

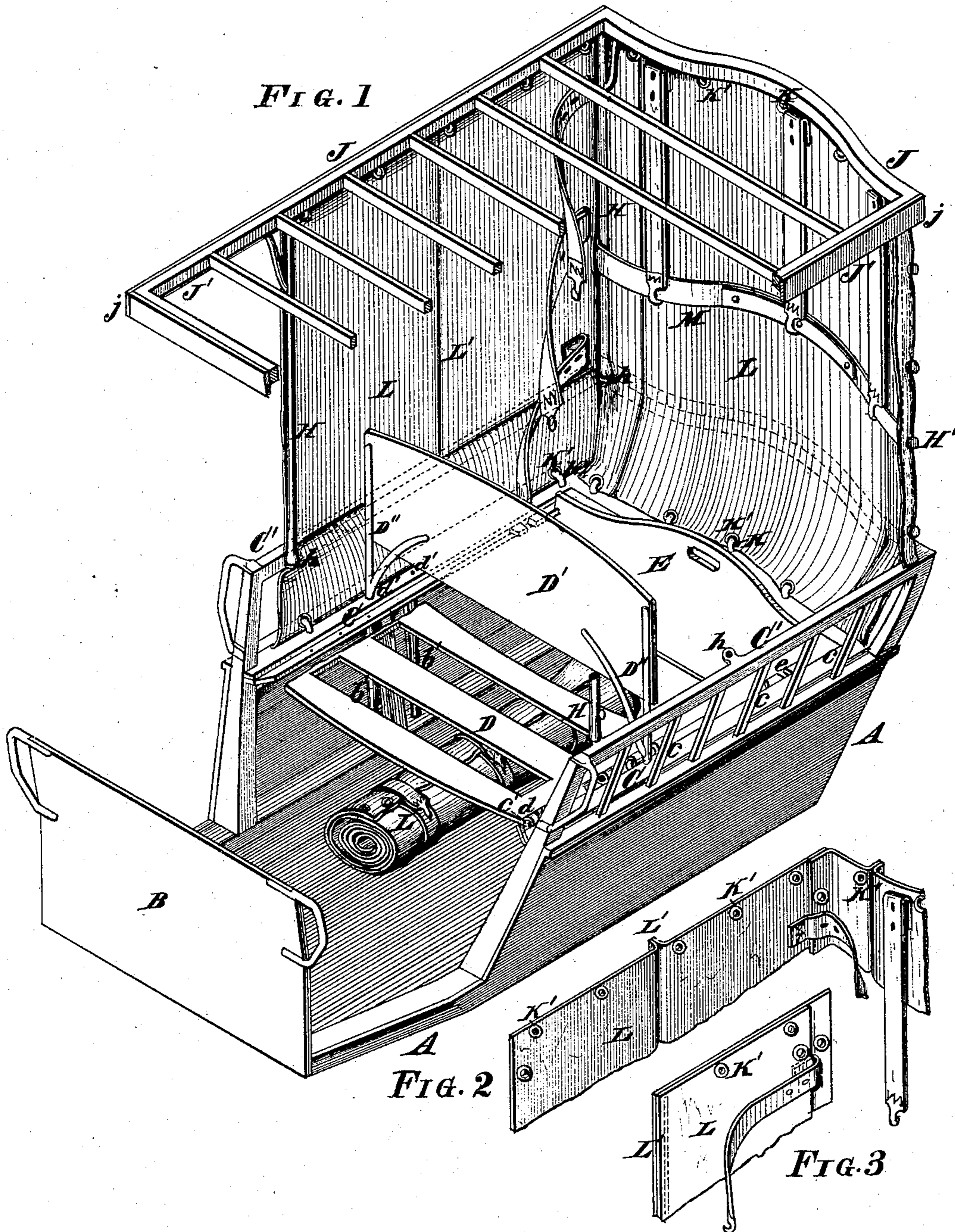
(No Model.)

2 Sheets—Sheet 1

S. M. CHESTER.
Carriage.

No. 241,618.

Patented May 17, 1881.



Attest:

Jno. S. Jones
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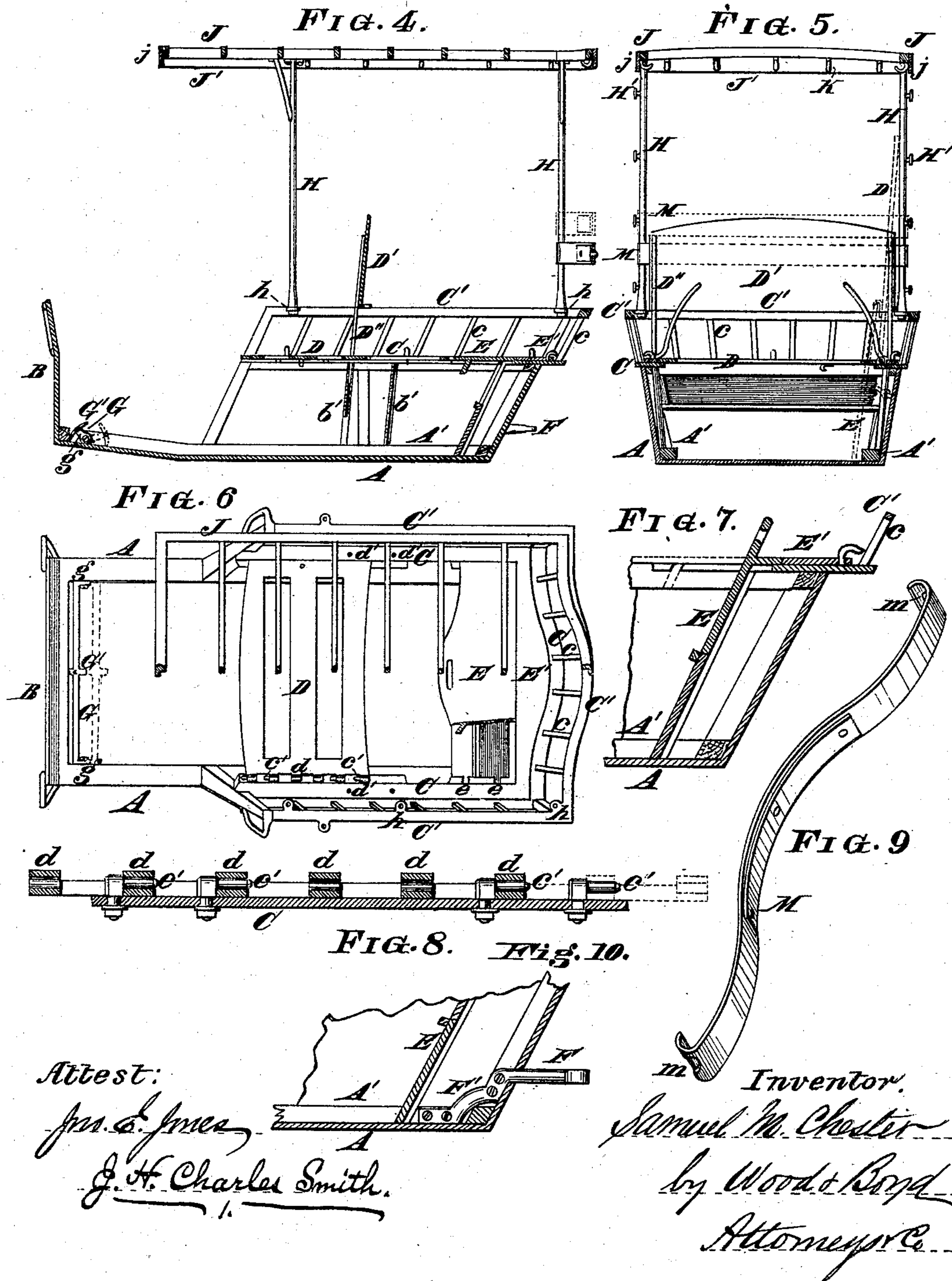
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S. M. CHESTER.
Carriage.

2 Sheets—Sheet 2.

No. 241,618.

Patented May 17, 1881.



UNITED STATES PATENT OFFICE.

SAMUEL M. CHESTER, OF CINCINNATI, OHIO.

CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 241,618, dated May 17, 1881.

Application filed February 12, 1881. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL M. CHESTER, a citizen of the United States, and a resident of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Carriages, of which the following is a specification.

My invention relates to improvements in carriages; and it consists, first, in a hinged adjustable front seat in combination with an adjustable back.

A second feature of my invention consists of a back seat adapted to be converted into a box when the carriage is used as a single-seat vehicle.

A third feature of my invention consists of curving the back end of the body and forming part of the seat of a curved stationary back rail.

Another feature of my invention consists of an adjustable curved spring lazy-back, which is secured to the rear posts of the top.

Other features of my invention will be fully set forth in the description of the accompanying drawings, making a part of this specification.

In the accompanying drawings, Figure 1 is a perspective view of my improved vehicle with a part of the top broken off. Fig. 2 is a broken perspective view of one of the curtains open. Fig. 3 is a similar view, showing the curtain folded. Fig. 4 is a sectional elevation of my improved carriage with the curtains removed. Fig. 5 is a cross-sectional elevation of Fig. 1. Fig. 6 is a top-plan view of the device shown in Fig. 1. Fig. 7 is a broken sectional elevation, showing the rear seat and box. Fig. 8 is an enlarged side view of the front seat-rail and seat-hinges. Fig. 9 is a perspective view of the adjustable back. Fig. 10 is a broken sectional elevation of body-loop in position.

A represents the carriage-body, which is made of frame-work finished in the usual manner.

B represents the carriage-dash.

C represents the seat-rail.

C' represents a secondary finish or guard rail attached by short posts, *c*, to the seat-rail C.

D represents the front seat, which is hinged at one end to the rail C.

c' represents horizontal stud-pins, which are attached to the seat-rail, preferably in the manner shown in Fig. 8.

d represents eyes formed on the end of seat D, and having slotted space between them sufficient to allow the eyes to be hooked on the stud-pins *c'*. Several sets of these studs and eyes are provided, so as to allow the adjusting of the seat forward or back, and yet preserving the hinged feature for turning up the seat, as shown in dotted lines, Fig. 5, to afford easy access to the rear carriage-seat, and at the same time allowing the seat to be adjusted forward and backward, as one or two seats are desired to be used.

E E' represent the rear carriage-seat, which is made in two parts. The portion E' forms a part of the top rail, and is curved in the center to conform to the shape of the body and increase the width of the seat without lengthening the frame of the body.

E represents the detachable portion of the seat, which can be inserted vertically in slot *e* made in the rail C, and forms a box.

D' represents an adjustable back for the seat D. It is held in position by rods D'', which are rigidly attached to the back D', and pass through holes *d'*, pierced in the rail C.

b' represents tubes or pipes attached between rail C and the bottom of the carriage-bed. Rods D'' pass down these pipes, and the back is securely held in position.

F represents a bracket or loop for attaching the body to running-gear. It is provided with a foot, F', and it is attached to the inside of sills A' in the manner shown in Fig. 10. This bracket or loop F is a feature of my invention, as it is a simpler and stronger mode of attachment.

G represents a pivoted adjustable foot-rest, which is attached to the sills A' by means of short pivoted arms in the manner shown in Figs. 4 and 6, where it is shown in position for convenient use when seat D is adjusted in its forward position. The dotted lines, Figs. 4 and 6, show the position of foot-rest G when seat D is adjusted in its rear position.

H represents posts, which are provided with tenons entering sockets or staples *h* in rail C', for supporting the carriage-top.

H' represents curtain-buttons on posts H.

J J represent top rails, to which the covering of the top is attached.

j represents a finished rail projecting below rails J, and leaving a small space between the posts H and the flange J', for allowing the curtains to project up into it.

K K represent hooks attached to the rails, to which the top of the curtains are fastened by means of eyelets K'.

L represents curtains, which have lap-seams L', as shown in Fig. 2, so as to allow the curtains to be folded over, as shown in Fig. 3.

H' represents curtain-buttons affixed to posts H. The curtains L are secured in position to the top by eyelets K' engaging with hooks K K on the top and bottom rails, J and C, and upon the buttons H' on posts H. This mode of attaching the curtains is an improvement over other forms now in use, as all the curtains may be readily taken off and folded without breaking or cracking them, and tight joints are secured.

M represents a metallic curved spring-back, the ends of which form clasps and hook around rods H. The preferred form of construction is to provide button-holes m, which engage over the buttons H' on posts H, as shown in Fig. 5.

It is evident that the springs M would be sustained by resting on the buttons H' instead of being provided with slots. The shape of spring M conforms to the contour of the back rail, c. (Shown in Fig. 6.)

There are various advantages arising from my improvements, the principal ones being in providing a light, strong, and roomy double-seated vehicle, which can be readily changed to a single seat.

It is obvious that my improved curtain and top may be employed upon any kind of covered-top vehicle.

I claim—

1. In a folding carriage-seat, the adjustable hinge D, attached to one of the side rails, C, by means of eyes d and stud-pins c', substantially as herein set forth.

2. The adjustable back D', in combination with the rails C of the carriage-bed A, substantially as herein set forth.

3. The curved end rail, E', forming a part of the back seat and top rail of the buggy, substantially as herein set forth.

4. The adjustable spring-back M, in combination with the vertical posts H, substantially as herein set forth.

5. The top rails, J, in combination with the flange j and hooks K, substantially as herein set forth.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

SAML. M. CHESTER.

Witnesses:

JNO. E. JONES,

EDWARD BOYD.