

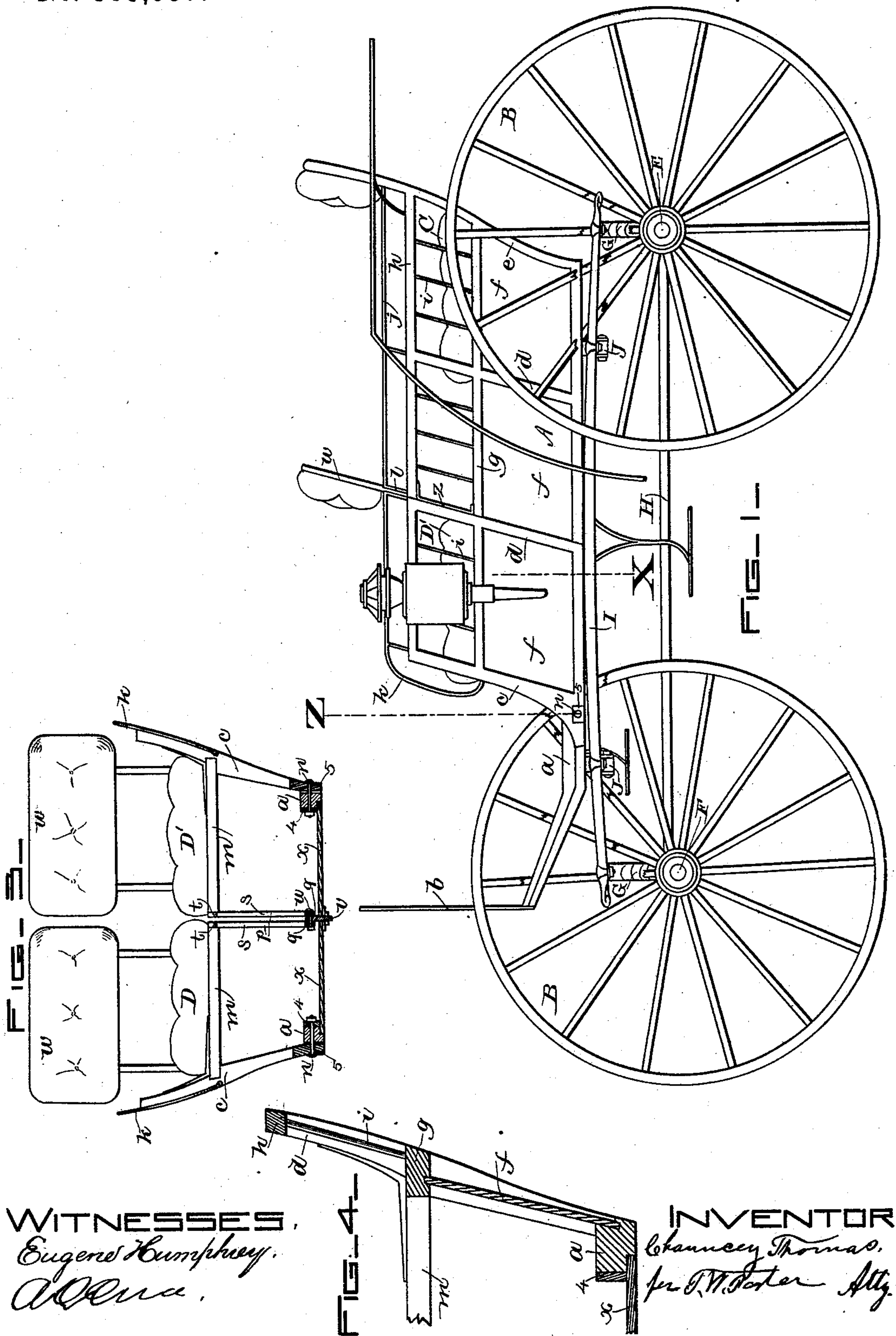
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C. THOMAS.
CARRIAGE.

No. 393,937.

Patented Dec. 4, 1888.



WITNESSES,
Eugene Humphrey.
Alma.

INVENTOR
Chauncey Thomas.
per J. M. Porter Atty.

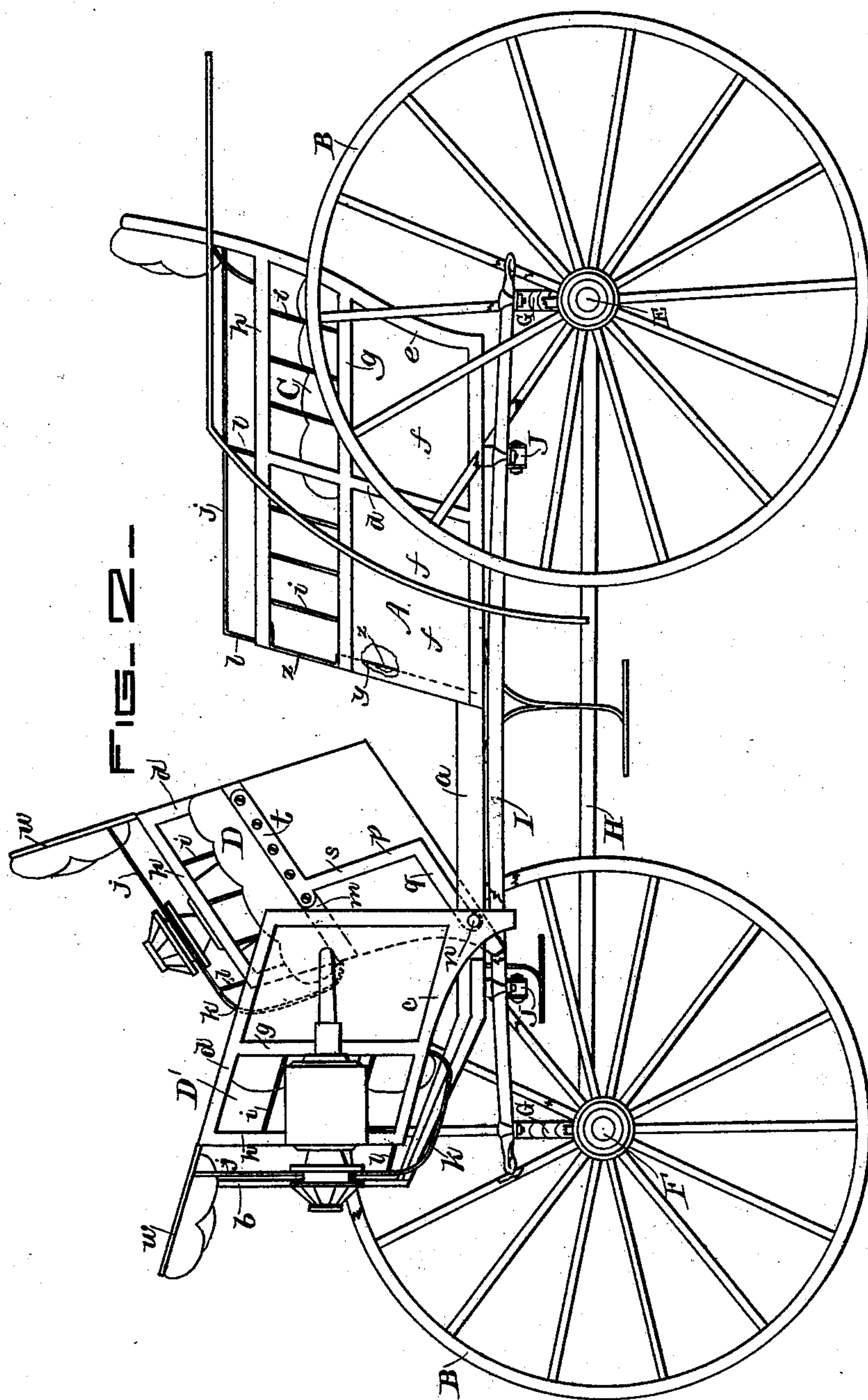
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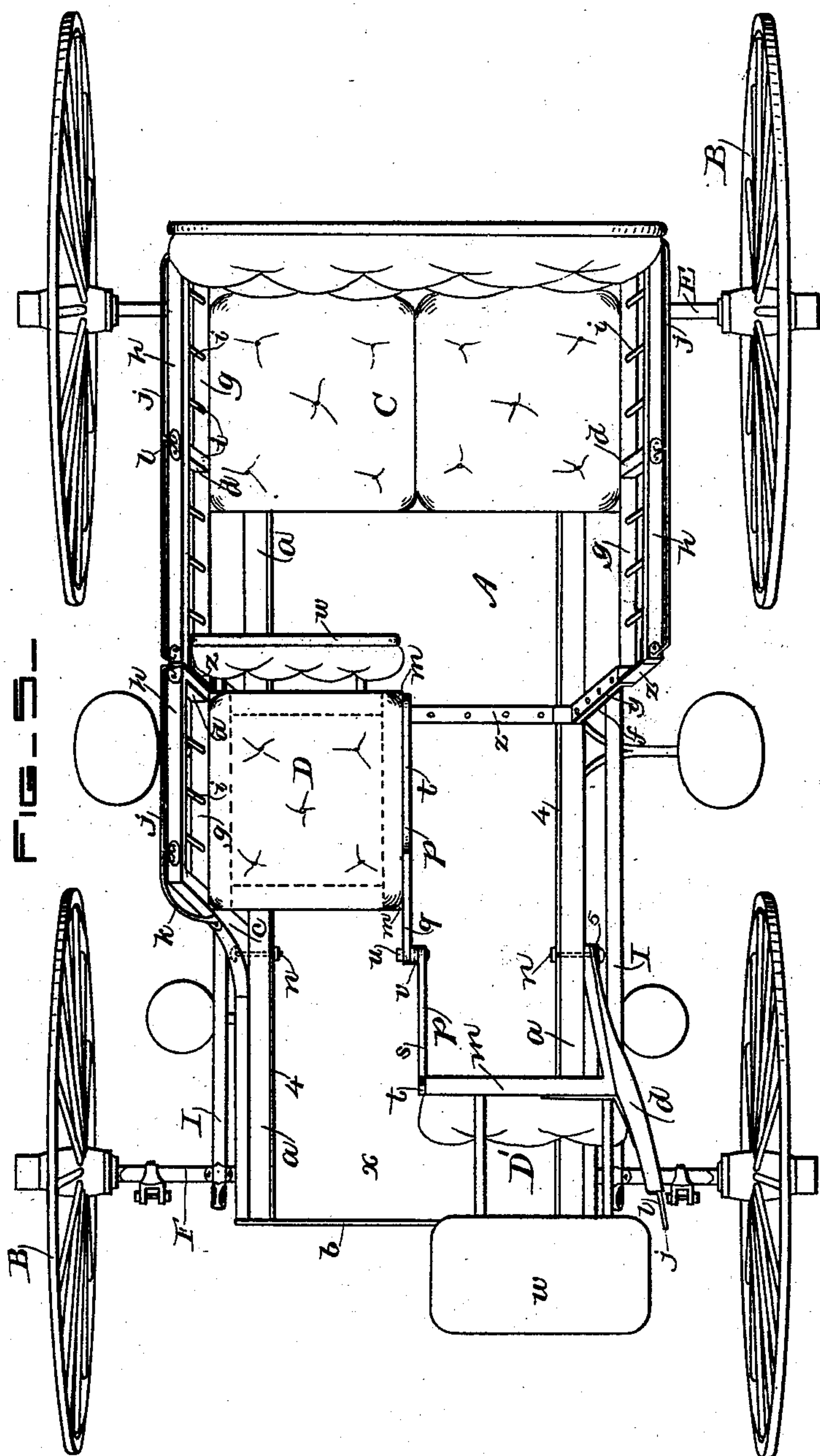
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WITNESSES.

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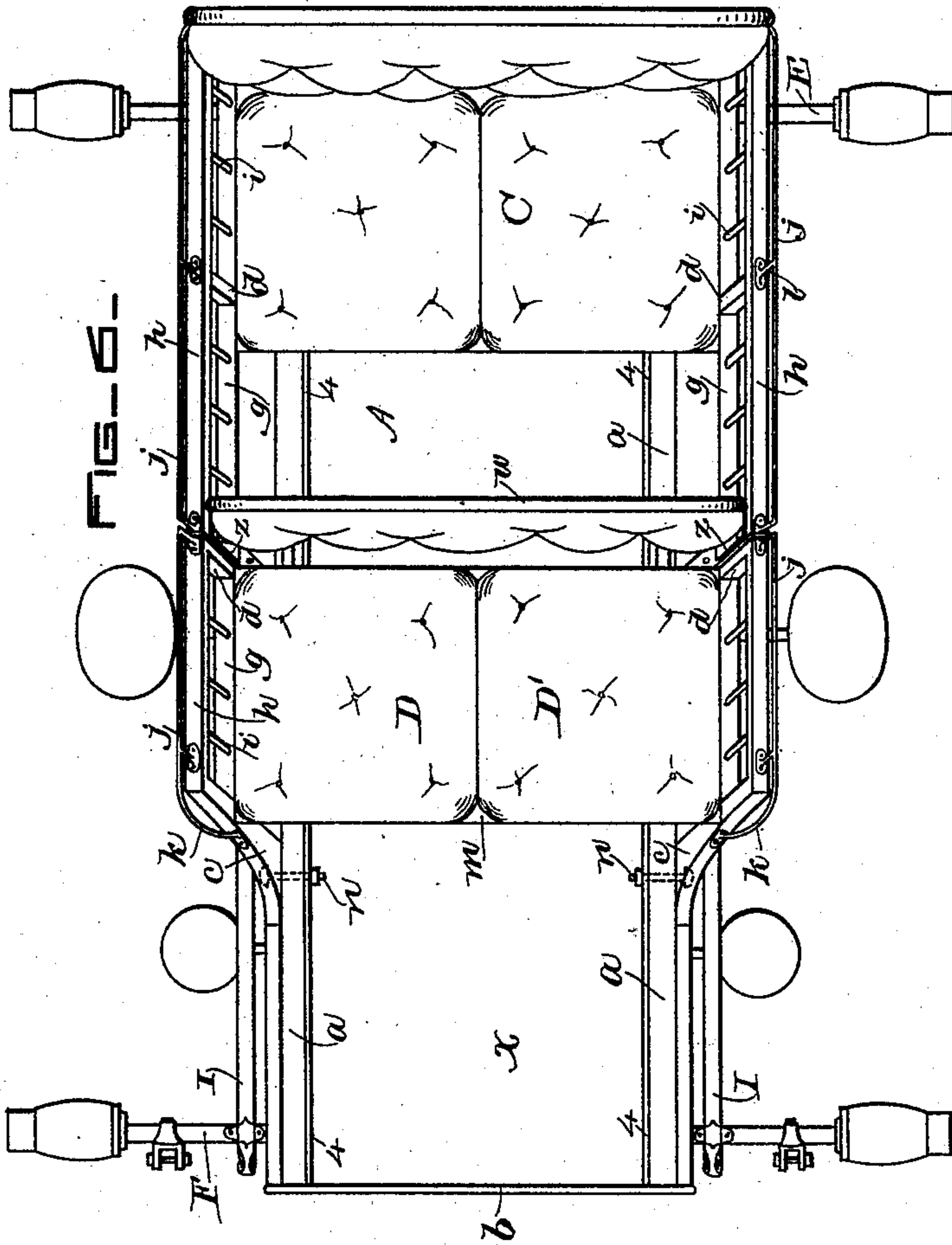
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UNITED STATES PATENT OFFICE.

CHAUNCEY THOMAS, OF BOSTON, MASSACHUSETTS.

CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 393,937, dated December 4, 1888.

Application filed August 17, 1888. Serial No. 283,017. (No model.)

To all whom it may concern:

Be it known that I, CHAUNCEY THOMAS, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Carriages, which will, in connection with the accompanying drawings, be hereinafter fully described, and specifically defined in the appended claims.

In said drawings, Figure 1 is a side elevation of a carriage embodying my invention, the seats being shown as in position for use. Fig. 2 is a view like Fig. 1, but with the left-hand half of the front seat turned forward, while the right-hand section is only partially raised on its pivot. Fig. 3 is a sectional elevation, the section being taken through the body on line Z, Fig. 1, and the view as from the left in that figure. Fig. 4 is a detached sectional elevation, the section being taken as on line X, Fig. 1, and the view as from the left therein. Fig. 5 is a top plan view of the carriage shown in Figs. 1 and 2, but with the right-hand half of the front seat in position for use and the left-hand half as turned forward for ingress or egress on that side. Fig. 6 is a top plan view of a carriage embodying my invention, and with the front seat entire, instead of being formed in two parts or sections, as in the preceding views.

My invention relates to what are termed "two-seated" carriages—that is, carriages having a front and rear seat—the object sought being more ready access to and egress from the rear seat, and it will be hereinafter fully described in connection with the drawings and pointed out in the claims.

The vehicle shown in said drawings is known to the trade as a "Surrey wagon;" but my invention is applicable to any carriage having a cut-down front, high sides, and without a door in the side between the wheels, and in the various views A represents the body; B, the wheels; C, the rear seat; D, the right-hand section of the front seat, and D' the left-hand section thereof.

The hind axle is shown at E, the front axle at F, the lower springs at G, the perches at H, the side bars at I, and the upper springs at J; but any kind of "underwork" or springs may be employed, as my invention has no direct relation thereto. Said body is formed

with the side sills, *a*, having the floor *x* secured therein, and being properly upturned at their front ends, to which the dasher *b* is secured. The side framing of the body, as shown, consists of the front pillars, *c*, the interior pillars, *d*, and the rear pillar, *e*, with the lower wooden rail, *g*, and upper wooden rail, *h*. The side panels, *f*, are secured to the frame-work, as shown in Fig. 4, and the ornamental sticks *i* are secured in the rails *g* *h*.

The sections of the front seat are provided with the usual framing or sills, *m*, which are rigidly secured to pillar *c* and the forward pillar, *d*, as also to rail *g*. As is clearly shown, the front pillar, *c*, the forward pillar, *d*, the front panel, *f*, and the sections of rails *g* *h* between said pillars are framed and secured together separable from the balance of the side of the body, an interior pillar, *y*, with its iron knee *z*, serving to laterally support the side where the separating line occurs. A metallic rail, *j*, is shown as extending across the rear end and along the sides to the front, where it constitutes a handle, *k*, said rail being supported by its offsets *l*, which are secured to rail *h*; but, as shown, said rail *j* is separated at the point where it passes back *w* of the front seat. The outer ends of the sections of the front seat are pivoted to the sill by bolt *n*, while the inner ends are supported by irons *p*, the lower arm or angle, *q*, whereof is by bolt *u* pivoted to eyebolt *v*, secured and supported in floor *x*, an arm, *s*, of said iron *q* rising to sills *m*, to which the plate-like portion *t* is secured, as shown.

When the seats are, as in Fig. 1, in position for use, the body has the same appearance as if no part thereof were removable, but as if all parts were permanent in position; but by reason of the cut-down forward the seat with its section of the side may be turned forward, as shown in Figs. 2 and 5, thus giving the same facility of ingress to or egress from the rear seat as if a door were actually provided in the side of the body between the wheels, and by subdividing the front seat a passenger may remain seated upon one section while the other is turned forward to accommodate a passenger entering or leaving the rear seat at that side of the body; and not only this, but by turning either one of the sections forward passen-

gers may, at their convenience, enter or leave on either side; as there is ample room to pass between the sections when either is thus turned forward.

5 In Fig. 6 a front seat is shown as not divided, but extended from side to side of the body; but in all other respects constructed as shown in the other views; and while I regard this construction as clearly within the scope
10 of my invention, as the same facility for ingress to or egress from the rear seat exists as when the front seat is divided, yet as the entire seat must in all cases be turned forward for convenience of the occupants of the rear seat,
15 and, further, the front seat must be entirely vacated before turning it over, therefore I much prefer a divided front seat.

I am fully aware that it is old and common to form the front seat of a two-seat carriage in two
20 sections divided in the longitudinal line of the body; that it is old to hinge one or both said sections to turn up sidewise or in a direction transverse to the line of division, as also to attach jumping-irons to one of said sections,
25 by which to jump it forward when the rear seat was to be reached or vacated, and that it is common to so form the end of a seat that when turned down out of use such end will constitute a portion of the side panel—that
30 is, the seat end that in use is above sills *m* would close an opening in the side panel of the body when the seat was turned down out of use, that face of the sills *m* which was underneath when the seat was in position for
35 use being on top and flush with the top line of the body when the seat was turned down out of use, the hinge of the seat in such case being at or near the top of the body instead of at the bottom, as I arrange it; hence I claim none of
40 these features broadly or in the abstract, as my invention is embodied in a carriage having, as shown, sides high enough to constitute the seat ends when the seat is in use and terminating at or near the front edge of the forward seat, thus leaving the space from said
45 seat to the dasher open, or "cut down," as it is usually termed, thereby providing space for turning forward upon fixed pivots a front seat that extends to the outer wall of the body, a
50 front seat preferably formed in two sections with one or both said sections pivoted upon fixed (that is, non-traveling) pivots arranged at the bottom of the body, so that when the front seat is turned forward the passengers
55 readily enter in rear of said seat at the place where the side has been removed by thus turning the seat forward.

I secure to the inside of sill *a* the metal plate 4, having a square hole for pivot-bolt *n*, which
60 at that point is formed rectangular in cross-section to fit said hole, and thus prevent its rotation when the nut is turned on or off, and I secure to the outer face of the side a metal plate, 5, formed with a boss to present
65 a suitable seat for the head of said bolt *n*.

It will be obvious that when the front seat is divided, as shown, either one or both said halves may be pivoted to turn forward; but I prefer to provide both with pivotal devices, as shown.

Although I have shown my invention as embodied in the well-known "Surrey wagon," yet I do not confine myself to that or any other, as it may be employed in various styles to which it is applicable.

It will be observed in Figs. 1, 2, and 5 that iron *z* is extended to the under side of rail *h*, to which it is secured, and of the forward end of which it is the principal support.

I claim as my invention—

1. A carriage-body, substantially such as described, cut down in front of the forward seat, and having the portion of its sides adjacent to the front seat formed separate from the rear portion, pivoted to the side sills, and
85 secured to the front seat to constitute the ends and support thereof, substantially as specified.

2. In a two-seat carriage substantially such as described, the rear seat fixed directly to the
90 rear portion of the body, the front portion of the cut-down sides formed separate from the rear portion and pivoted at their front part to the side sills of the body, the said hinged sections being permanently secured to the
95 front seat to serve as the ends thereof, substantially as specified.

3. In a two-seat carriage substantially such as described, the rear seat permanently secured to the rear portion of the body, the cut-
100 down sides of the body formed with the front portion separate from the rear portion and hinged to the body-sills, and a transversely-divided front seat having its respective outer ends permanently secured to said hinged sections of the body, and at the inner ends hinged
105 to the floor, substantially as specified.

4. The combination of body *A*, having a cut-down front, the rear seat, *C*, formed integrally with the body, the transversely-divided
110 front seat, *D D*, structurally connected with the sides of the body and at the inner ends pivoted to the floor, and the movable sections of the body sides pivoted at their front edge to sills *a*, substantially as specified, whereby
115 either or both said halves of the front seat and the body side sections may be turned forward to open a passage to the rear seat.

5. In a two-seat carriage having a fixed rear seat, the cut-down sides of the body formed
120 with movable front sections secured to and constituting the ends of the front seat, said sections terminating in a pillar, *c*, extended down the outside of the side sills, *a*, and there-
125 to pivoted by a bolt, *n*, substantially as specified.

CHAUNCEY THOMAS.

Witnesses:

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EUGENE HUMPHREY.