

Phaeton.

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IMPROVEMENT IN PONY CARRIAGE-PHAETONS

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, JOHN C. HAM, of the city of New York, in the county and State of New York, have invented a new and useful Improvement in Pony Carriage-Phaetons; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification.

Figure 1 is a side view of my improved carriage.

Figure 2 is a top view of the same.

Similar letters of reference indicate corresponding parts.

My invention has for its object to improve the construction of pony carriage-phaetons, so that the rumble or servant's seat may be removed from its place in the rear of the carriage body, and placed beneath said body, in such a way that when thus placed it may not disfigure the carriage, but rather increase the beauty of the lines of the carriage and improve its appearance; and

It consists in so constructing the carriage that the rumble may be placed beneath the body of the carriage, when not required for use, as hereinafter more fully described.

A are the fore wheels;

B are the fore springs;

C is the body;

D are the pump-handles;

E are the rear springs; and

F are the rear wheels, about the construction of which parts there is nothing new.

G is the rumble, to the bottom of which are attached two bolts, H, which pass through holes in the cross-bar or bars I that connect the pump-handles D, and are secured by thumb-nuts screwed upon their lower ends.

To the forward part of the rumble G is attached an iron, J, which projects in front of said rumble, and has a hole formed in it to receive the spring catch K, which passes down through the seat and bottom of the body C, as shown in fig. 1.

L are arms, one end of which is pivoted to the lower parts of the sides of the rumble G, and the

other ends of which are pivoted to bolts attached to the bottom of the body C, as shown in fig. 1. The bars or arms L support the rumble while being shifted, and, at the same time, assist in holding the rumble in place in both positions.

When the rumble G is not required for use, the thumb-nuts are removed from the bolts H, and the rumble is slipped down beneath the body C and pushed forward, the bars L bringing it up beneath the body C, and the iron J entering a keeper, M, attached to the forward part of the bottom of the body C.

The keeper M may be provided with inclined guides, or its mouth may be made somewhat hopper-shaped, to guide the iron J into its place.

To the seat of the rumble G is attached a plate, N, with a hole in it, upon which the spring catch K catches, to secure the said rumble in place.

The seat-rails of the rumble G should be so formed that they may be folded down flat upon the seat when the rumble is to be placed beneath the body C, in which case the cushions of the rumble-seat may be placed in the recess in the body of the rumble, beneath its seat, so as to be out of the way, and, at the same time, kept securely.

Having thus described my invention,

I claim as new and desire to secure by Letters Patent—

1. The body C of the carriage and the rumble G, when relatively constructed and adapted to be fitted together, as shown and described, for the purpose specified.

2. The combination of the pivoted bars or arms L, with the body C, and rumble G, substantially as herein shown and described, and for the purpose set forth.

3. The combination, of a spring catch, K, plate N, bolts H, bar J, and keeper M, with the body C and rumble G of the carriage, substantially as herein shown and described, and for the purpose set forth.

JOHN C. HAM.

Witnesses:

J. F. ROBINSON,

W. H. DE CAMP.