

(No Model.)

2 Sheets—Sheet 1.

J. A. McLEAN.
CARRIAGE.

No. 566,790.

Patented Sept. 1, 1896.

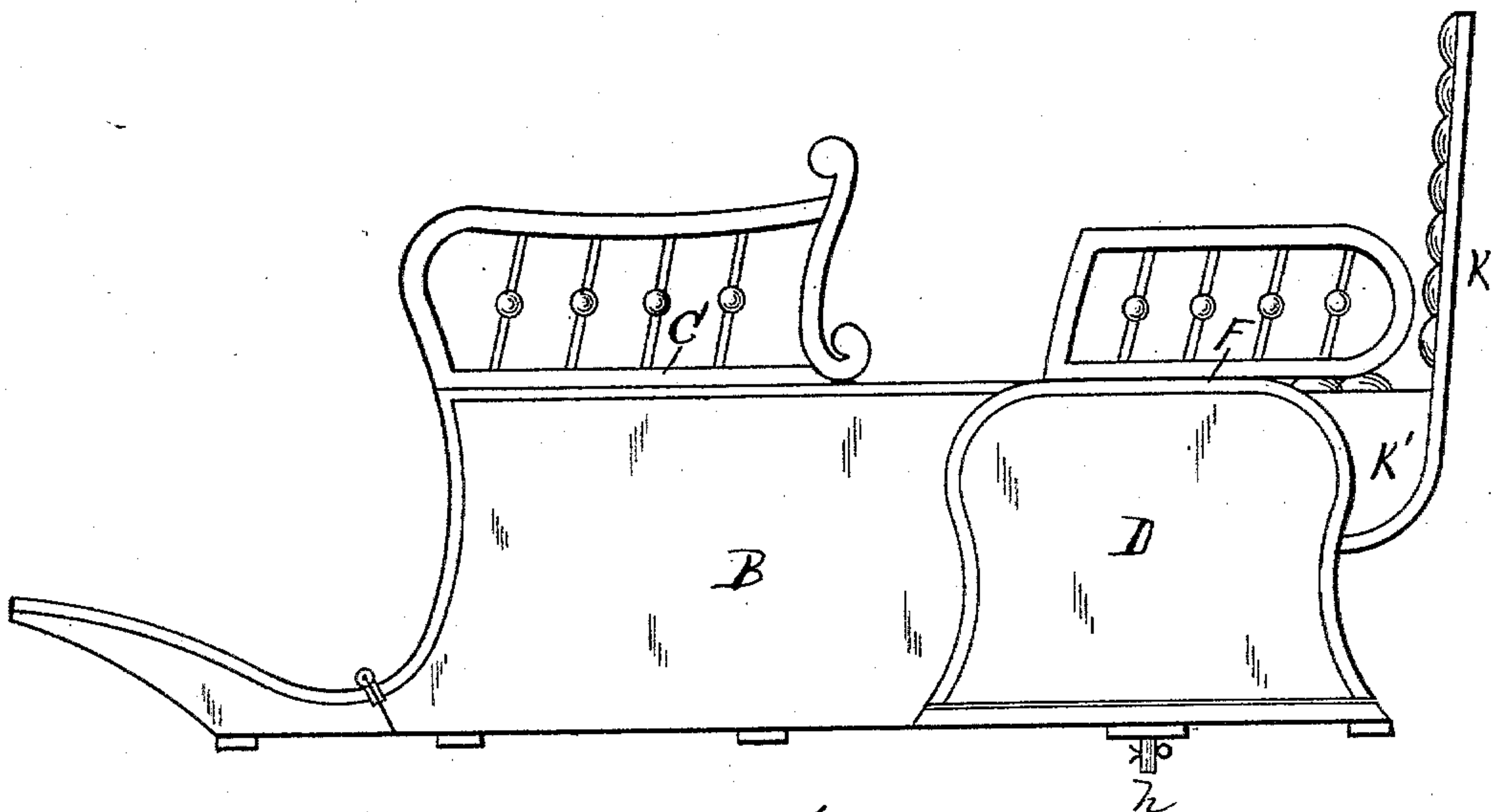


Fig. 1.

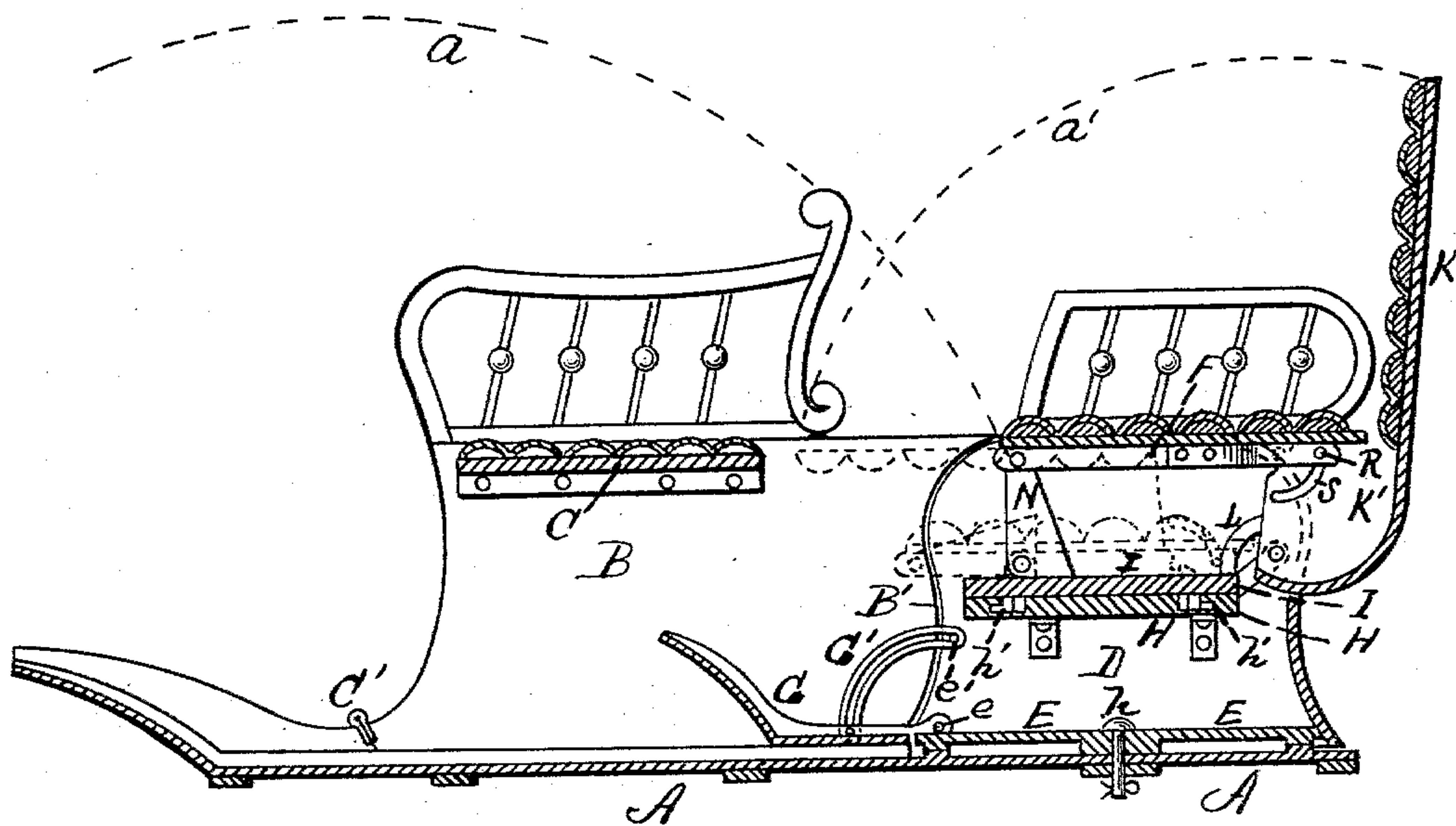


Fig. 2.

WITNESSES
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By his Atty.
Henry W. Williams.

(No Model.)

2 Sheets—Sheet 2.

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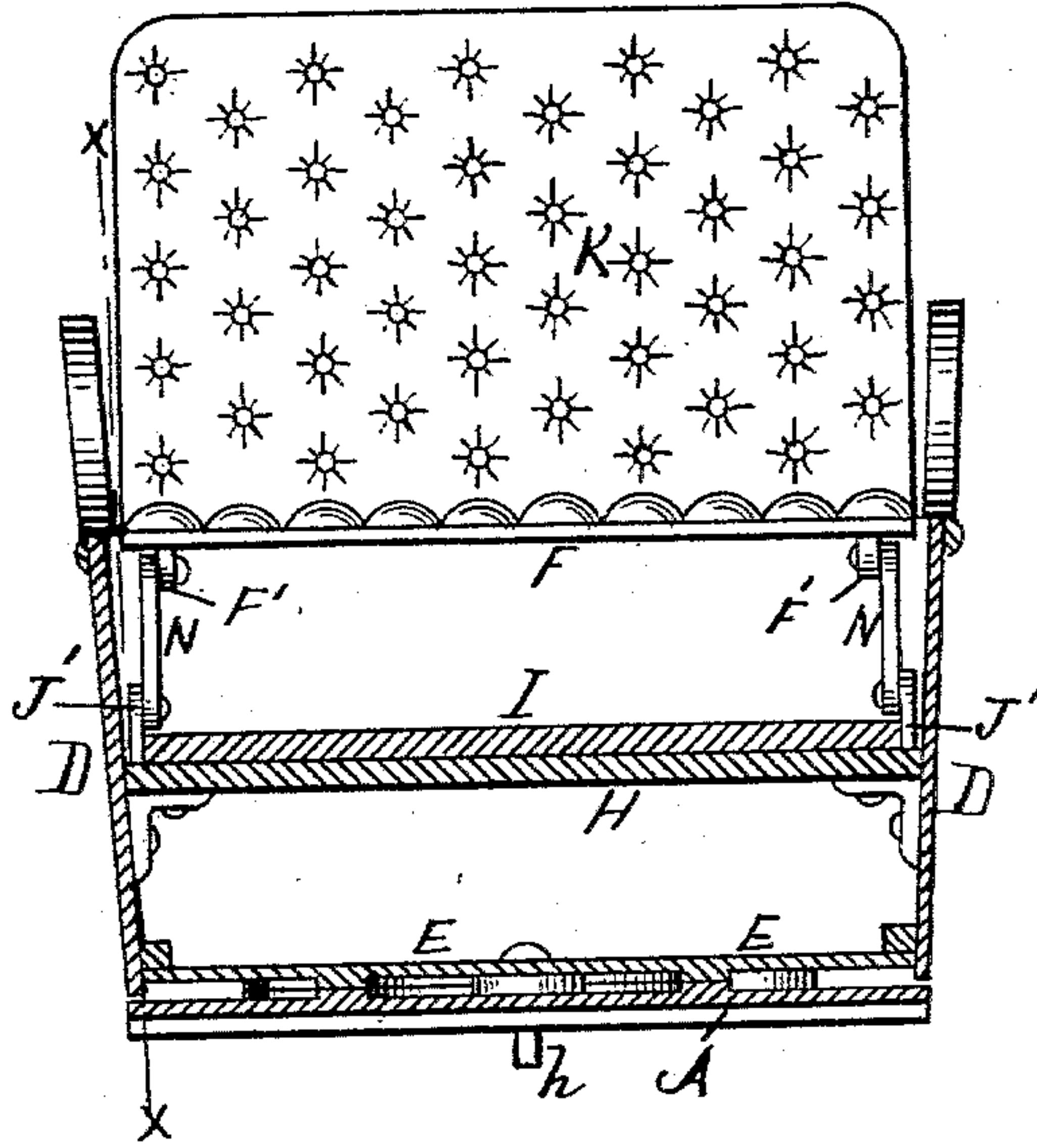


Fig. 3.

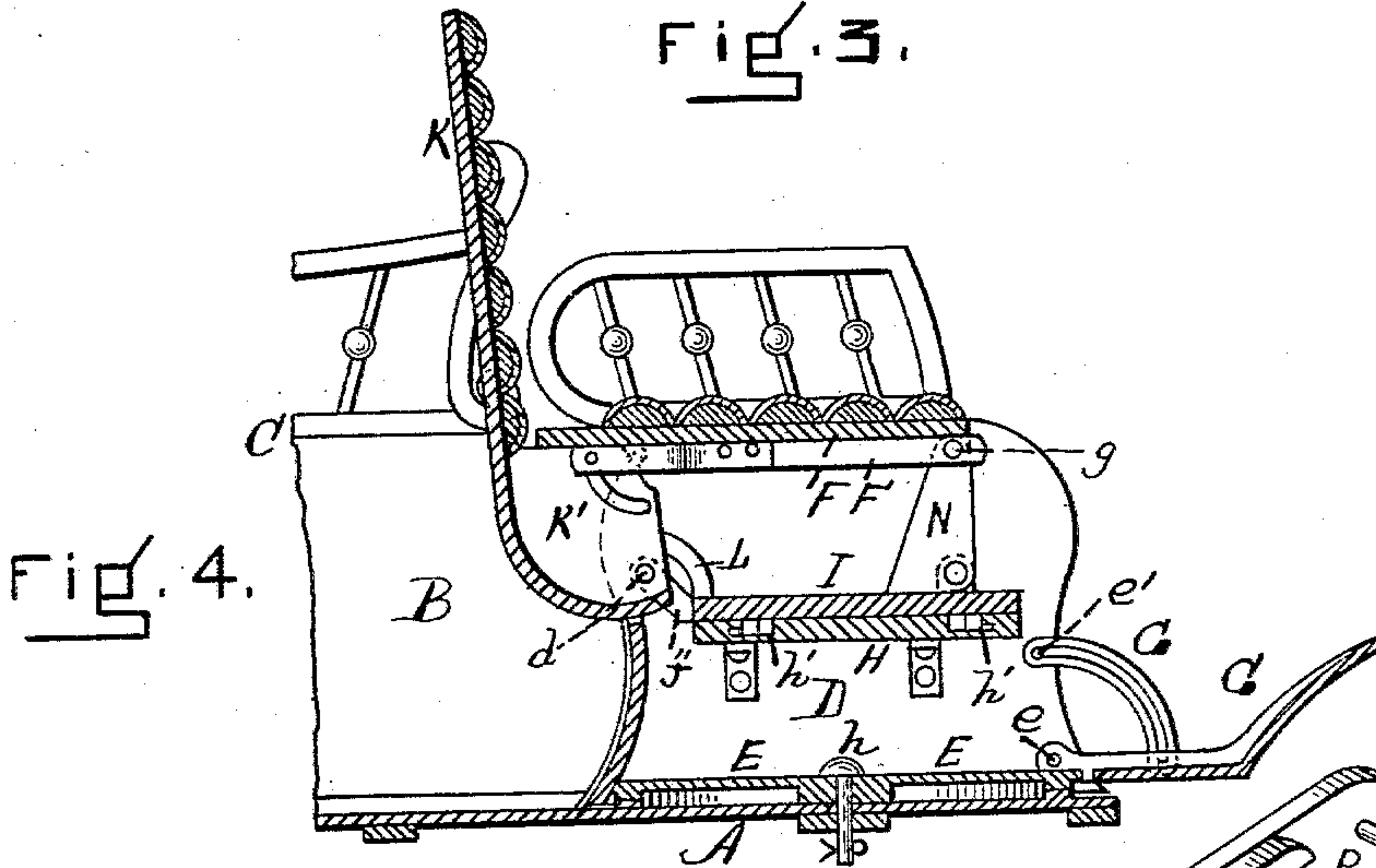


Fig. 4.

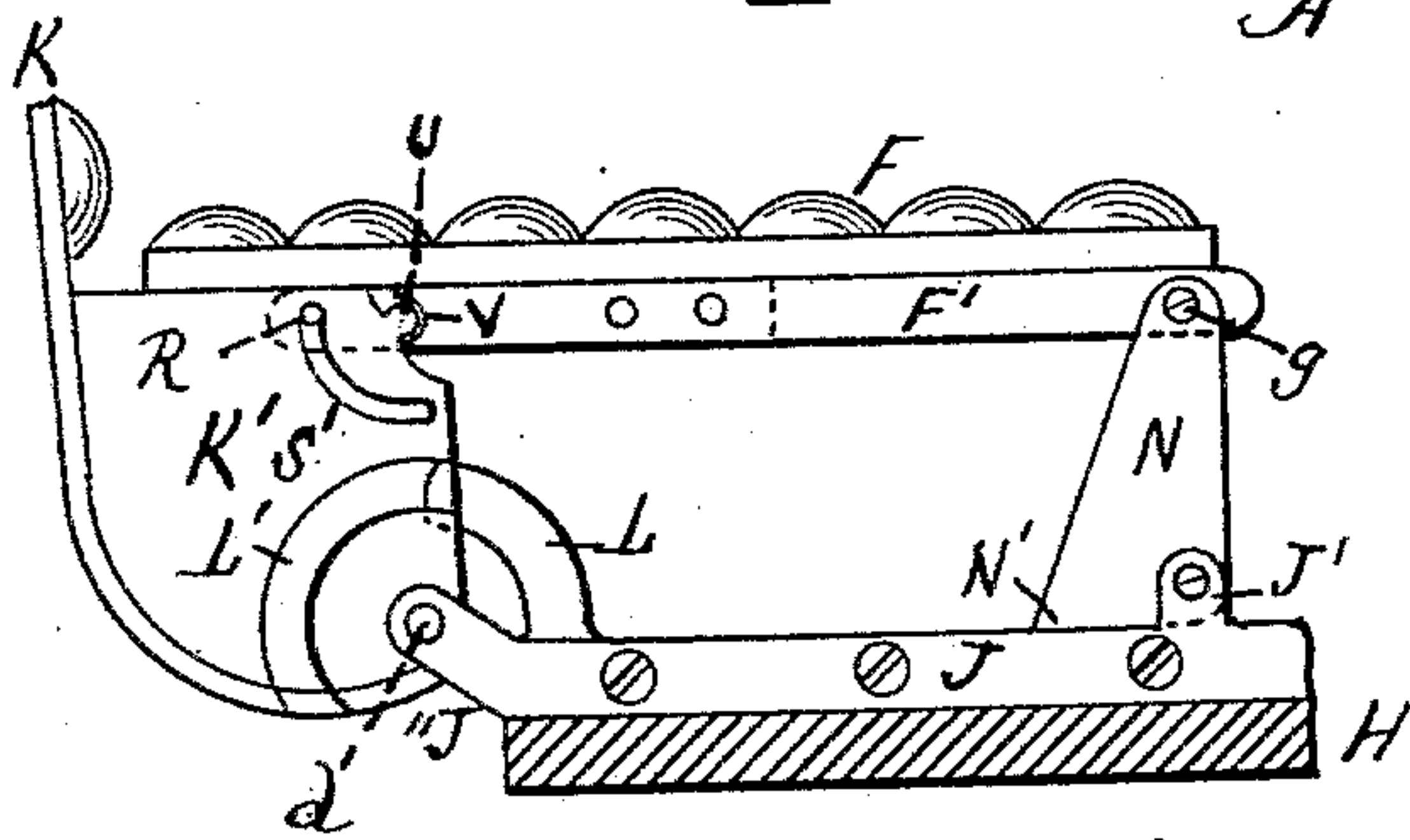


Fig. 5.

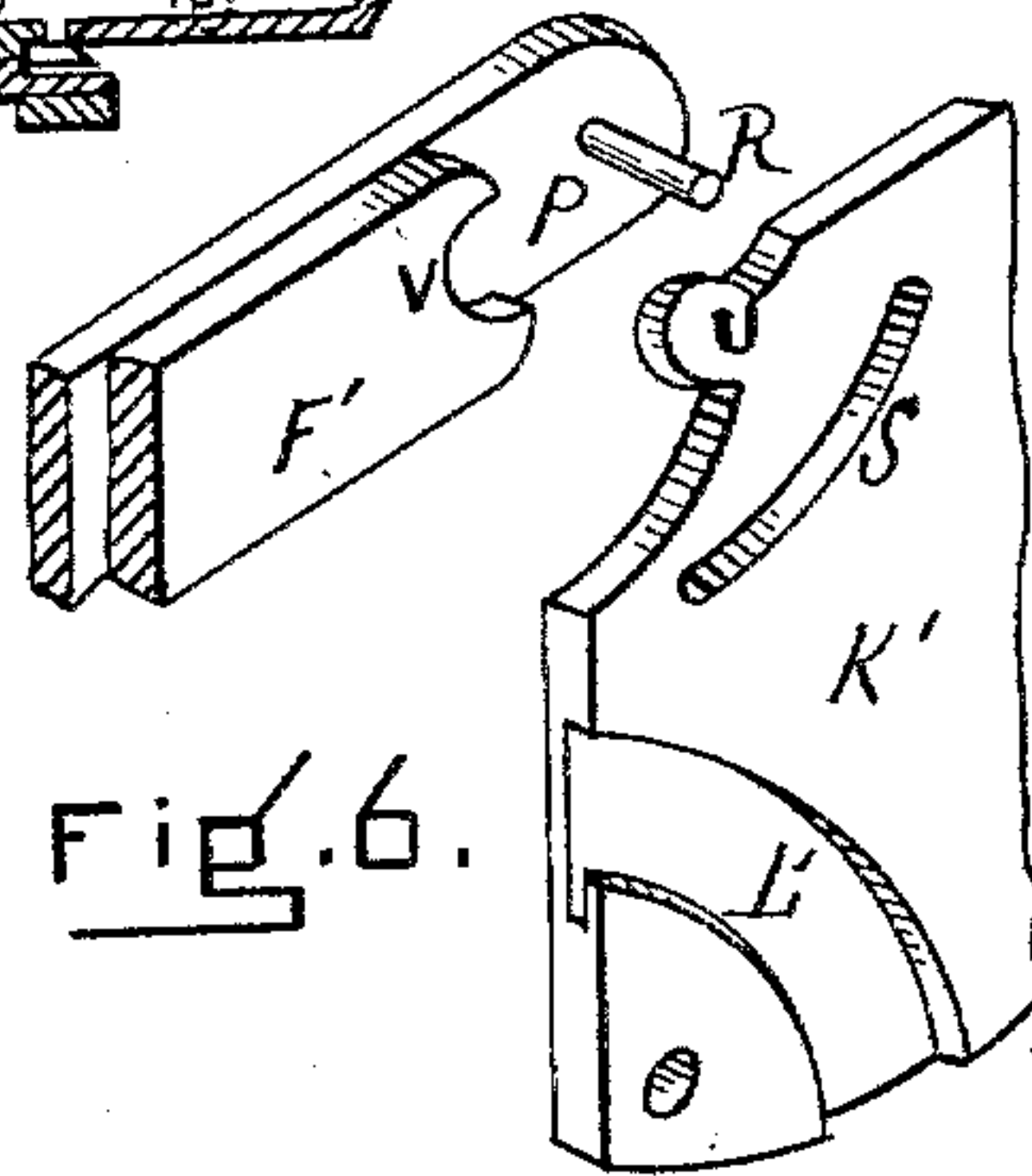


Fig. 6.

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UNITED STATES PATENT OFFICE.

JAMES A. MCLEAN, OF AMESBURY, MASSACHUSETTS, ASSIGNOR OF ONE-HALF TO JAMES E. FELTHAM, OF SAME PLACE.

CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 566,790, dated September 1, 1896.

Application filed December 28, 1895. Serial No. 573,565. (No model.)

To all whom it may concern:

Be it known that I, JAMES A. MCLEAN, a citizen of the United States, residing at Amesbury, in the county of Essex and State of Massachusetts, have invented a new and useful Improvement in Carriages, of which the following is a specification.

This invention relates to that class of carriages in which the rear seat is reversible, that is to say, may be changed from a forward-facing position to a rearward-facing position, and vice versa. In my invention the rear seat rotates in a horizontal plane, while secured to it and rotating with it are portions of the sides of the body between which the seat is located and also the lazy-back, which is adapted to swing down and serve as a deck when the rear seat is not in use.

The nature of the invention in detail is fully described below and illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of a carriage-body embodying my invention with the rear seat facing forward and the lazy-back in a vertical position. Fig. 2 is a longitudinal vertical section of the same. Fig. 3 is a transverse section taken below the rear seat, said rear seat being shown in elevation. Fig. 4 is a longitudinal vertical section showing the seat reversed, *i. e.*, facing toward the rear. Fig. 5 is a section taken on line *x*, Fig. 3, looking inward, *i. e.*, toward the end of the rear seat. Fig. 6 is an enlarged detailed view in perspective showing the connection between the rear seat and its operative mechanism, such connecting parts being separated.

Similar letters of reference indicate corresponding parts.

A represents the floor, and B the portions of the sides next the front seat C. These portions B are rigid with the seat C, but not connected with the floor A, and the whole is adapted to swing forward on the curved broken line *a*, being hinged at C' to the body. Nothing, however, is claimed in this construction, as any means of enabling the front seat to be swung forward may be employed, provided such means affords space for the rotation of my improved rear seat and its connections. At the line B' the front portions B

of the sides are separated or divided from the rear portions D of said sides. These portions D are not secured to the floor A, but are rigid with the rear seat F. A base or cross-piece E extends across the body, within it, next the lower edges of the portions D of the sides, and is secured to said sides in any suitable manner. This base E rests at suitable points on the floor A and is adapted to rotate thereon, being connected thereto by a pin *h*, which extends from the base E through the floor and is preferably made removable, and which constitutes a center around which said base rotates.

H is a cross-piece or base, which is secured in a raised position, as shown, at its opposite ends to the inner surfaces of the portions D of the sides of the body. Removably secured to and upon the base H, by means of suitable catches or hooks *h'*, is the cross-piece or cross-board I.

Pivotaly secured at *e* to the portions D of the sides is a swinging foot-rest G, which is hung from pins *e'* by means of the curved slotted arms G'. It is evident that this foot-rest can be swung from a horizontal to a vertical position, and vice versa.

Secured to the opposite ends of the cross-board I are bars J, Fig. 5, provided with the vertical extensions J' and the rearward extensions J''. To the rearward extensions J'' is pivoted at *d* the lower portion K' of the lazy-back K. Arc-shaped guides L extend upward and rearward, as shown, from the opposite ends of the part I into similarly-curved slots L' on the outer ends of the portion K' of the lazy-back, Figs. 5 and 6. Pivotaly secured at their lower ends to the extensions J' are the swinging seat-supports N, provided with the broad bases N' for the purpose below described. These seat-supports are pivoted at their upper ends at *g* to the rear seat F, to whose opposite ends are secured the bars or brackets P, Fig. 6, from which project the guide-pins R, which extend into the curved slots S in the portion K' of the lazy-back. The upper portions of the front edges of the parts K' of the lazy-back are formed with knuckles U, which extend into correspondingly-shaped grooves V in the parts F',

secured to the edges of the seat, thus constituting the hinged connections between the seat and the lazy-back.

When the rear seat is in the position indicated in Figs. 1, 2, and 3, the front edge rests upon the supports N, whose broad bases act as stops to prevent the seat from moving too far back, and the foot-rest is down. If it is desired to turn this seat into a rearward-facing position, as shown in Fig. 4, the foot-rest G is swung up, the front seat C, together with the panel B, are swung forward, and the rear seat rotated into the position indicated in Fig. 4, the lazy-back K, sides D, parts I H E, and all connections thereof rotating together around the pin *h*, when the foot-rest is dropped into the position shown in Fig. 4. When the rear seat is not in use and is in the position indicated in Fig. 1, the lazy-back K may be swung down into a horizontal position on broken line *a'*, Fig. 2, thus constituting a deck, the pin R and slot S and arc-shaped bar L and slot L' acting as guides.

By removing the fastening of the pin *h* all the parts, including the base E, can be removed bodily from the carriage, or the part I may be removed from the part H, as above indicated.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a carriage, a seat supported by the body and having rigidly secured thereto the panels E which constitute a portion of the sides of the body, said seat being adapted to be rotated in a horizontal plane and to carry in such rotation the said panels and be thereby adapted to face either forward or rearward, substantially as described.

2. In a carriage, a seat and supporting connections, a lazy-back hinged thereto and adapted to be swung down and serve as a deck, side panels disconnected from the floor and rigid with the seat, and a foot-rest piv-

otally hung from the said panels and adapted to be swung from a horizontal to a vertical position, said seat with its supporting connections and foot-rest being adapted to be rotated bodily in a horizontal plane and thereby changed from a forward-facing to a rearward-facing position, substantially as described.

3. In a carriage, the rear portions D of the sides independent of the floor, the base E supported by the floor and adapted to be rotated in a horizontal plane thereon, the cross-piece H supported by said sides and the seat F rigidly connected with said base, said seat, base, cross-piece and sides D being adapted to rotate simultaneously and bodily from a forward-facing to a rearward-facing position, substantially as set forth.

4. The herein-described improvement in carriages, comprising a front seat and side panels adapted to be moved forward, the base E supported by the carriage-body, set between the rear panels D and adapted to rotate in a horizontal plane on the floor, the cross-piece H, supported by the sides or panels D, the cross-piece I secured to the upper surfaces of said cross-piece H, the bars J secured to the opposite ends of said cross-piece I, the seat-supports N pivotally secured to said bars, the lazy-back K provided with the lower portion K', said lower portion being formed with a curved groove L' and curved slots S, the guides L extending from the cross-piece into said curved grooves, the rear seat F pivotally connected at its front edge with the upper ends of the seat-supports N and provided at its rear edge with the pins R extending into said slots S, and the rear side panels E rigidly secured to said seat, substantially as described.

JAMES A. McLEAN.

Witnesses:

WOODBURY B. FRISBEE,
EDWARD P. WALLACE.