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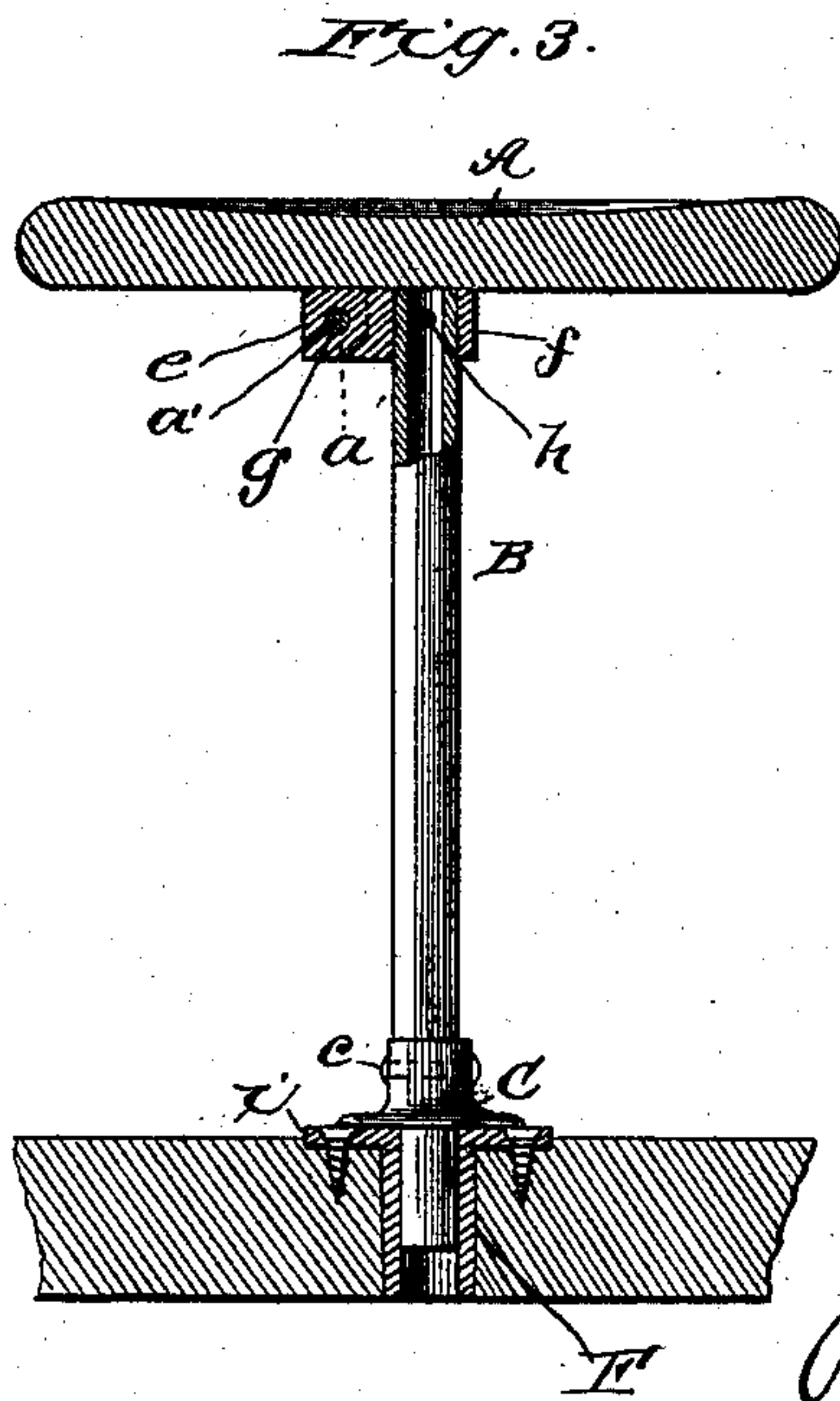
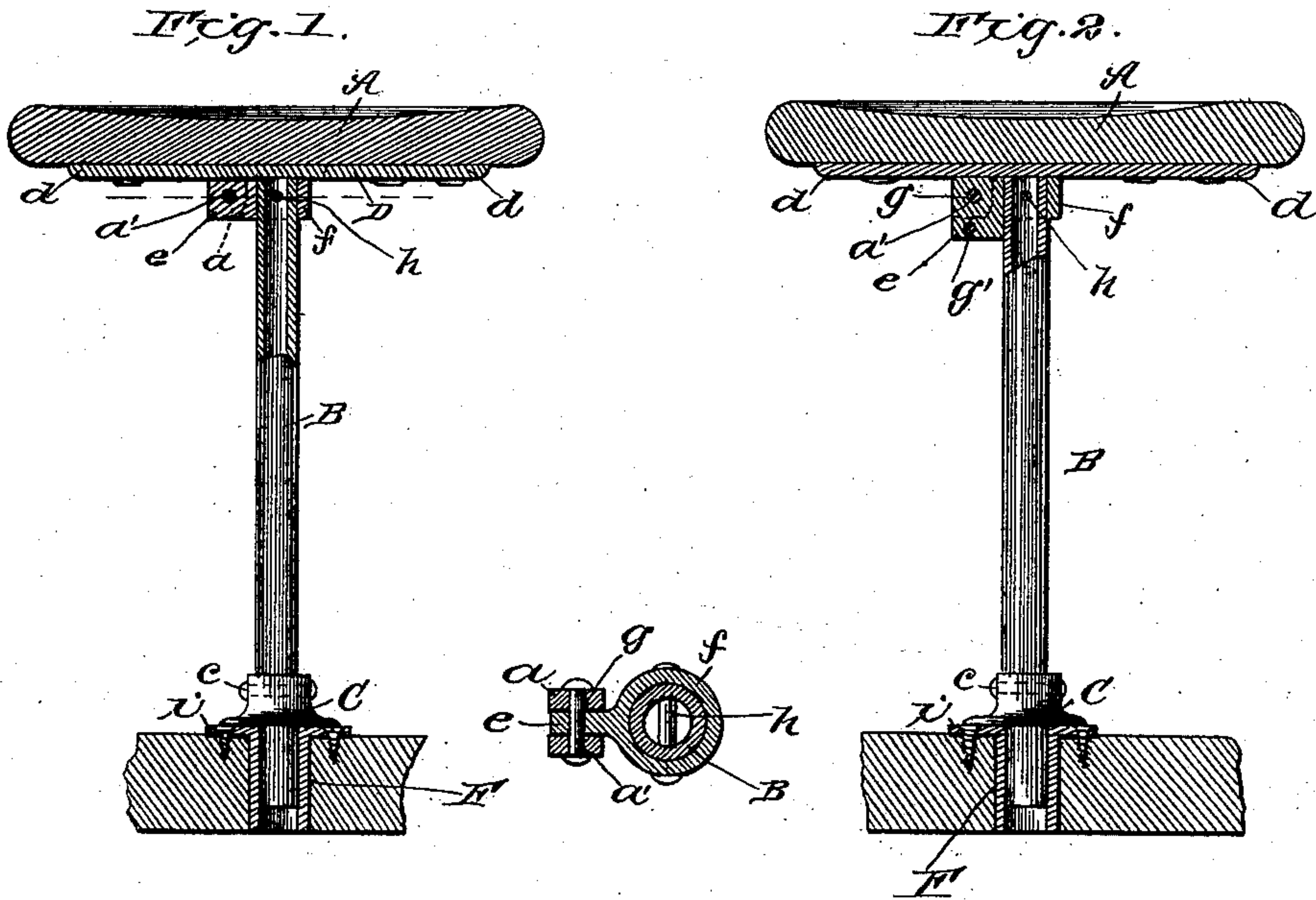
2 Sheets—Sheet 1.

P. J. HATFIELD.

DRIVER'S SEAT.

No. 369,178.

Patented Aug. 30, 1887.



Witnesses

J. A. Ryan
W. E. Muntzmann

Patrick J. Hatfield

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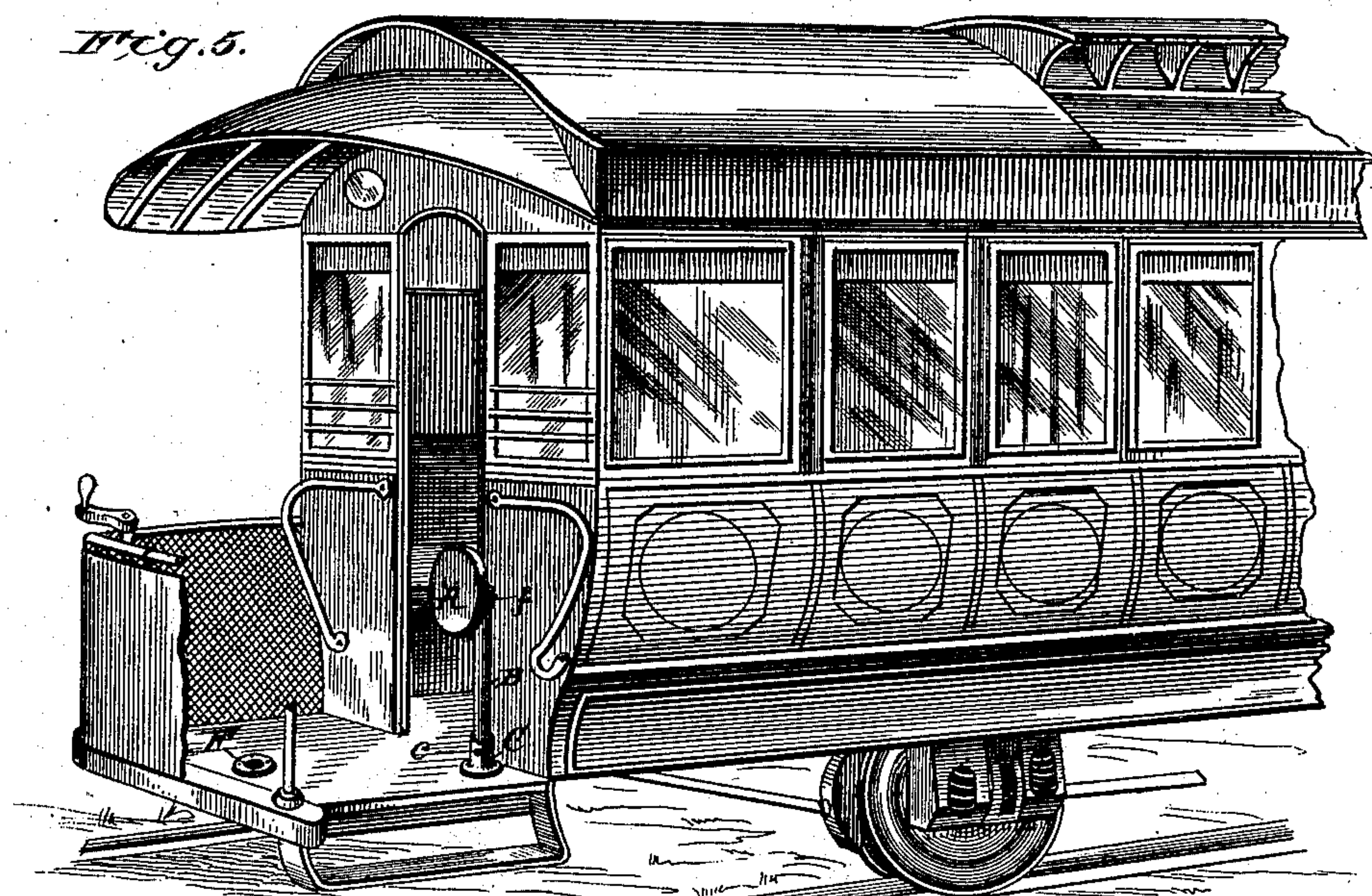
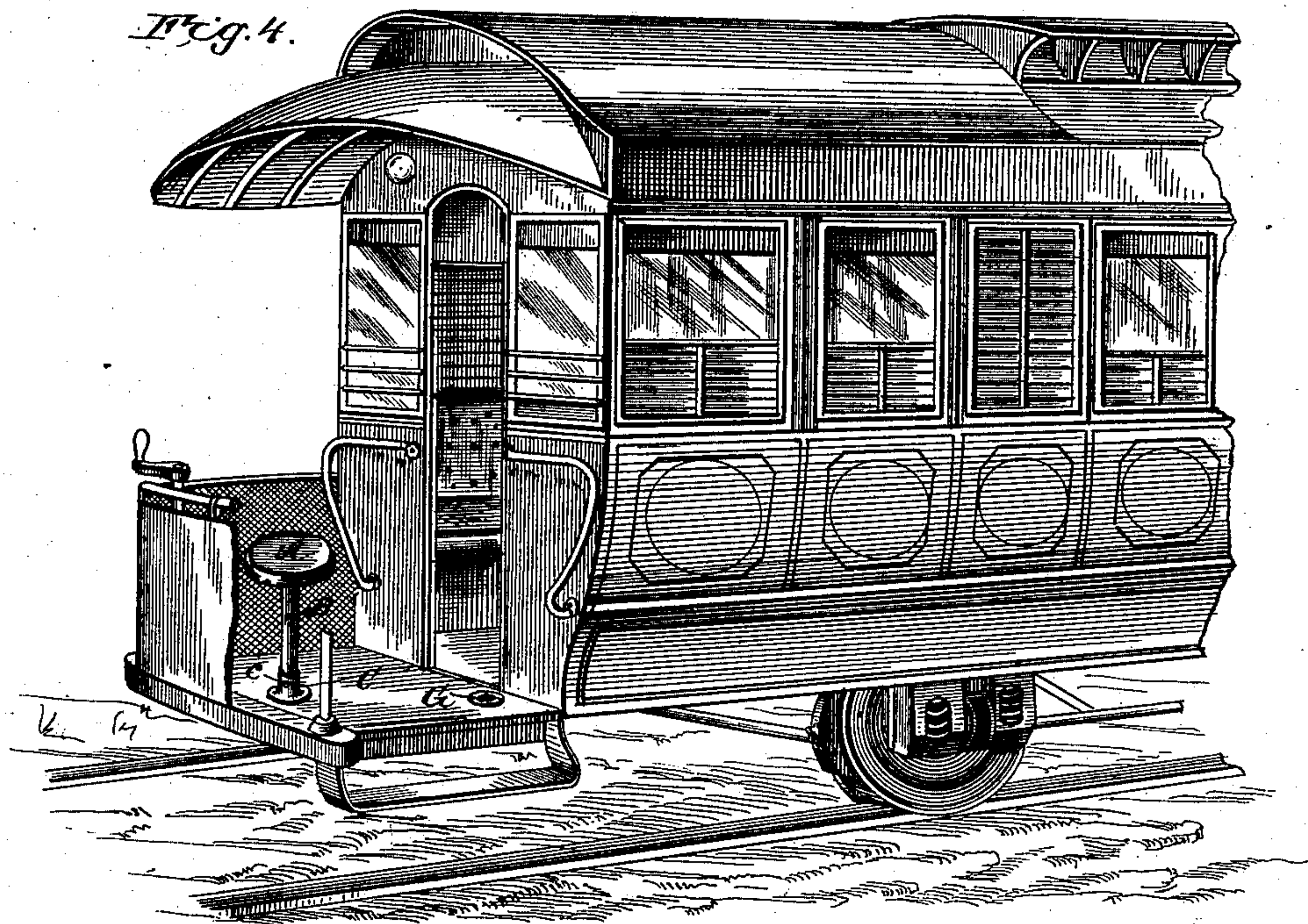
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UNITED STATES PATENT OFFICE.

PATRICK J. HATFIELD, OF LOUISVILLE, KENTUCKY, ASSIGNOR TO H. H. LITTELL AND JOSEPH OLIVER HADDOX, BOTH OF SAME PLACE.

DRIVER'S SEAT.

SPECIFICATION forming part of Letters Patent No. 369,178, dated August 30, 1887.

Application filed July 10, 1886. Serial No. 207,721. (No model.)

To all whom it may concern:

Be it known that I, PATRICK J. HATFIELD, a citizen of the United States, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented a new and useful Improvement in Drivers' Seats, of which the following is so full, clear, and exact a description of a preferred form of the same as will enable others skilled in the art to which my invention appertains to make and use the same, reference being had to the accompanying drawings, in which—

Figure 1 is a vertical section of my improved stool. Fig. 2 is a similar view showing a modification which serves as a locking device to lock the stool in place. Fig. 3 is a similar view showing another modification. Fig. 4 is a perspective view of a car provided with my seat, and showing the latter in place. Fig. 5 is a perspective view of the car, showing the seat as it appears when put away when not in use.

The object of my invention is to provide a seat for drivers which will be cheap and durable, and one which may be readily removed and replaced in the shortest possible time and with the least expense of physical force.

Another object of my invention is to provide a seat for drivers which will always be at their disposal, and which will not be occupied by passengers when set aside by the driver.

Another object of my invention is to construct a seat for drivers which will turn on a pivot, thus giving them free and easy movement in handling their brake and reins, as well as saving wear to their pantaloons.

Another object of my invention is to provide a seat which may be placed entirely out of the way at those points in a driver's route where his whole attention is required by his team and the brake, and at which time it is very desirable for him to have all of the available space on the platform of the car, and particularly that space which would be occupied by a seat, should one be rigidly secured to the platform in a position where it would be convenient and serviceable to him.

In all of the figures the same letters designate the same parts throughout the drawings.

The stool-seat A is provided with a lug, *a*,

which is perforated and pivoted at *a'* to a corresponding lug on the top of the upright B. The lower portion of the upright is provided with a boss, C, which is secured in this instance to the upright B by a rivet, *c*. The projection *a*, which is secured to the stool A, is placed at such a distance to one side of the center of the seat A that the upright B will come directly in the center of the seat A when the latter is placed in a horizontal position to form a seat for the driver. In this instance I provide the stool A with a plate, D, which plate is provided with the arms *d*, each of which is perforated to receive screws or bolts, which fasten it to the seat. The projection *a* in this instance is cast integral with the plate D. This of course may be varied at will without departing from the spirit of my invention; but I consider this the most practical form to adopt when a wooden seat is used. If an iron seat were used, it is quite apparent that the whole seat, plate, and projection might be formed of a single piece.

In some instances it may be found desirable to lock the seat in its horizontal position on the top of the upright B. When it is desired to do this, the projection *a*, which is formed integral with the collar *f*, which encircles the top of the upright B, should be somewhat wider and provided with two perforations, *g g'*, as shown in Fig. 3. Thus it will be observed that when the seat is dropped down into its horizontal position it can be readily and quickly locked there by inserting a little pin or nail in the perforation *g'*. This pin or nail will abut against the outer flange of the projection *a*, and will prevent the accidental displacement of the seat by the weight of the driver should he sit too heavily on the seat or near the edge which comes nearest the projection *a* on the seat A.

In the present construction the upright B is made of gas-pipe. By the use of gas-pipe a hollow light upright is provided, which is sufficiently strong for all practical purposes, and one which is not expensive. The collar *f* is secured to the top of the upright B by the rivet *h*. It will of course be understood that the construction of this upper collar, as well as that of the boss C, may be varied at will

without departing from the general spirit of my invention; but as the construction shown has proven to be both practical and effective I consider this a preferred form of carrying out my invention.

The platform of the car is provided at the point where the driver would naturally put his seat with a receptacle, which may be made with a metal socket or bushing, F. This socket has an extended flange, *i*, which is provided with holes to receive screws or rivets. This flange also forms a bearing for the boss C on the lower portion of the upright B. Very near the corner where the stool is put when not in use I provide a similar but smaller receptacle or socket, G, to receive and accommodate the upright when the stool is not required by the driver.

It will of course be understood that when the stool is put up out of the way, and when it is not required by the driver, it is turned up edgewise and stood up next to the side of the car.

In the construction of this device I have aimed to provide the driver with a seat which will afford him the greatest amount of comfort, and one which will always be at his disposal. The seats now in use are defective in that they take up too much room in the front of the car, and aside from that the stools which are provided for the driver are not infrequently occupied by passengers who come out on the platform to smoke, or for any other reason which may prompt them to come out and ride with the driver.

I am aware that the adoption of a seat of this character will in some instances prevent the driver from providing a passenger with a seat at times when he would be glad to do so; but it will be to the advantage of the driver in so many instances that I think its use and advantage both practical and commendable.

Having now described the objects, uses, and advantages of my seat, what I desire to secure by Letters Patent, and what I therefore claim, is—

1. The combination of a car-platform provided with receptacles for the seat with a portable seat consisting of a standard having a movable top, one of said receptacles in the platform being located to hold the seat in position for the use of the driver, and the other receptacle located so near the edge of the platform as to necessitate the turning up of the seat, so that it cannot be occupied in that position, substantially as and for the purposes specified.

2. The hollow upright provided with a collar, which serves as a boss, at its bottom, and the second collar at the top, the collar at the top being provided with two perforations at one side and beyond the outer edge of the hollow upright, in combination with a hinged seat and a locking-pin, substantially as and for the purposes specified.

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

PATRICK J. HATFIELD.

Witnesses:

J. M. PERTUS,
C. D. BELL.