

(No Model.)

D. MOEHL, V. PAUSCH, & L. MOEHL.

WAGON SEAT.

No. 283,803.

Patented Aug. 28, 1883.

Fig. 1.

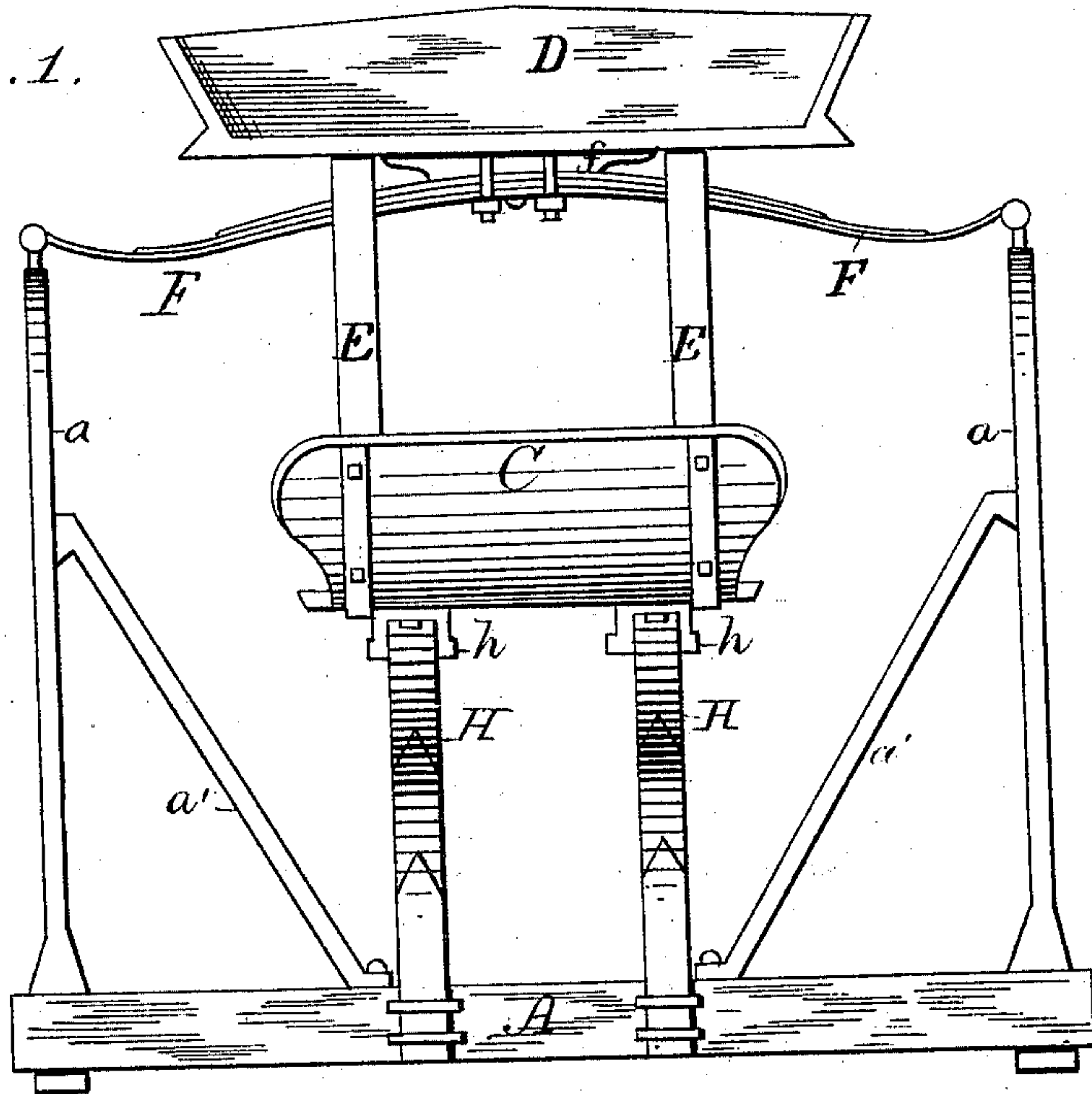
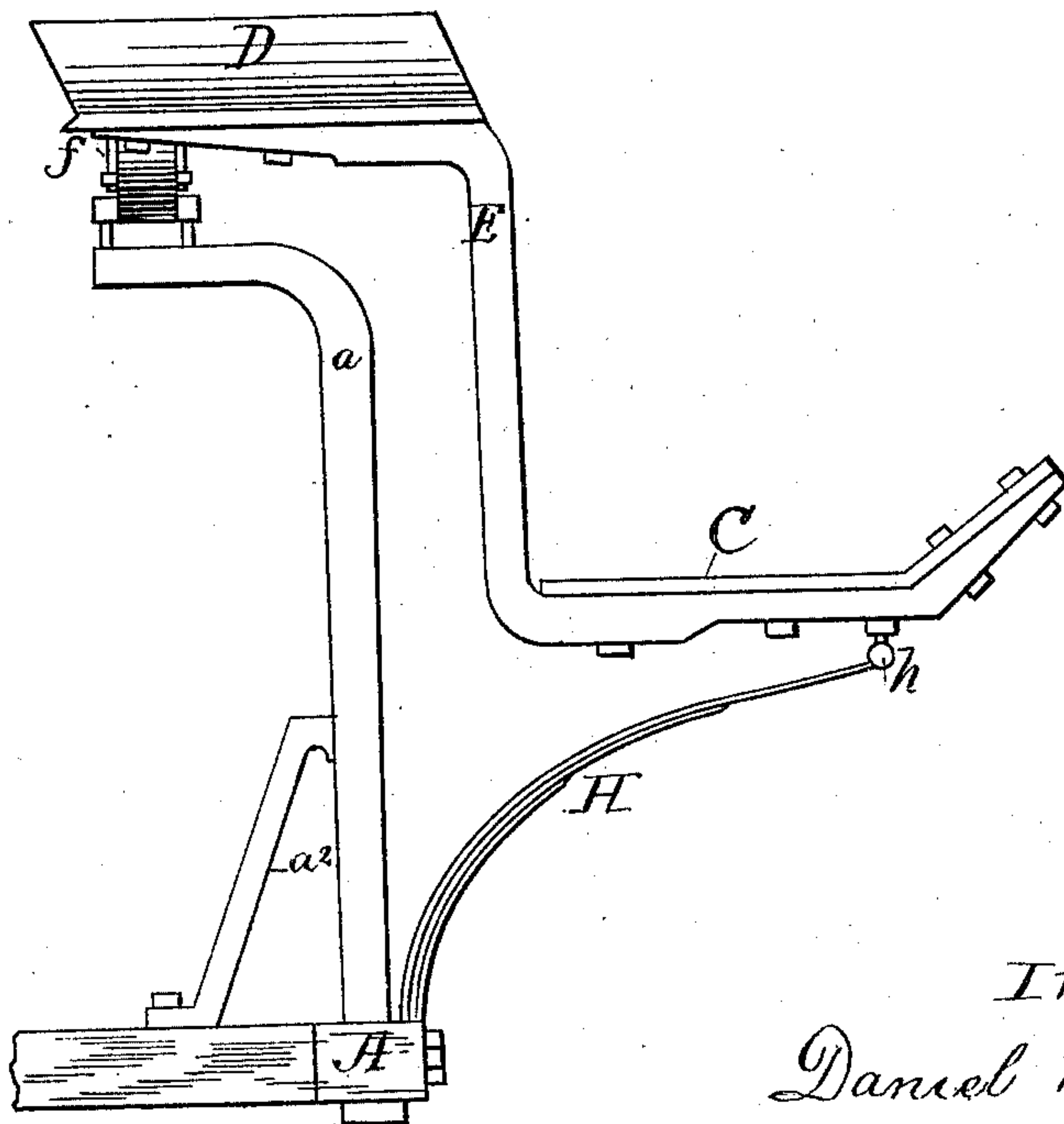


Fig. 2.



Witnesses:

L. G. Hills.
W. B. Masson

Inventors:

Daniel Moehl,
Valentine Pausch,
and Louis Moehl
by E. E. Masson
att'y.

UNITED STATES PATENT OFFICE.

DANIEL MOEHL, VALENTINE PAUSCH, AND LOUIS MOEHL, OF COLUMBUS,
OHIO.

WAGON-SEAT.

SPECIFICATION forming part of Letters Patent No. 283,803, dated August 28, 1883.

Application filed December 29, 1882. (No model.)

To all whom it may concern:

Be it known that we, DANIEL MOEHL, VALENTINE PAUSCH, and LOUIS MOEHL, citizens of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented a certain new and useful Improvement in a Spring Wagon-Seat and Spring Foot-Board Combined, of which the following is a specification.

Our invention relates to wagon-seats and foot-boards commonly used on beer-wagons and other heavy vehicles; and the objects of our improvements are, first, to support the seat and foot-board on springs in such a manner as to produce greater ease and comfort to the driver than heretofore attained; second, to produce a spring wagon-seat and spring foot-board combined more simple in construction and at a smaller cost of manufacture than any heretofore used. We attain these objects by the means illustrated in the accompanying drawings, in which—

Figure 1 is a front elevation of a wagon-seat and foot-board having our improvement attached thereto. Fig. 2 is a side elevation of the same.

Similar letters refer to similar parts throughout the several views.

A represents the front cross-piece of a wagon-bed, through each end of which the lower ends of the two seat-standards *a* are made to pass, being firmly secured in this position by means of a locking-nut engaging with the ends of each of the standards, and screwed tight against the under surface of the cross-piece A. The upper portion of each of the seat-standards *a* is bent to the rear until at right angles with the main portion of the same, to form parallel supports for a six-leaf steel spring, F, which extends across from standard to standard, and has its outer ends attached to shackles projecting from the upper surface of and near the ends of said standards.

To the bowed center of the spring F is secured the bolster *f*, in the usual manner, said bolster being firmly secured to the bottom of the wagon-seat D, near the back of the seat. To the bottom of the seat, and at equal distances from the center, are attached, by means of bolts, two iron foot-board supports, E, ex-

tending from the back to the front of the seat, and thence downward to about midway between the bottom of the seat and the cross-piece A of the wagon, and are then bent to the front, extending a sufficient distance forward to form supports for the foot-board C, to which they are attached by means of bolts.

To the under surface, and near the front of the foot-board C, at equal distances from the center, are attached two shackles, *h*, to each of which is attached a four-leaf half-spring, H, which is bent to the rear and curved downward until its thicker end is brought against the front of the cross-piece A, to which it is firmly clamped.

The seat-standards *a* are cast or provided with braces *a'* and *a''*, which, being attached at their base to the frame-work of the bed, add greatly to the strength of said standards. The springs H under the foot-board, being at right angle to the springs F under the seat, give to the combined seat and foot-board a longitudinally and transversely yielding support, and consequently a very easy motion to the parts, even when the wagon-bed is pitching or rolling.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. The combination of a combined wagon-seat and foot-board with springs F, secured to the bottom of the seat, and two half-springs, H, pivoted to the front of the foot-board and extending toward the rear in a direction at right angle to the springs F, substantially as and for the purpose described.

2. In combination with a wagon-bed, side standards, *a*, and a spring uniting said standards, the combined seat and foot-board and springs H, connected at one end to the foot-board and at the other to the front cross-piece of the wagon-bed, substantially as shown and described.

DANIEL MOEHL.
VALENTINE PAUSCH.
LOUIS MOEHL.

Witnesses:

C. C. SHEPHERD,
L. C. HILLS.