

(No Model.)

F. N. VANIER.  
CARRIAGE.

No. 527,909.

Patented Oct. 23, 1894.

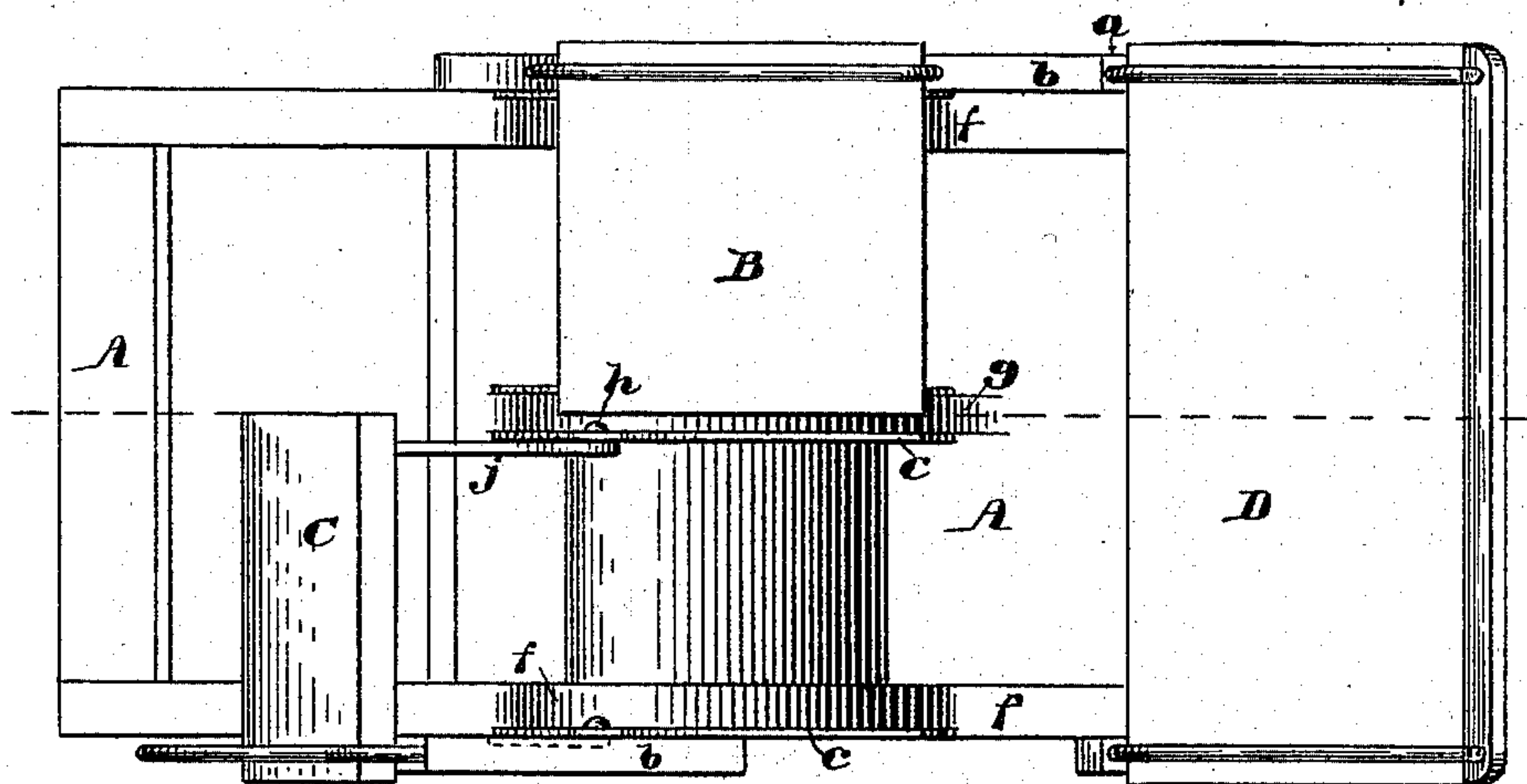


Fig. 1.

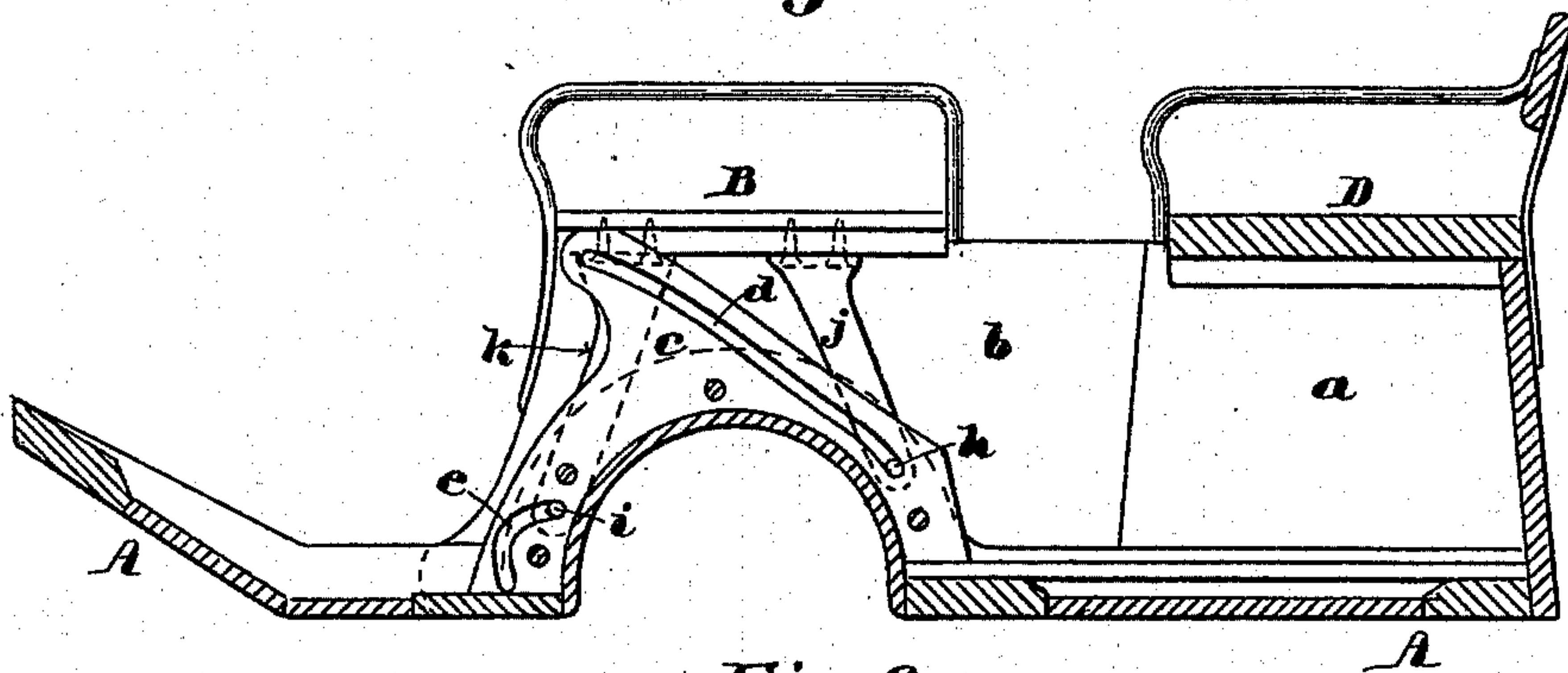


Fig. 2.

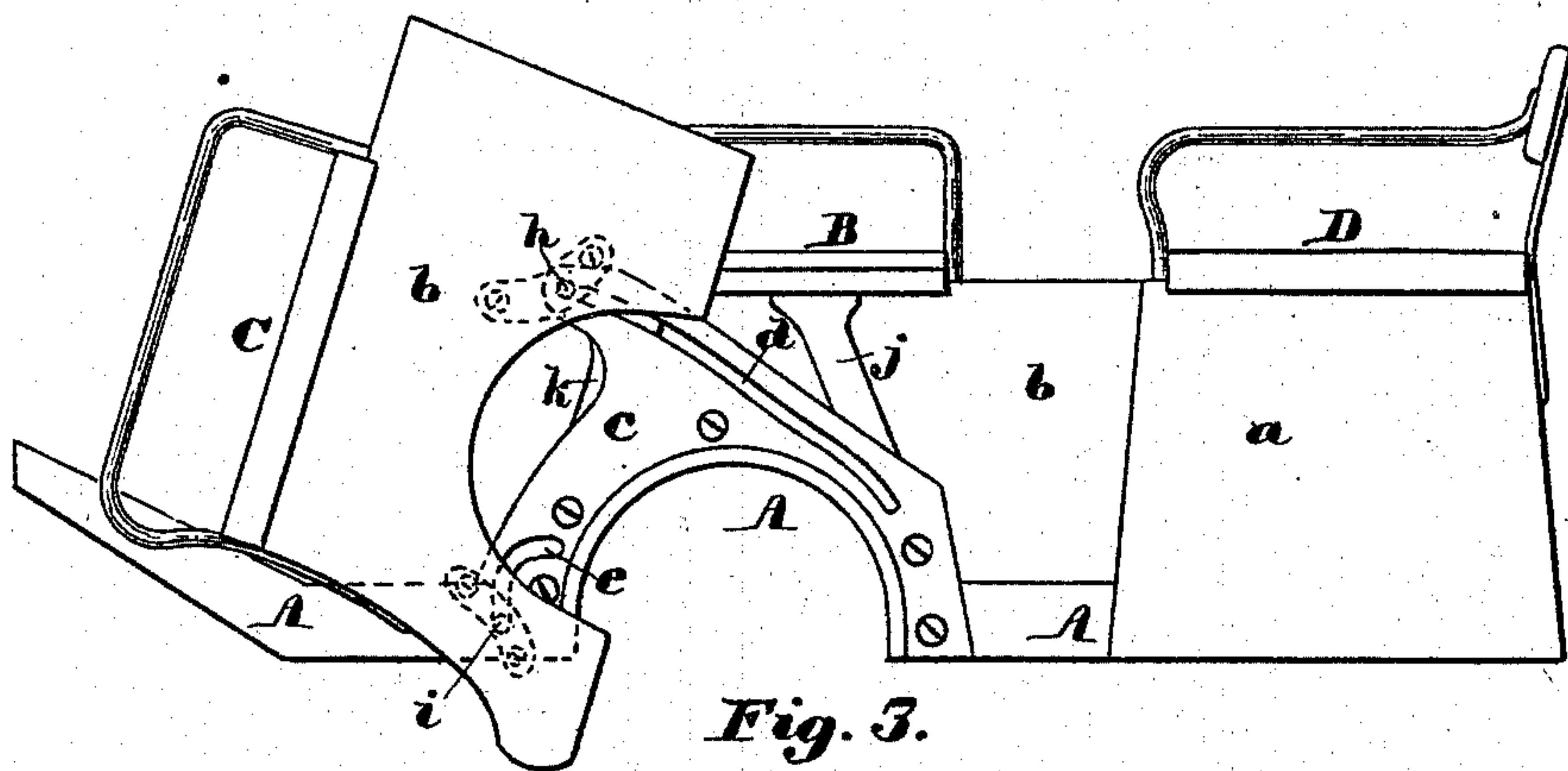


Fig. 3.

Witnesses:

Walter E. Lombard.  
W. W. Briek

Inventor:

Francis N. Vanier  
per J. W. Porter Atty.



# UNITED STATES PATENT OFFICE.

FRANCIS N. VANIER, OF AMESBURY, MASSACHUSETTS, ASSIGNOR OF ONE-HALF TO AUGUSTUS N. PARRY, OF SAME PLACE.

## CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 527,909, dated October 23, 1894.

Application filed August 4, 1894. Serial No. 519,478. (No model.)

*To all whom it may concern:*

Be it known that I, FRANCIS N. VANIER, of Amesbury, in the county of Essex 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 the drawings: Figure 1 is a top plan view of a carriage body and seats embodying my invention; one seat being in position for use and the other moved forward as when the occupants of the rear seat are entering or leaving the carriage. Fig. 2 is a longitudinal vertical section of Fig. 1. Fig. 3 is a side elevation of Fig. 1 with the seats in the position shown in that figure.

The object of my invention is to provide a carriage having two seats the front one of which is mounted in grooves to be turned forward so as to allow room between it and the rear seat so that the occupants of said rear seat can pass between the two seats in entering and leaving the carriage.

Referring again to said drawings, A represents the body, which is shown as of the cut under type, but which can be either of that type or the straight bottomed kind, as my invention is adapted to either.

The rear seat D is permanently secured to the body as are the rear side panels *a*. The front seat is divided in the longitudinal line of the body, the "off" half being marked B and the near half being marked C; each half having the forward movable panel *b* permanently secured to it. For the purpose of moving front seats B and C there are four metal plates, two to each seat, marked *c*, in which are formed a longer top slot *d* and a lower short slot *e*. Said plates are secured to side sills *f* and a central sill *g* when used on a cut under carriage, and when the carriage is made straight said parts may be employed, and there are two plates *c* attached to part *g*, one on each side.

Seats B, C, are connected with slots *d*, *e*, by pins *h* and *i* that move in the slots, and are

formed with heads to hold them therein. Said pins are at the outer ends of seats B, C, secured to the end panels *b* of the seats as shown by dotted lines in Fig. 1, and at the inner ends of said seats they are secured in the lower ends of legs *j*, *k*, shown in Figs. 2 and 3, which legs are secured to said seats for the support of their inner ends.

When it is desired to move seats B, C, forward it is only necessary to exert a moderate degree of force upon the one to be moved, when it is easily moved to the position shown in Fig. 1, pin *h* moving in slot *d* to the top thereof while pin *i* moves down in slot *e* to the bottom of the same, the seat being then held by its own gravity till it is desired to return it to a level position when a reverse force restores it to position for use.

It will be apparent that the front seat can be formed as a whole instead of being divided into halves B, C, and that if so formed as a whole pins *h*, *i*, would only be provided at the two outer ends; but it is now the more common practice to form the front seat in two halves as shown.

Having thus explained my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A two seated carriage provided with plates *c* duly secured to the body and formed with longer slot *d* and shorter slot *e* and the front seat provided with pins *h*, *i*, arranged to slide in said slots as the seat is turned forward and back, substantially as specified.

2. In a two seated carriage the front seat divided in two halves B, C, each half being provided with end panel *b* and at the inner end with legs *j*, *k*, both said end panels and legs being provided with pins *h*, *i*, arranged to move in slots *d*, *e*, formed in plates *c* when the seat is turned forward and back, substantially as specified.

FRANCIS N. VANIER.

Witnesses:

GEORGE H. BRIGGS,  
DELL W. DOLBIER.