

R. L. ALLEN.

Seat.

No. 68,479.

Patented Sept. 3, 1867.

Fig. 1.

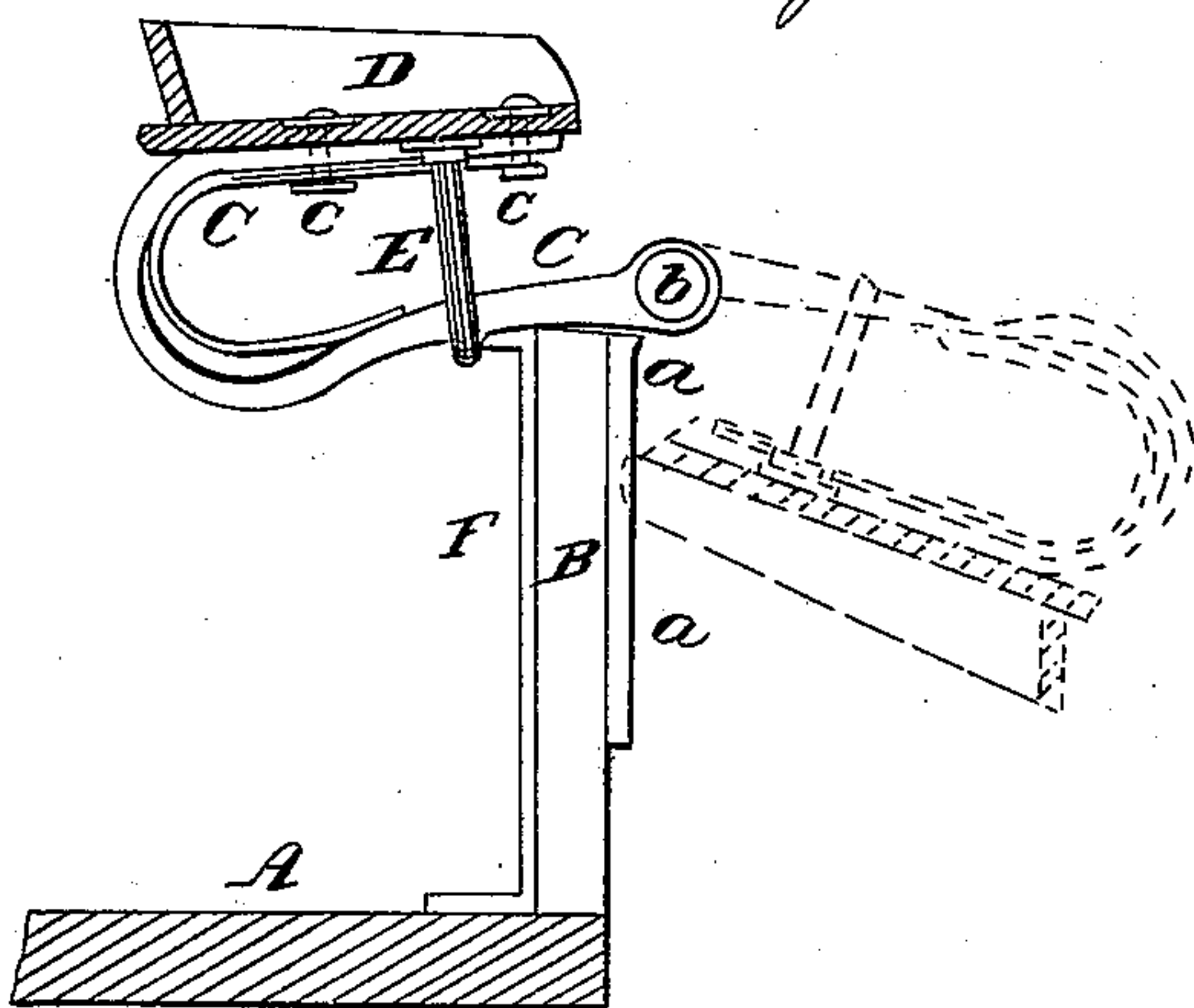
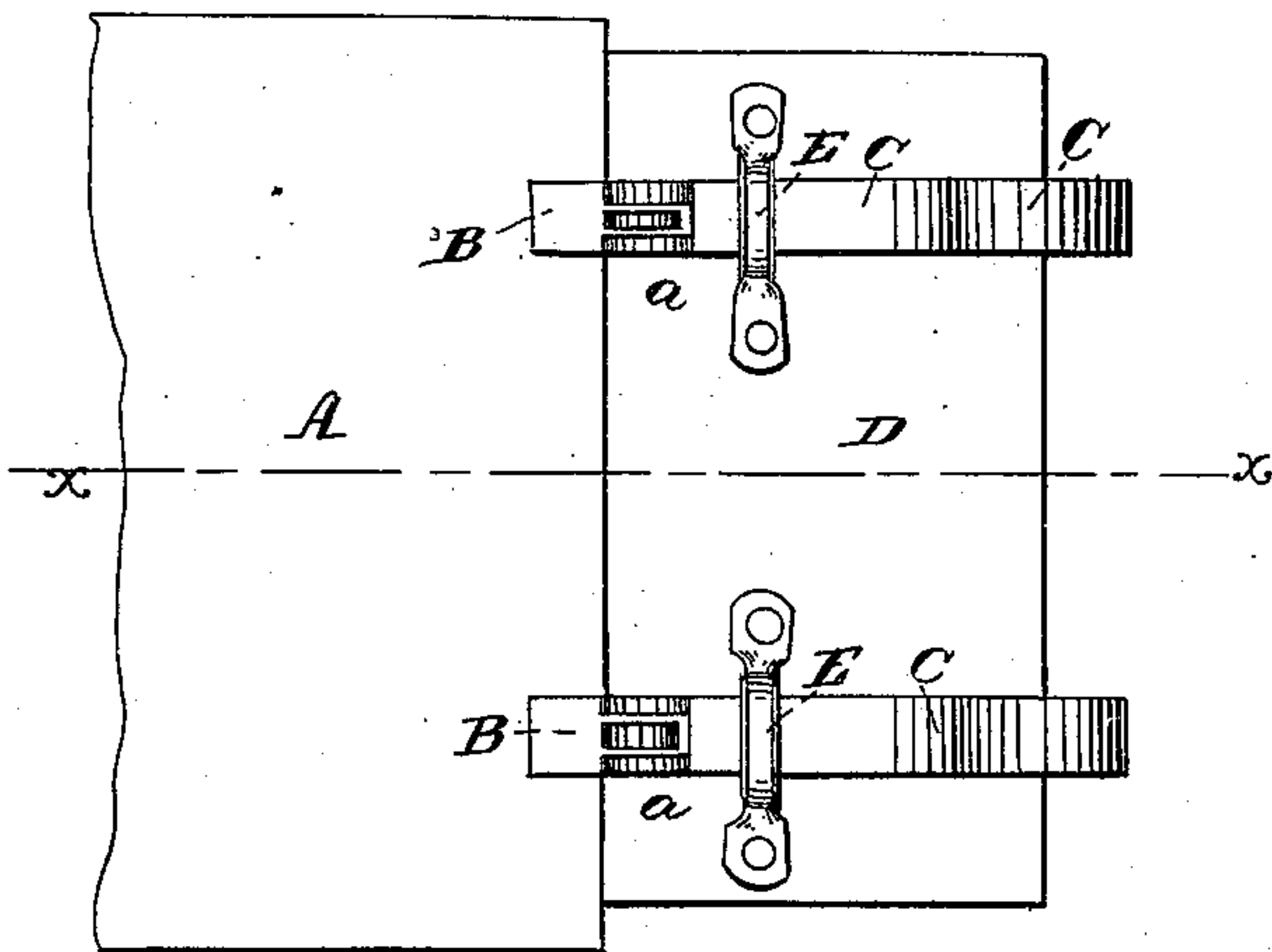


Fig. 2.



Witnesses
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R. L. ALLEN, OF NEW YORK, N. Y.

Letters Patent No. 68,479, dated September 3, 1867.

IMPROVEMENT IN WAGON-SEAT AND SPRING.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, R. L. ALLEN, of the city, county, and State of New York, have invented a new and improved Wagon-Seat and Spring; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a vertical sectional view of my improved wagon-seat, the plane of section being indicated by the line *x x*, fig. 2.

Figure 2 is a plan or top view of the same, showing the seat folded down.

Similar letters of reference indicate corresponding parts.

This invention relates to a new manner of hanging seats on heavy one or two-horse trucks, or on any other kind of wagon or other device; and consists in so arranging springs under the seat that the same is made perfectly elastic, and in hinging the springs to the support posts, so that the seat and all its appendages can be swung forward and out of the way, whenever desired.

A represents the platform of a truck, wagon, or other device, to which a spring-seat is to be attached. B B are posts for supporting the seat. To the front of each post is secured by rivets or otherwise a metal plate, *a*, having an eye at its upper end, the said eye being just above the upper end of the post, and in front of the same, as is clearly shown in fig. 1. C C are springs, their number corresponding to that of the posts B, their shape being similar to a flattened letter C. Their lower ends are by means of pins *b b*, hinged to the eyes on the plates *a*, as shown. Their upper straightened surface is secured by means of rivets, *c c*, to the under side of the seat D, which is of suitable shape and construction. It will be seen in fig. 1 that the springs rest upon the upper ends of the posts B, and that thus any weight that may be placed upon the seat D will be directly transferred to the posts B, which form the fulera for the springs. The springs may be single or double, according to the strength required. To the under side of the seat are attached staples, E E, which fit around the springs, as shown, so as to prevent the jar of the wagon from throwing the seat too high, and from making it unsteady, and to support the seat when the same is swung forward, as is indicated by red lines in fig. 1. This seat will be very elastic, and will be easily applied to wagons or trucks that are without springs. It can be easily folded out of the way to allow the wagon, truck, or other device to be loaded, whenever desired. Angle-irons, F, may be attached to the rear of the posts B to increase their upper bearing surface, as shown, but they are only to be used when the posts are not made of sufficient thickness.

I claim as new, and desire to secure by Letters Patent—

1. Hinging the springs to eyes *a* formed above and in front of the posts B, so that the springs will have their fulera upon the upper ends of the posts B, and securing the seat D upon the said springs, substantially as and for the purpose herein shown and described.
2. The posts B, springs C, and seat D, in combination with the staples E, all made and operating substantially as and for the purpose herein shown and described.

Witnesses:

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