

(No Model.)

S. BOWERS.

WAGON SEAT.

No. 252,994.

Patented Jan. 31, 1882.

Fig. 2.

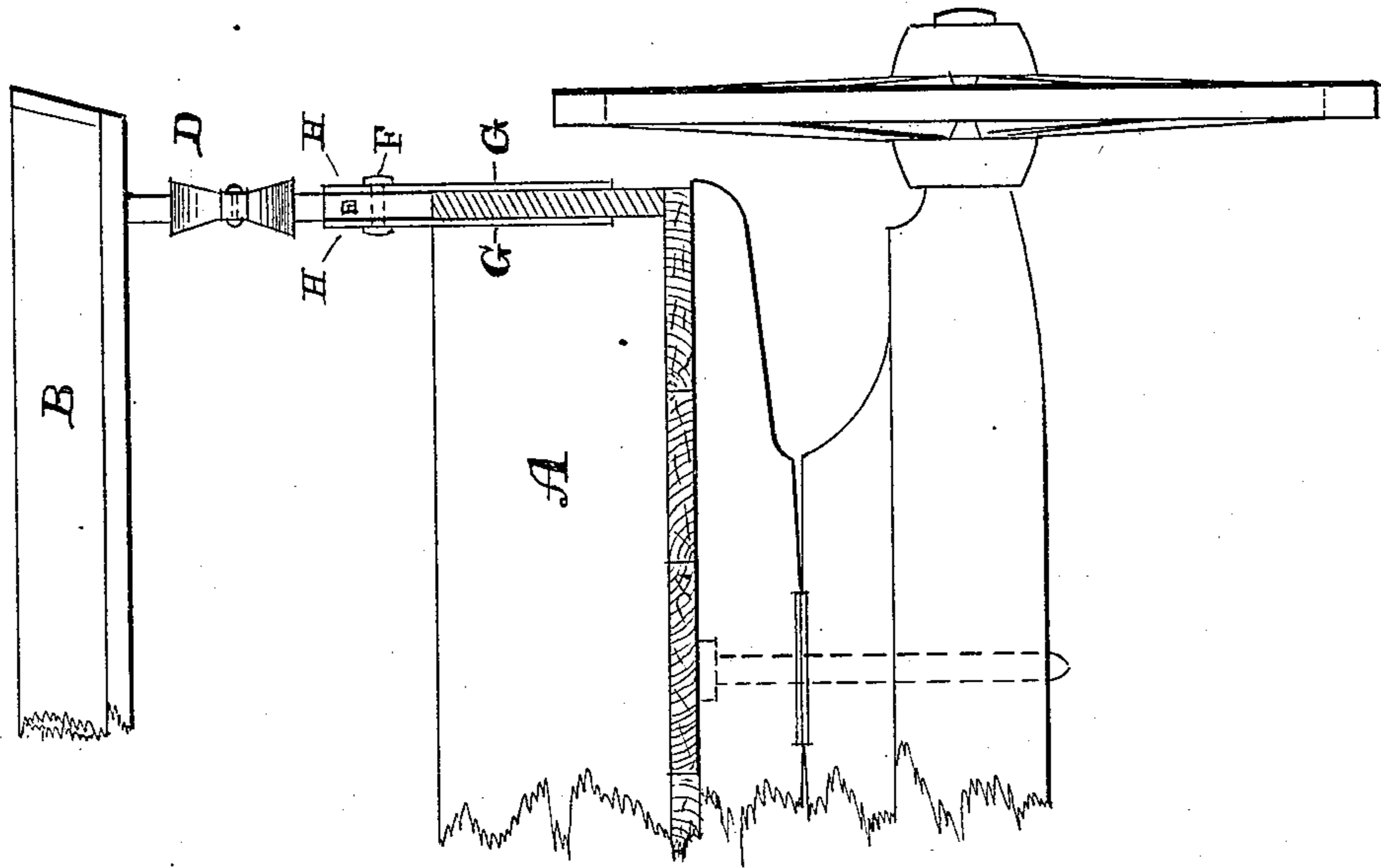
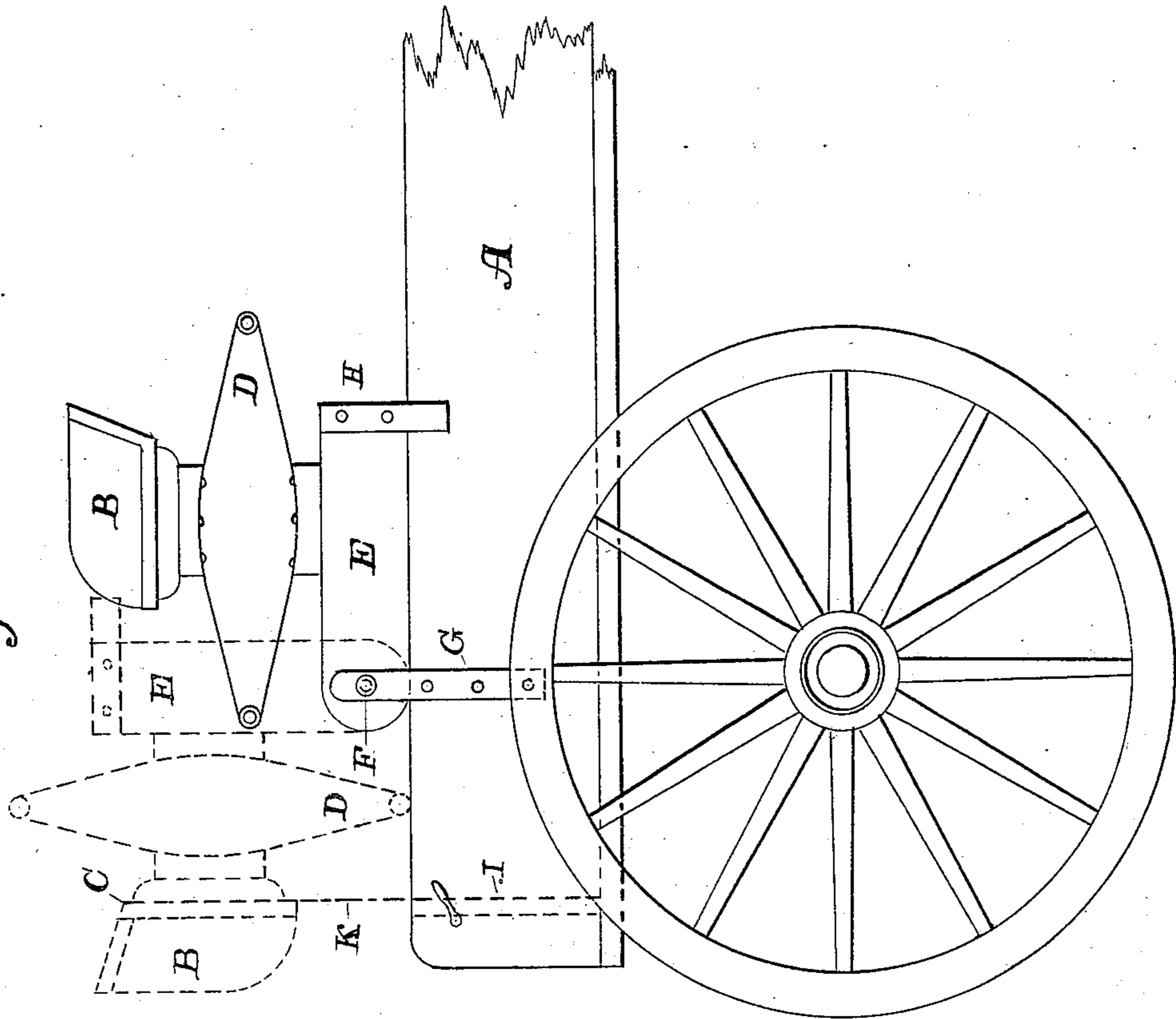


Fig. 1.



Forsten Berg.
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Witnesses.

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UNITED STATES PATENT OFFICE.

SAMUEL BOWERS, OF BRADDOCK, PENNSYLVANIA.

WAGON-SEAT.

SPECIFICATION forming part of Letters Patent No. 252,994, dated January 31, 1882.

Application filed November 4, 1881. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL BOWERS, of Braddock, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Wagon-Seat, of which the following is a specification.

My invention relates to improvements in seats for wagons or other vehicles, which are removable, so as to be taken out of the way of the load; and the objects of my improvements are, first, to provide a removable seat; second, to retain the connection between the seat and the wagon, so that the seat may not be lost in any way; third, to facilitate the return of the seat to its proper place on the wagon; and, fourth, to enable the seat to be used as an end-board to the wagon or wagon-box when the seat is removed to make room for the load. I attain these results by the device illustrated in the accompanying drawings, in which—

Figure 1 is an elevation of the side of a wagon with the seat in its normal position, or as used in the capacity of a seat. The dotted outline shown on the left is the seat and its connections turned partly over and arranged to form an extra end-board to the wagon-box. Fig. 2 is an end view or cross-section of the wagon-box and a front elevation of the seat in part.

Similar letters refer to similar parts throughout the several views.

A is the wagon-box; B, the seat; C, the bottom of the seat which forms the end board of the wagon when the seat is tilted over, as shown in the dotted outline. D is the spring of the seat, when springs are used. E is a hinge-piece, to which the seat is secured either with or without the spring D. F is a pin or pivot, secured to the wagon or wagon-box by the straps G G. H H are straps attached to the hinge-piece E, reaching down the sides of the wagon-box and retaining the end of the hinge-piece when the seat is in its normal position.

The parts D, E, F, G, and H are of course

duplicated on the other side of the wagon, or at the other end of the seat, only one end of seat being shown in drawings.

The view in Fig. 1 would obviously be of the front end of a wagon. A seat for the back end would (to have the persons seated look forward) have the hinge-piece E reversed—that is, the pivot F must always be at the end of the hinge-piece which is nearest the nearest end of the wagon-box when the seat is in its normal position.

When it is required to remove the seat it is tilted over toward the end of the wagon by causing the parts attached to revolve on the pivot F. This action brings the hinge-pieces E and the springs D to a vertical position. The lower ends of the springs will rest on the top edge of the wagon-box or other provided place, and the bottom of the seat C will be brought into a vertical position, and, by preference, in a line with the end-board I of the wagon-box, as shown by the vertical broken line K.

The end-board C may be caused to stand either vertically or to incline outward at the top edge by the position of the springs on the hinge-pieces. For instance, Fig. 1 shows the front end of springs and hinges in line and the end-board C (when tilted) vertical. By moving springs back on hinge-pieces (or by providing a lower support for springs when tilted) the end-board would be inclined outward at the upper side.

What I claim as my invention, and desire to secure by Letters Patent, is—

In a movable seat for wagons or other vehicles, the hinge-pieces E E, in combination with the springs D D and the pivots F F, attached to the wagon or box by the straps G G, substantially as described.

SAMUEL BOWERS.

Witnesses:

T. J. LOUIS,
WM. I. MANN.