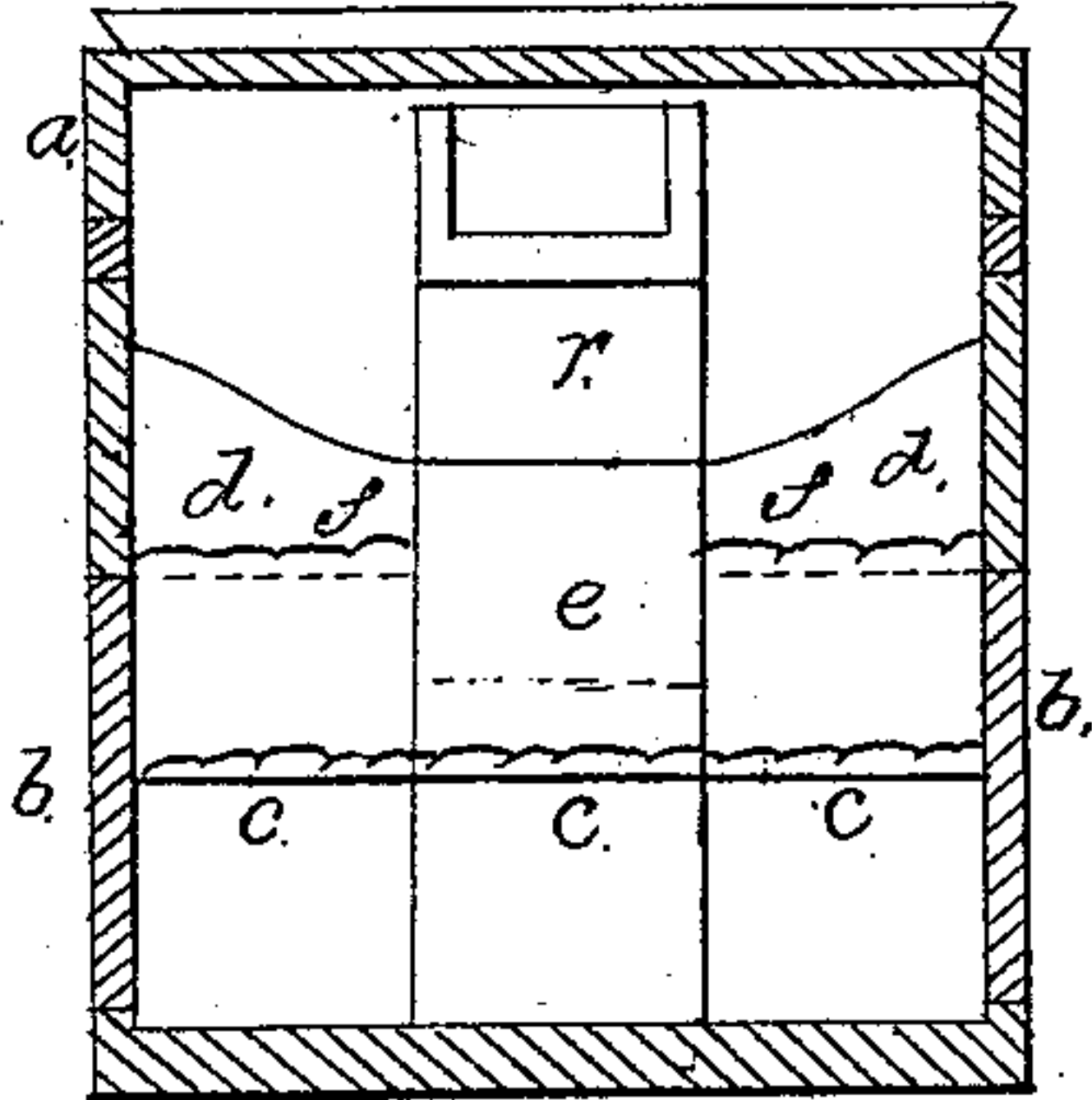
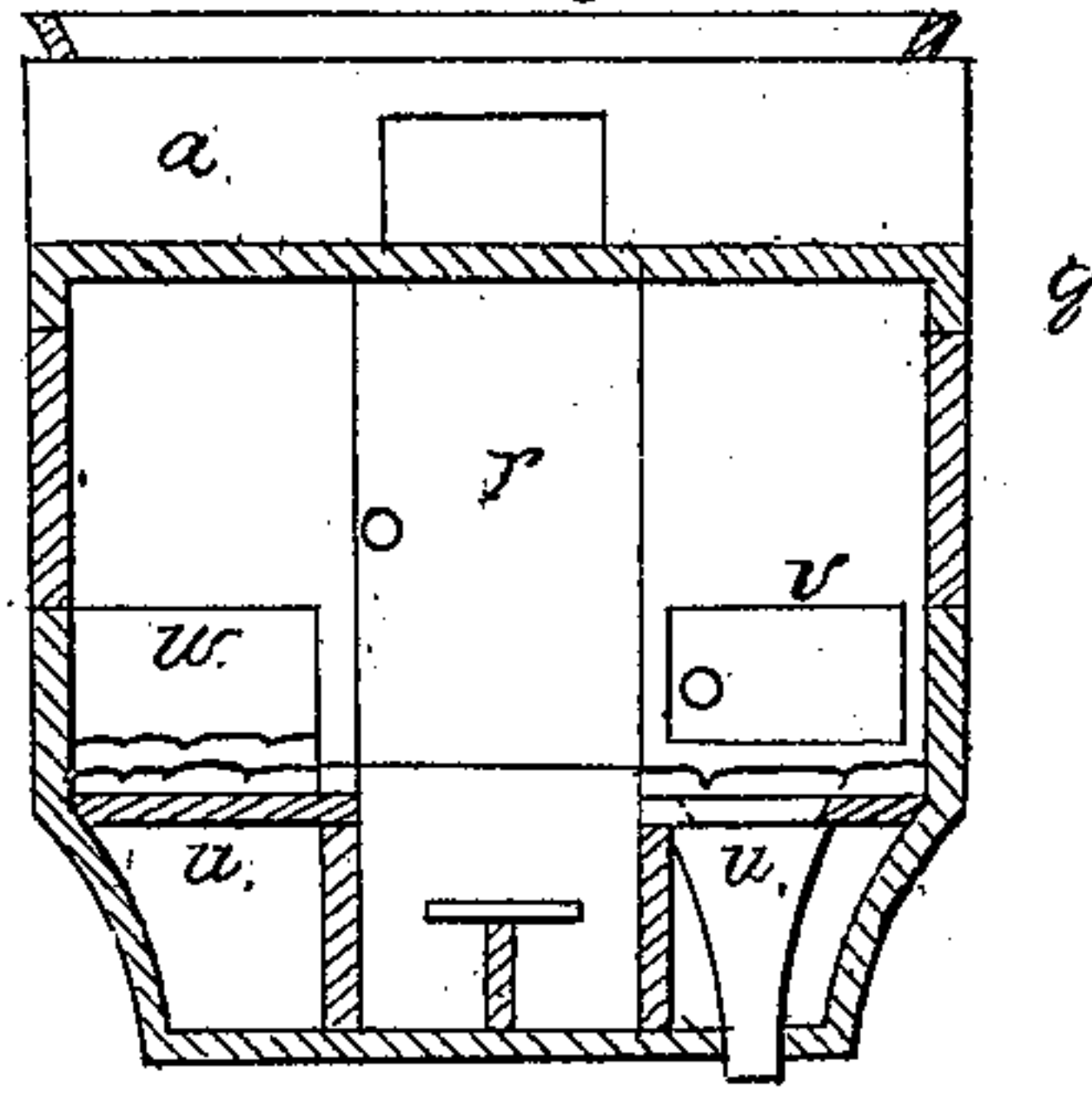


Fig. 5. x.



WITNESSES;
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ISAAC M. SINGER, OF NEW YORK, N. Y.

CARRIAGE.

Specification of Letters Patent No. 25,920, dated October 25, 1859.

To all whom it may concern:

Be it known that I, ISAAC M. SINGER, of the city, county, and State of New York, have invented certain new and useful Improvements in Family and other Carriages; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1, is a side elevation of the carriage; Fig. 2, a longitudinal vertical section; Figs. 3 and 4, cross vertical sections taken at the line A, *a*, of Fig. 2, and looking in opposite directions, and Fig. 5, another cross vertical section taken at the line B, *b*, of Fig. 2.

The same letters indicate like parts in all the figures.

The object of my invention is the production of a carriage, mainly intended for family use, which shall have, within a smaller compass than by any other known plan and within the main body a larger number of seats so arranged that the persons sitting on them can conveniently converse, and to obtain this result in such a manner as to admit of placing the center of gravity of the whole structure sufficiently low for convenience and safety in traveling on common roads, and to admit of symmetry in the general structure, while at the same time inside seats for children and servants and suitable receptacles for all the necessary conveniences of travel are provided, as also an increased number of outside seats.

In the accompanying drawings (*a*) represents the main body of the carriage with a side door (*b*) on each side. Back of the doors there is a transverse range of seats (*c*) for three persons with permanent backs (*d*, *d*), for the two side seats and a hinged back (*e*) for the middle seat, which said back (*e*) can be let down onto the middle seat to form a step and passage way to get to two elevated seats (*f*, *f*) behind the backs (*d*, *d*) of the seats (*c*, *c*). These elevated seats are arranged longitudinally and placed so high that the persons sitting on them face to face will have their feet on the level or nearly so with the seats (*c*, *c*) while the persons sitting on the seats (*c*, *c*) will be effectually protected from the feet of those sitting on the elevated seats by the hinged back (*e*) when thrown up, as this back is only let down in the position represented by dotted lines to

give access to and egress from the elevated seats (*f*). The backs (*d*, *d*) should be made so high that their upper edges will form arm supports to the elevated seats.

Forward of the side doors there are two seats (*g*, *g*) on the same level with the back seats (*c*, *c*) and with an open space (*h*) between them so that two persons may sit face to face if desired to avoid riding backward; and this space between the two seats also forms a passage way to two longitudinal elevated seats (*i*, *i*) in front similar to the two back ones before described, and in like manner separated from the low seats (*g*, *g*) by partitions (*j*, *j*) which form backs to the low seats, if persons choose to ride backward, and their upper edges forming arm supports to the elevated seats. The space between these two partitions is provided with a hinged frame (*l*) which closes up this space when thrown up to protect the persons on the lower seats from the feet of the persons on the elevated seats, and which when let down in the position represented by dotted lines forms a step leading to the elevated seats and which in case of necessity may be used as a seat.

The elevated seats at the back admit of giving to the bottom of the carriage a graceful curve upward as at (*n*), while the elevated seats in front admit of forming a boot (*o*) below them with a door (*p*) at each side in the form of a panel for the introduction of luggage. This brings the weight below the plane of the axles, and aids to concentrate the weight on the front axle, which is very desirable.

At the back of the main body and attached thereto is a depressed coupé body (*q*) which communicates with the inside of the main body by a doorway (*r*) in the middle of the back and forming a continuation of the passage way between the two elevated back seats, this passage way being above the rear axle (*s*) while both the main body and the coupé extend down below the said axle, the rear elevated seats admitting of so elevating the bottom of the body to make room for the rear axle and its connections above the main line of the bottom of the main body and of the coupé behind.

The coupé is provided with a middle door (*t*) in the back, and with seats (*u*, *u*) on each side, the space under one of the said seats being suitably arranged as a water closet, and the other as a receptacle for bag-

gage &c. From the coupé openings are made as at (v) and (w) through the back of the main body to the spaces under the two back elevated seats, one for storing baggage, and the other for an extension of one of the side seats of the coupé to form a child's bed, or if desired both may be arranged for beds, or both for the reception of baggage, &c.

10 The depression of the bottom of the coupé below the rear axle brings the top thereof so far below the top of the main body that it will answer the purpose of a foot board for a range of seats (x) on top and at the back edge of the main body. In addition to these seats another range of seats (y) may be arranged on top of the coupé and suitably elevated as represented. A frame work (z) which may be put on and taken off at pleasure by dowel pins is arranged on top of the main body and at the front edge thereof to form a range of elevated seats with a foot board.

The front of the carriage is sustained on the front axle (a') by the projecting frame work (b) in the manner represented or in any other suitable manner, which will admit of the turning of the front axle forward of the main body. This frame work is to be provided in any suitable manner with a seat (c') for the coachman &c. and below this seat the space (d') is inclosed with doors at the sides for the reception of baggage.

35 If the carriage be made with a closed top as represented it should be provided with windows (e', e') at the sides sufficiently elevated for the persons sitting on the elevated seats. But it will be obvious that the general structure is equally well adapted to an open or a calach top, in either of which cases the seats on top will be dispensed with.

By the arrangement and general construction of the main body and seats therein I am enabled to obtain by a very slight increase of size ample room for nine, and if necessary ten persons, all so situated that they can converse freely and none of whom, if limited to nine, will be required to ride backward; while in the coupé at the back and in communication therewith there will be ample room for children and servants and all the conveniences for travel. And when used for traveling in addition to the

above conveniences ample provision is made for baggage, and seats for several persons outside.

What I claim as my invention and desire to secure by Letters Patent is—

1. The arrangement, in the main body of the carriage, of the low seats in combination with the elevated seats arranged in manner substantially as above described and for the purposes set forth.

2. I also claim in combination with the back depressed and elevated seats as described the arrangement of the hinged partition for answer the threefold purpose of a step to get to the elevated back seats, as a back to the middle depressed seat and to separate the feet of the persons sitting on the elevated seats from the persons sitting on the depressed seats.

3. I also claim in combination with the front elevated seats, as described, the arrangement of the hinged step leading to the elevated seats, together with its dirt flap, as described, for the threefold purpose of a step to the elevated seats, a dirt protector, and of a seat in case of necessity.

4. I also claim the arrangement of the boot for baggage, in the space between the bottom and the front elevated seats, with doors at the sides, as described, thus placing the weight below and concentrating it on the front axle as described.

5. I also claim in combination with the main body of the carriage the placing of the coupé at the rear thereof, and communicating therewith by a door-way through the back, as described.

6. I also claim depressing the coupé at the back of the main body that the bottom of both may extend below and leave the required open space for the rear axle and its connections, and that the top of the coupé may form a foot board to the seats at the back edge of the top of the main body, as described.

7. I also claim in combination with the coupé the open spaces under the back elevated seats of the main body opening into the coupé as described and for the purposes set forth.

I. M. SINGER.

Witnesses:

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HORACE ANDREWS.