

(No. Model.)

J. L. HUGHES.

WAGON SEAT.

No. 337,063.

Patented Mar. 2, 1886.

Fig. 2

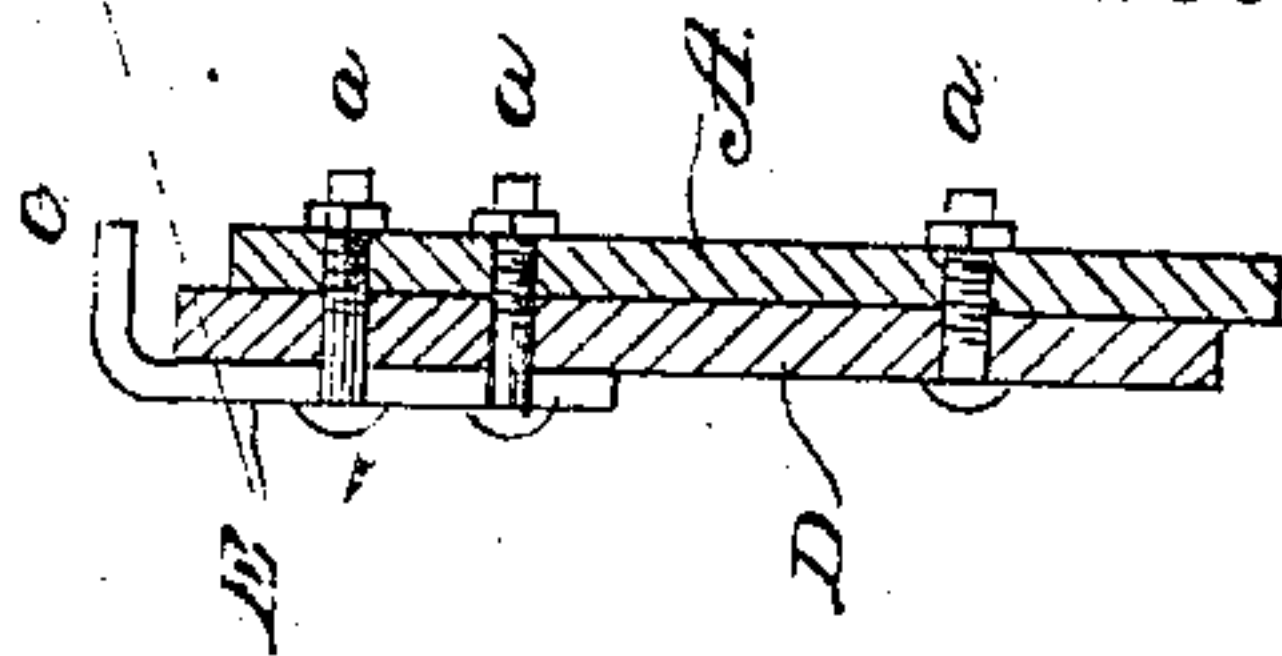
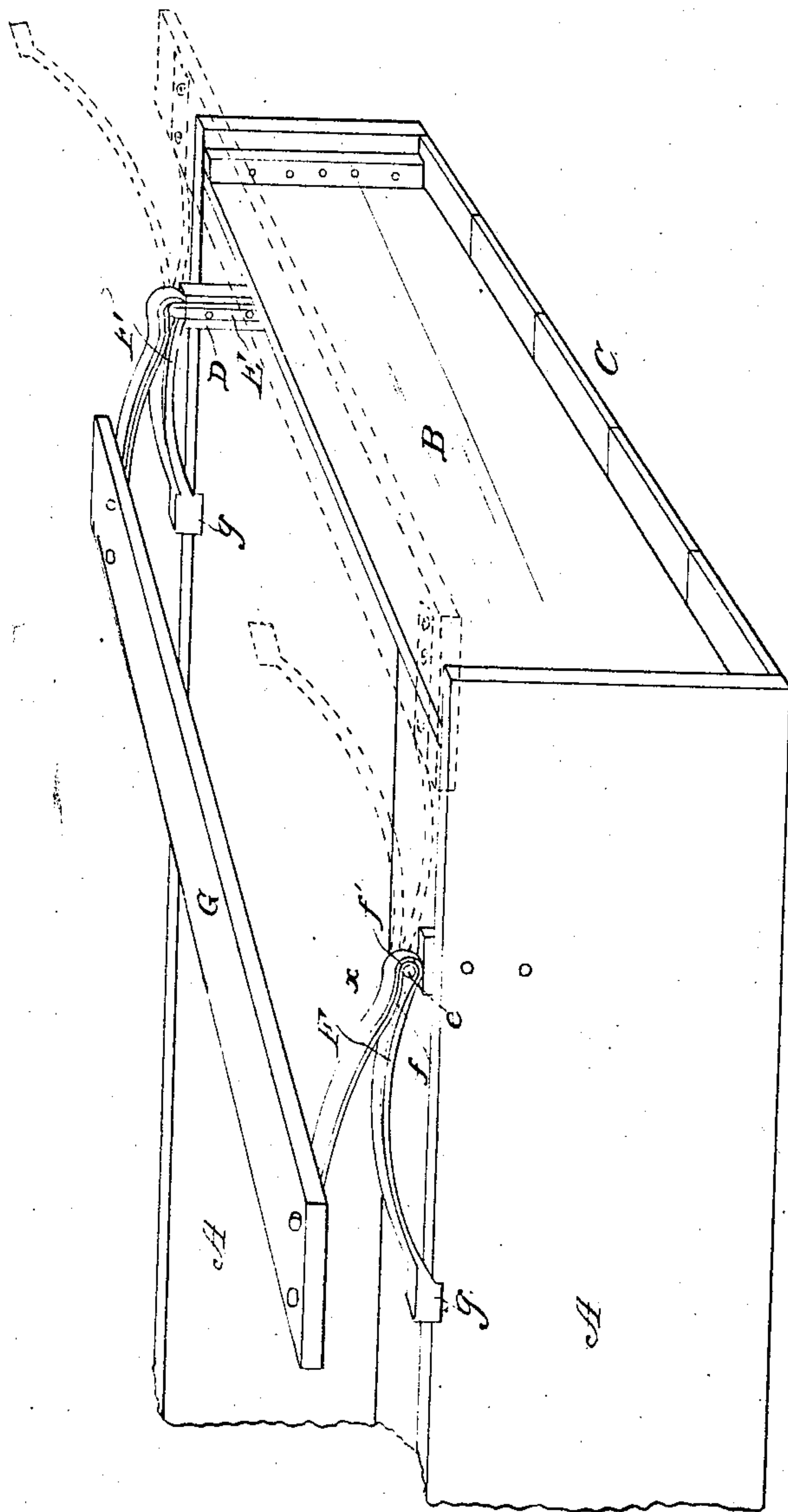


Fig. 1



Witnesses

R. W. Bishop.
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UNITED STATES PATENT OFFICE.

JAMES L. HUGHES, OF NEW PLYMOUTH, ASSIGNOR OF ONE-HALF TO THE MOTHERWELL IRON AND STEEL COMPANY, OF LOGAN, OHIO.

WAGON-SEAT.

SPECIFICATION forming part of Letters Patent No. 337,063, dated March 2, 1886.

Application filed December 16, 1885. Serial No. 185,834. (No model.)

To all whom it may concern:

Be it known that I, JAMES L. HUGHES, a citizen of the United States, residing at New Plymouth in the county of Vinton and State of Ohio, have invented certain new and useful Improvements in Wagon-Seats; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it ap-
10 pertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

15 This invention relates to vehicle-seat supports; and it consists in the novel construction and arrangement, with a seat, of a spring-support made of a single piece or pieces of metal doubled on itself, forming an eye or opening
20 at its fold, through which a pin or arm projecting from the vehicle-body passes to form a fulcrum or axis for the support to turn around. One end of this support is attached to the seat, and its other end is free, and in practice is
25 adapted to engage the body, all as fully shown, and hereinafter more particularly described and claimed.

Figure 1 of the drawings is a perspective view of the front portion of a vehicle provided
30 with my improvements, and Fig. 2 is a section on the line X X of Fig. 1.

The body is composed of side and end boards, A and B, respectively, and the bottom C, in the usual manner. The sides, near their front
35 edge, are provided with uprights D, secured thereto by suitable bolts or staples or other fastenings, *a*. To these standards or uprights an iron, E, is secured by the same bolts, *a*, used in fastening the standards to the sides. The
40 upper edge of each iron is bent at nearly right angles, as at *e*, for the purpose presently referred to.

The seat-support F is composed of suitable material, and made by bending a rod or bar
45 at or near its middle, bringing the folded ends close to each other, as shown at *f*, leaving an opening, *f'*. The bent or folded ends diverge from the point *f*, and one is secured to the seat G, and the other is adapted to engage the

vehicle-body, preferably the edge of the sides, 50 in which case, to prevent lateral displacement, the end is provided with depending lugs or flanges.

The support may be made of a single bar or strip or of more, as shown, in which case it 55 will be made in a manner similar to a leaf spring.

In practice, the seat being secured to the supports and the latter adjusted to the irons E by passing the ends *e* through the openings 60 *f'*, the seat may be thrown forward out of the way, as indicated in dotted lines, it may occupy the position shown in full lines.

By my improved support the combined advantage of a shifting and spring-supported 65 seat is obtained with great economy in room and a great reduction of parts, thereby placing the device within easy reach of all, as the prime cost is merely nominal as compared with the cost of such seats now before the 70 public.

Prior to my invention wagon-seat springs have been constructed of a bar bent or folded on itself, leaving an opening near the fold, to permit the compression of the folded parts; 75 but, so far as I am aware, it is a novel construction to provide the wagon-body with an arm-extension passed through an opening near the fold of a spring, to form a fulcrum or hinge for the spring to turn about, said spring having 80 a seat secured to one end, and its other end being adapted to be supported by the body in such manner that the seat may be swung to and fro.

Seat-supporters have been provided with 85 downwardly-extending flanges to embrace the upper edge of the wagon-body and prevent lateral displacement, and no claim is broadly made to such feature as forming a part of my invention. 90

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

1. The combination of the vehicle-body, uprights secured thereto, an arm projecting 95 from each upright, supports composed of a single bar bent on itself, the folded ends being divergent and inclosing a space near the bend

through which said arms extend, a seat secured to the upper ends of the supports, and their lower or free ends contacting with the vehicle-body, whereby the seat may be thrown forward out of the way, substantially as shown.
5 2. The combination of the vehicle-body, the irons having bent ends, the supports, each composed of a bar bent midway its ends, forming divergent arms, which inclose a space at or
10 near the fold, a seat secured to the upper arms of the supports, and lugs or flanges depending

from the lower or free ends of the supports, to embrace the edges of the sides of the vehicle and prevent lateral displacement of the supports therefrom.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES L. HUGHES.

Witnesses:

S. H. BRIGHT,

O. W. H. WRIGHT.