

(No Model.)

D. F. HEAD.

WAGON SEAT.

No. 398,252.

Patented Feb. 19, 1889.

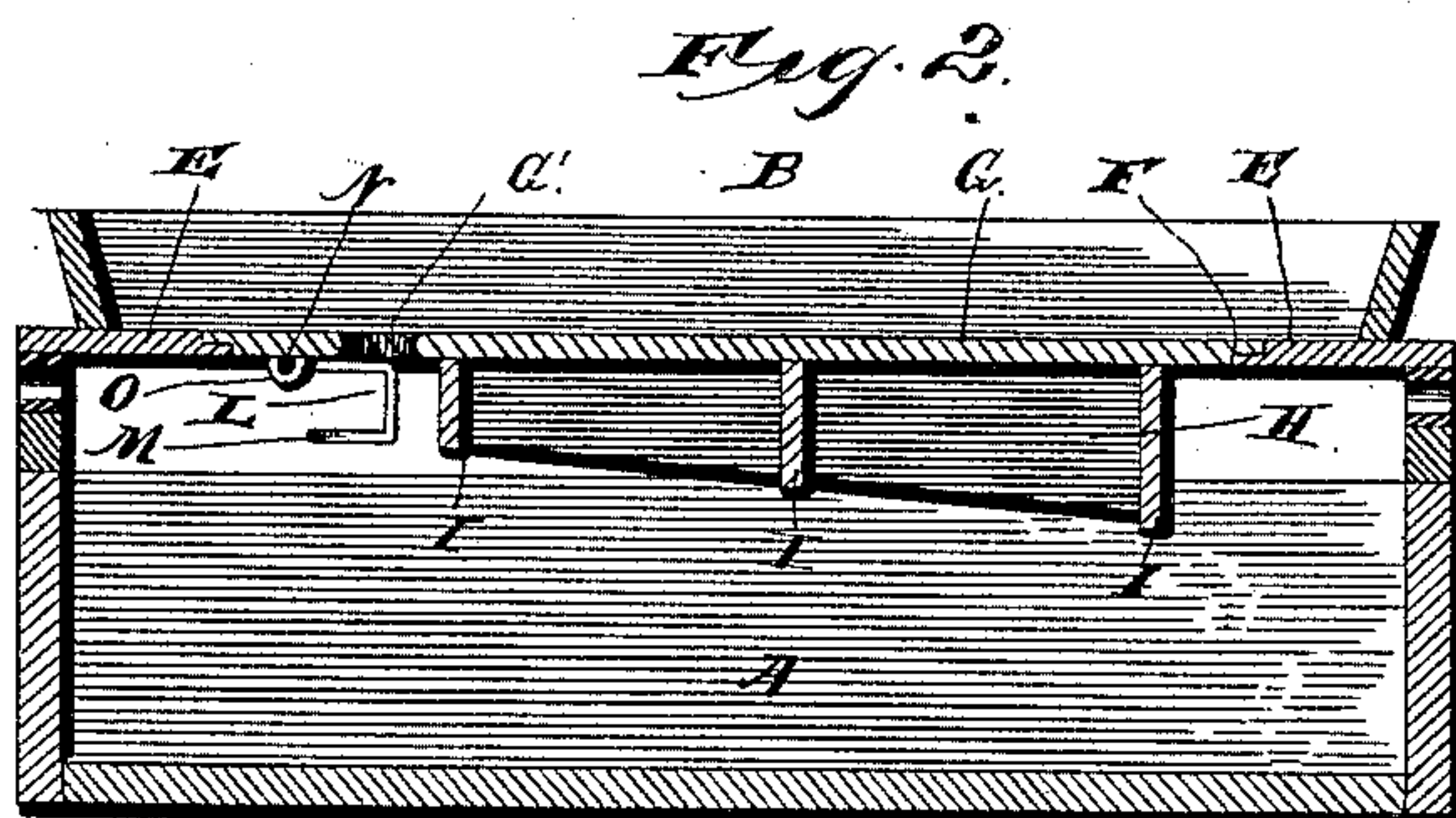
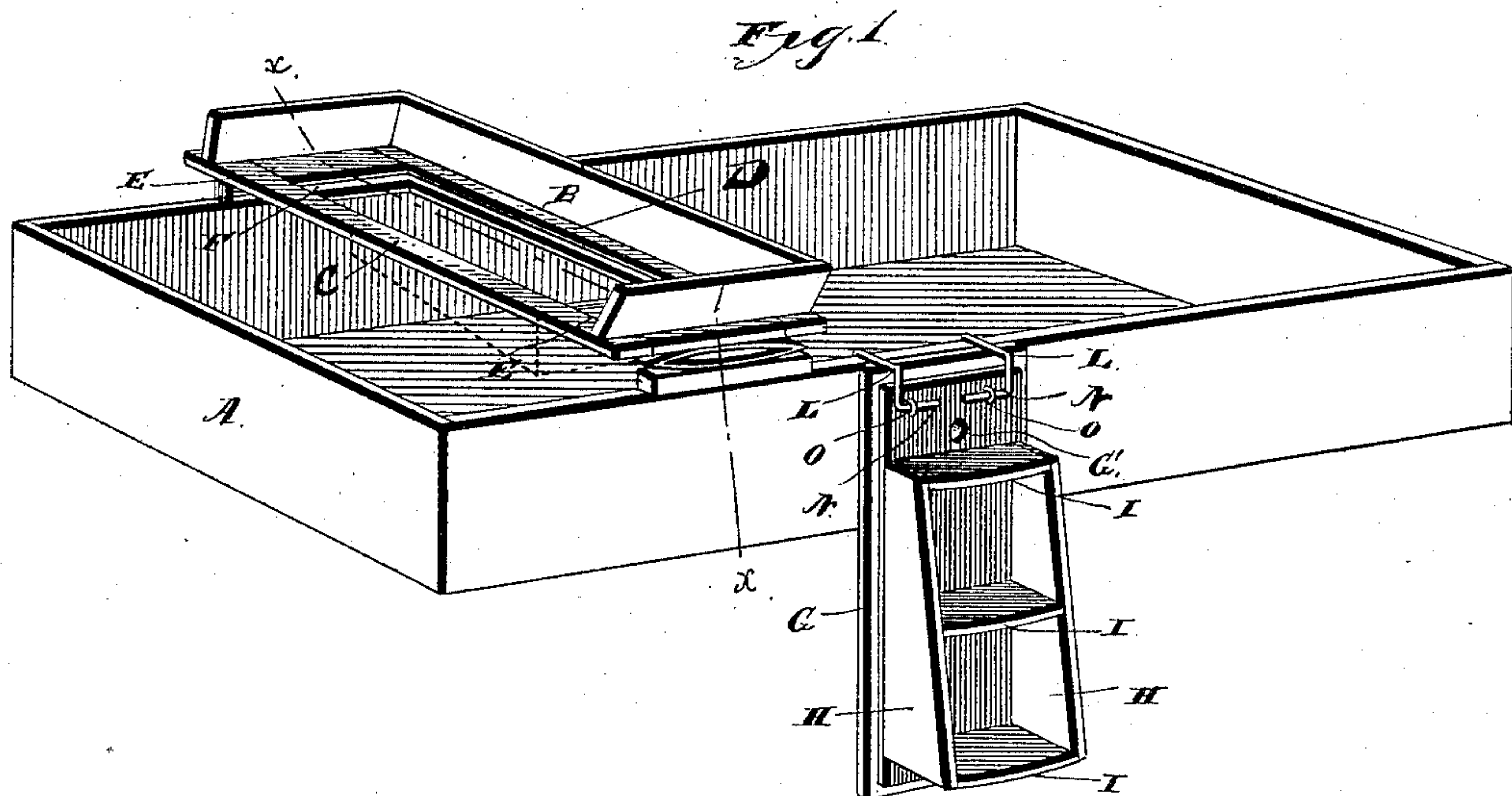


Fig. 3.

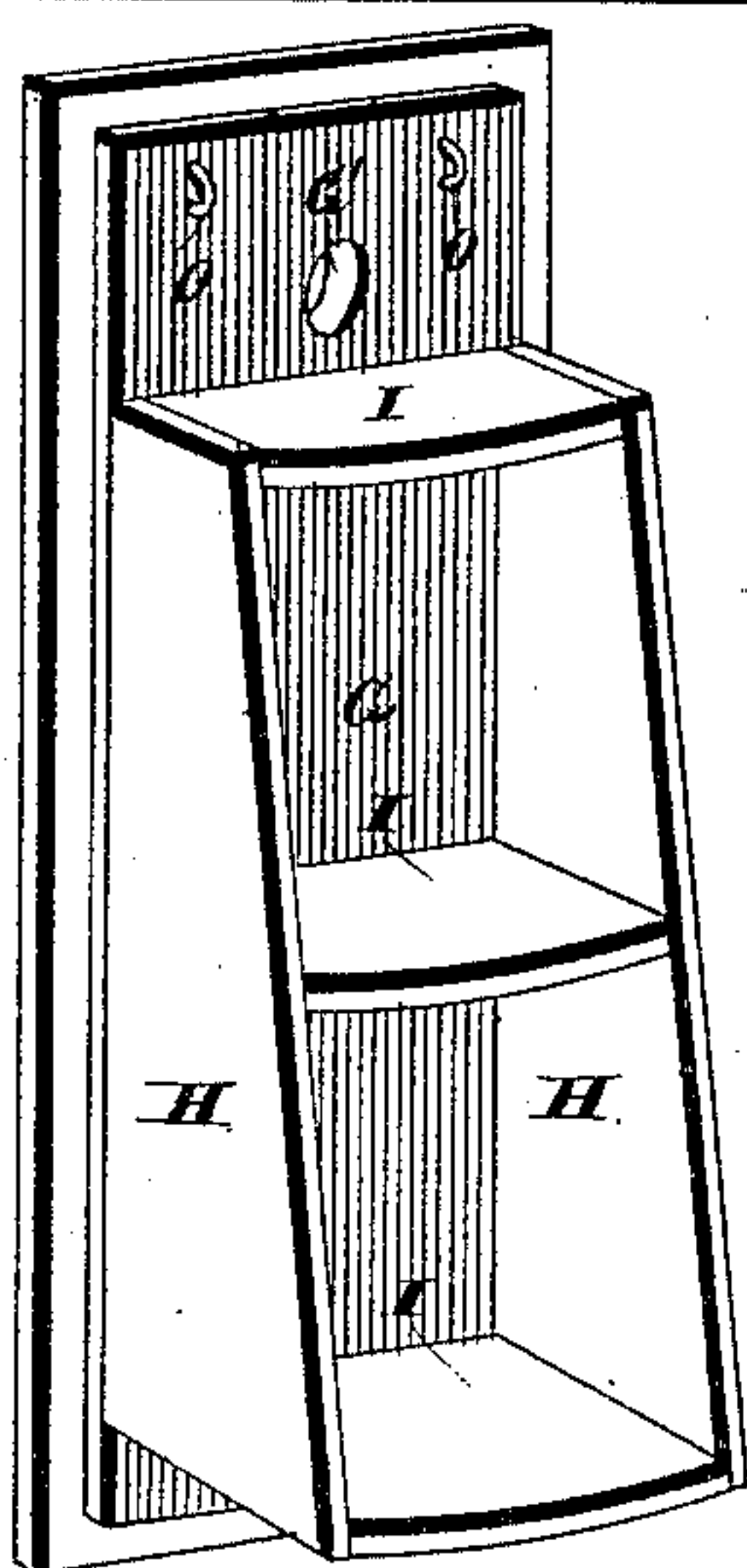
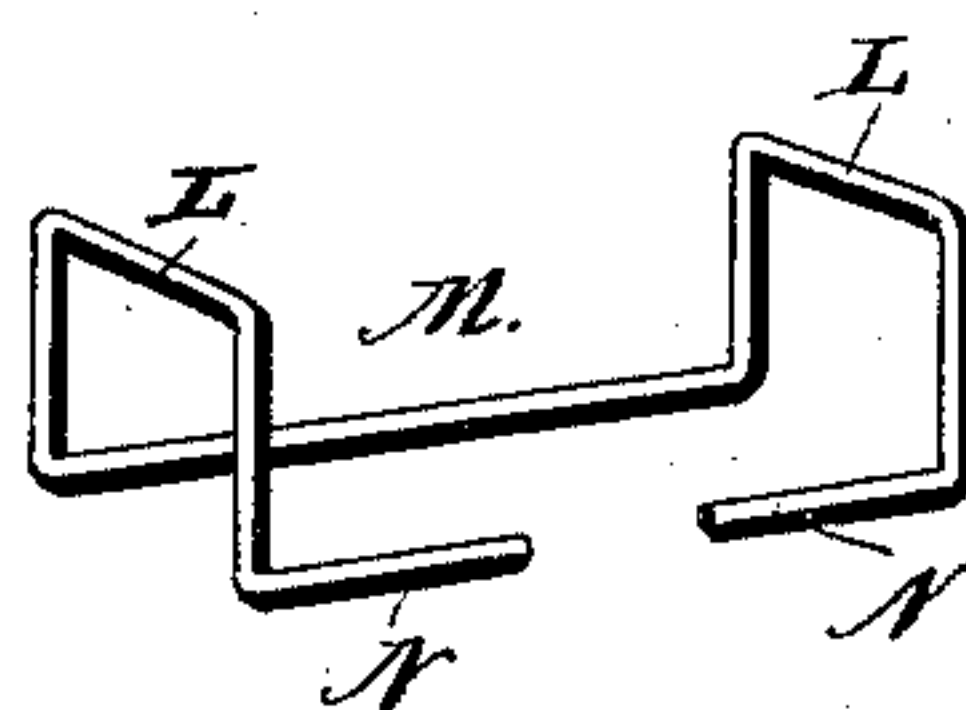


Fig. 4.



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UNITED STATES PATENT OFFICE.

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WAGON-SEAT.

SPECIFICATION forming part of Letters Patent No. 398,252, dated February 19, 1889.

Application filed September 19, 1888. Serial No. 285,804. (No model.)

To all whom it may concern:

Be it known that I, DALLAS FRANKLIN HEAD, a citizen of the United States, residing at Arcadia, in the parish of Bienville and State of Louisiana, have invented a new and useful Improvement in Wagon-Seats, of which the following is a specification.

My invention relates to an improvement in wagon-seats; and it consists in the peculiar construction and combination of devices, that will be more fully set forth hereinafter, and particularly pointed out in the claims.

The object of my invention is to provide a wagon-seat with a detachable ladder which may be used for assisting females in getting into and out of a wagon, and which shall be extremely cheap and simple, compact, and adapted to form the bottom of the wagon-seat when not in use as a ladder or steps.

In the accompanying drawings, Figure 1 is a perspective view of a portion of a wagon-bed provided with a seat and ladder or steps embodying my improvements, the latter being represented as attached to one side of the wagon-bed. Fig. 2 is a vertical sectional view taken on the line *x x* of Fig. 1, and showing the steps or ladder arranged in position to form the bottom of the seat. Fig. 3 is a detail perspective view of the steps or ladder. Fig. 4 is a detail perspective view of the hook to connect the ladder to the side of the wagon-body.

A represents the wagon bed or body, which is of usual construction; and B represents the usual detachable seat, which may be provided with springs, if preferred; or the springs may be omitted. The lower side of the seat comprises a frame having a pair of longitudinal front and rear bars, C D, and a pair of transverse cleats or bars, E, which connect the ends of the said bars. The upper inner corners of the bars and cleats are provided with grooves F, and thereby a countersunk recess is formed entirely around the inner side of the frame.

G represents a board, the sides and ends of which are adapted to fit snugly in the countersunk recess F, so as to enable the upper side of the board to lie in the same plane with the upper side of the frame. The said board

when thus arranged forms the bottom of the seat. No devices are employed to fasten the board in the frame, and hence the said board is adapted to be very readily detached from the frame for the purpose to be hereinafter stated.

On the under side of the seat-board, at one end of the same, are secured a pair of side cleats, H, and arranged between the said cleats, at suitable distances apart and secured to the said cleats and to the bottom board, are a suitable number of steps or rungs I. The cleats H are broader at their lower ends than at their upper ends, and the steps or rungs I are gradually reduced in width as they approach the upper end of the board, as shown.

I will now proceed to describe the yoke or hook which I employ for attaching the upper end of the ladder to one side of the wagon body or bed.

A rod of suitable length and diameter is bent at suitable distances from its center to form substantially U-shaped portions L, which are arranged at right angles to the central portion, M. The outer ends of the rod are bent inward from the U-shaped portions L to form pivotal inwardly-extending arms, N, which are arranged parallel with the central or hooked portion, M. The said arms N are pivoted in bearings O on the under side of the board G at the upper end thereof. When the board G is arranged in position in the seat-frame, the ladder is under the said seat, where it is entirely out of the way, and the hook K is folded back on the lower side of the board G, so that no portion thereof projects beyond the proximate end of the board, and hence the hook cannot become engaged with the lower side of the seat-frame and prevent the board G from being removed therefrom.

In order to assist a lady into or out of a wagon it will be necessary for the driver to remove the board G from the bottom of the seat, turn the hook K on its pivots so that the central portion of the hook is on the front side of the seat G, at the upper end thereof, and the said hook may be then very readily engaged with one side of the wagon-bed, so as to suspend the board G and ladder there-

from. In order to facilitate the removal of the board G, the same has near one end an opening, G', through which the fingers may be inserted in order to obtain a grip on the
5 board.

It is obvious that the seat-board may be arranged directly across the wagon-bed and supported on the sides thereof, thus dispensing entirely with the seat-frame.

10 Having thus described my invention, I claim—

1. The combination, with the wagon-seat having the bottom frame provided with the countersunk recess F on its inner side, of the
15 detachable bottom board, G, adapted to fit in said recess and having the cleats H on its lower side, and the steps or rungs I, secured to said cleats and to the bottom board, said cleats and steps being gradually reduced in
20 width toward the upper end of the board, and the hook or catch secured to the upper end of the board and adapted to engage one side of the wagon-bed, for the purpose set forth, substantially as described.

25 2. The wagon-seat having the removable

bottom board, G, provided on one side with the rungs or steps, and having the hook pivoted at its upper end adapted to engage one side of the wagon-bed and suspend the board therefrom, for the purpose set forth, said hook
30 having the U-shaped end portions, L, the straight central portion, M, and the inwardly-extending pivotal arms N, substantially as described.

3. The combination, with the wagon-seat
35 having the bottom frame provided with the countersunk recess F on its inner side, of the detachable bottom board, G, adapted to be inserted in the said recess and provided on one side with the steps or rungs I, and the hook
40 K, pivoted to the upper end of the board G, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

DALLAS FRANKLIN HEAD.

Witnesses:

E. C. ROBERSON,
U. C. PIPES.