

(No Model.)

J. T. CLARKSON.

CARRIAGE.

No. 386,963.

Patented July 31, 1888.

FIG. 1-

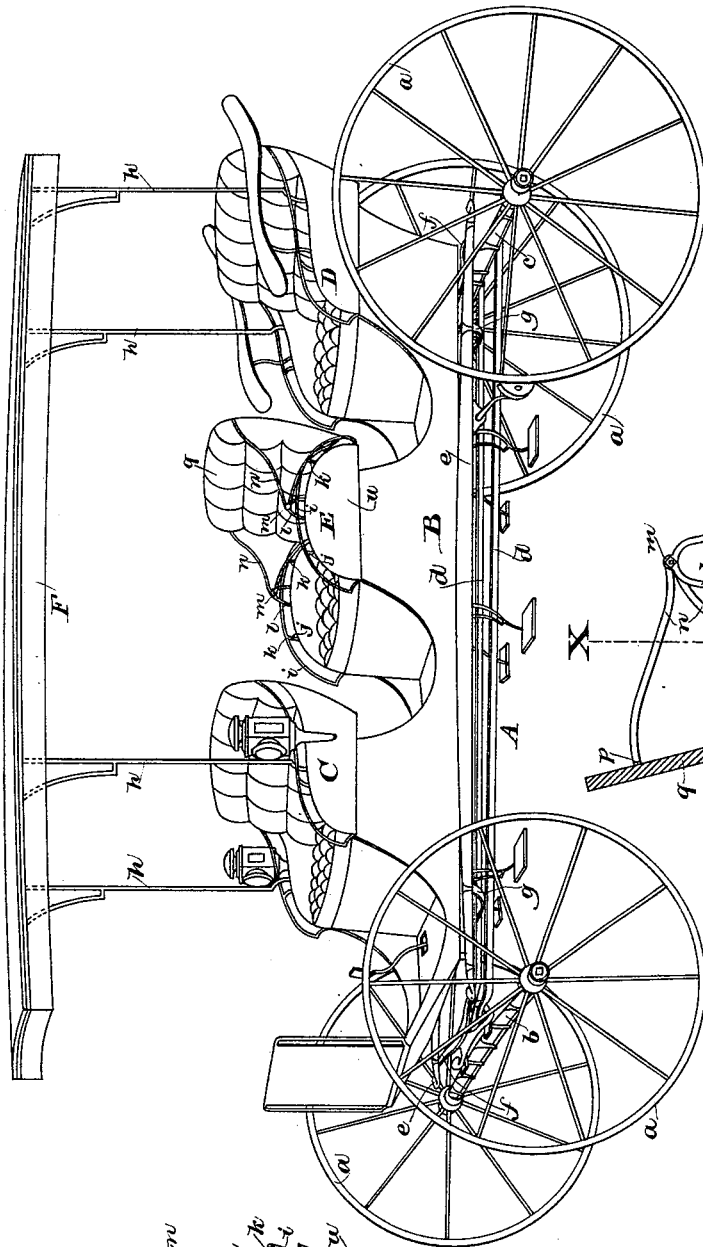
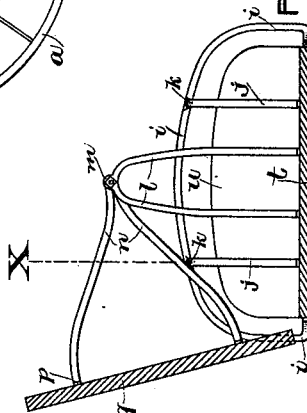


FIG. 2-



WITNESSES.
Eugene Humphrey.
Henry Hunt Lettaly.

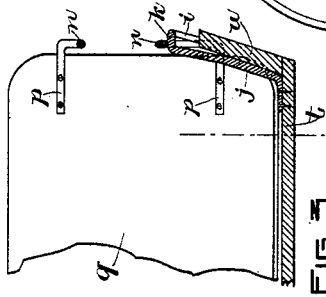


FIG. 3-

INVENTOR.
Joseph T. Clarkson
per J. W. Porter, Atty

UNITED STATES PATENT OFFICE.

JOSEPH T. CLARKSON, OF AMESBURY, MASSACHUSETTS.

CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 386,963, dated July 31, 1888.

Application filed March 26, 1888. Serial No. 268,569. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH T. CLARKSON, 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 said drawings, Figure 1 is a perspective view of a carriage embodying my invention. Fig. 2 is a detached sectional elevation of one of the seats, the section being taken as on line Y, Fig. 3, and the view as from the left in that figure. Fig. 3 is also a detached sectional elevation, the section being taken as on line X, Fig. 2, and the view as from the right in that figure.

My invention relates to what is known as "three-seat" carriages; and it consists in the features of novelty hereinafter described, and pointed out in the claims.

Referring again to the drawings, A represents the "running part," so called, consisting of wheels *a*, front axle, *b*, rear axle, *c*, perches *d*, side bars, *e*, supported at their ends upon cross-springs *f*, and the interior cross-springs, *g*, shackled at their ends to side bars, *e*, and at their lineal center secured to body B. All said parts being old and not being part of my invention, need be no further described, the more especially as other kinds of running parts may be substituted for that shown.

The body B is shown as formed to receive and support the three seats, of which the front seat, C, and rear seat, D, are in all their parts firmly and rigidly secured to the body, while the bottom *t* and ends *u* of seat E are thus secured to the body; but its back *q* is both pivotal and reversible by means next to be described. An arm-rail, *i*, is carried around the curved top and ends of seat end *u* at a proper distance therefrom, and at its ends is secured to the edges of bottom *t*. This rail is supported intermediately by its standards *j*, which at their lower ends are secured to bottom *t*, while at their top they form horizontal offsets *k*, Fig. 3, which integrally join said rail *i*. A standard, *l*, is secured to bottom *t* and to the inner face of end *u*, inside of rail *i*, and at top terminates in the eye *m*, Fig. 2.

The seat-back *q* is supported and vibrated by means of forked arm *n*, which by its feet *p* is secured to said back, while at its converging end

it is pivoted to standard *l*. The height of said standard *l*, the position of offsets *k* from the center of the seat, and the length and divergence of the members of arm *n* are so formed and arranged that when the lower branch or member of arm *l* rests upon offset *k* (whether the back be turned forward or back) the back *q* will be at the proper angle to the bottom *t*, as shown.

It will be understood that the described rail *i*, with its offsets *k*, the standard *l*, and arm *n* are identical at each end of the seat.

A canopy-top, F, supported by pillars *h*, secured to the front and rear seats, extends over all the seats, thus allowing the reversal, as desired, of the back of the middle seat.

By my construction and arrangement the occupants of the middle seat may at pleasure face toward the occupants of either the front or rear seat, and in the latter case all the space between the front and middle seat may be devoted to the stowage and transportation of small baggage or parcels without in any manner inconveniencing the occupants of either of the seats.

I claim as my invention—

1. In a three-seat carriage, the combination of a middle seat having a bottom and ends fixed in place and a reversible back, and a front and rear seat fixed in place in all said parts, substantially as specified.

2. In a three-seat carriage, the combination with a middle seat having a fixed bottom and ends and a reversible back, and a front and rear seat fixed in position in all said parts, of a canopy-top supported by pillars rising from the front and rear seats, substantially as specified.

3. The combination, with bottom *t*, ends *u*, and back *q*, of arm-rail *i*, having standards *j*, with offsets *k*, standard *l*, and forked arm *n*, pivoted to said standard, rigidly secured to said back and formed to rest upon said offsets, all said parts being so constructed and arranged that when said arm rests upon either of said offsets the back *q* will be thereby supported at the proper angle to bottom *t*, substantially as specified.

JOSEPH T. CLARKSON.

Witnesses:

WM. W. JACKSON,
GEORGE H. BRIGGS.