

(No Model.)

G. B. HAMLIN.
BUCKBOARD VEHICLE.

No. 410,094.

Patented Aug. 27 1889.

Fig 1

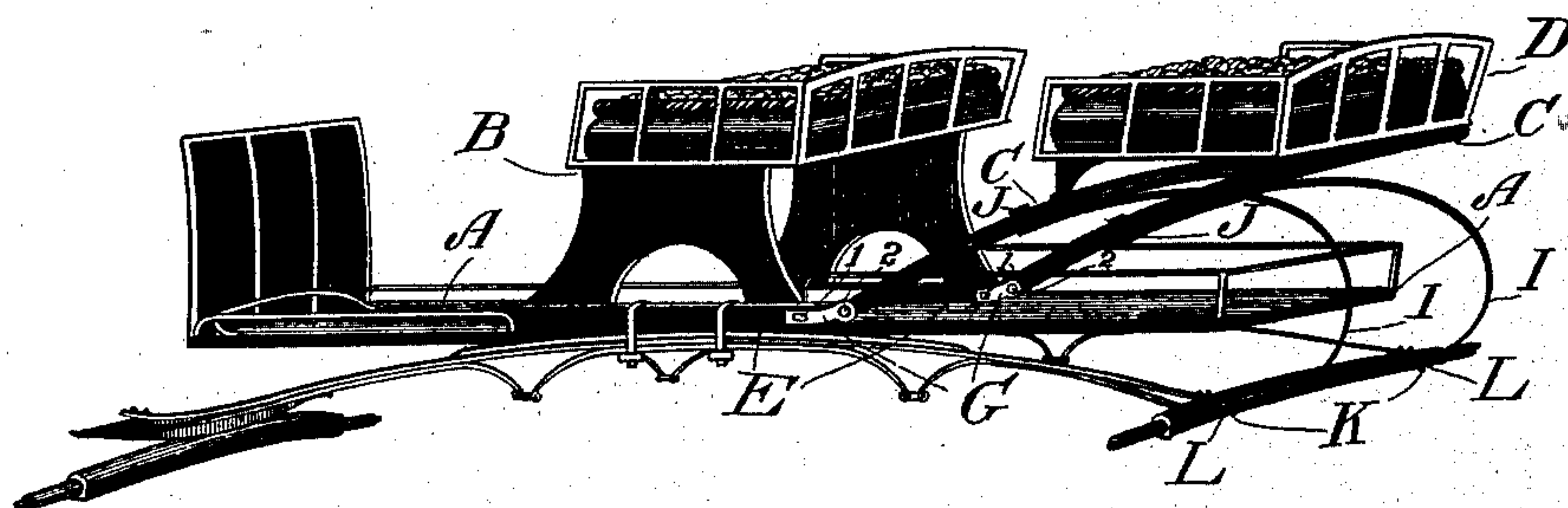


Fig 2

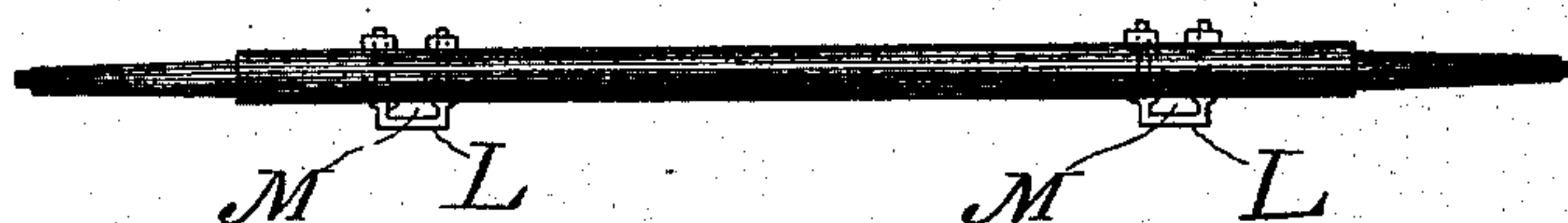
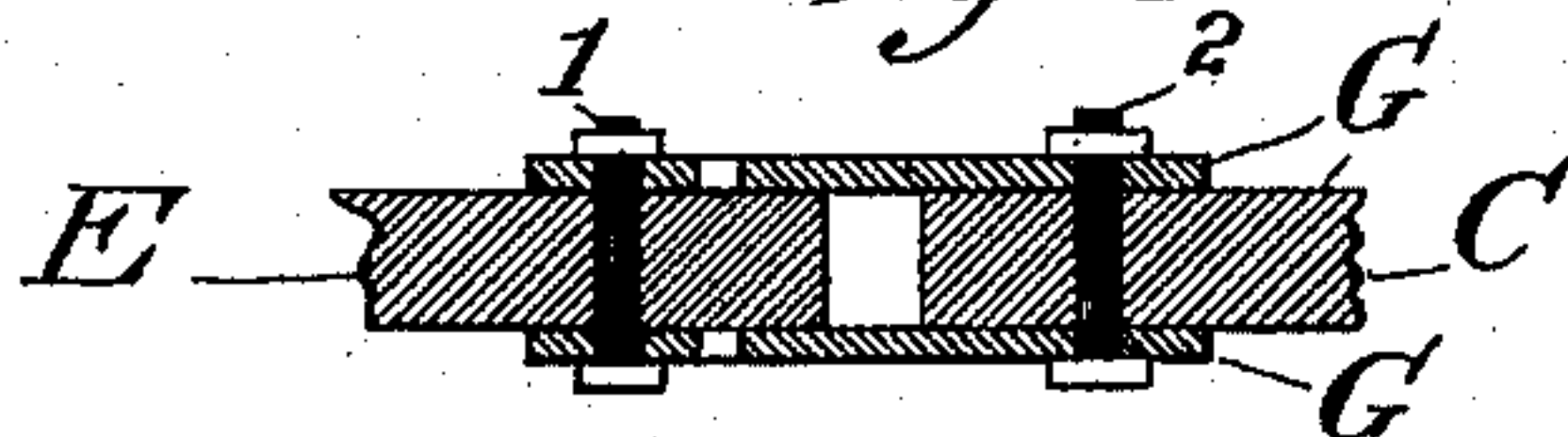


Fig 3



Witnesses
S. Williamson.
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UNITED STATES PATENT OFFICE.

GEORGE B. HAMLIN, OF PROVIDENCE, RHODE ISLAND.

BUCKBOARD-VEHICLE.

SPECIFICATION forming part of Letters Patent No. 410,094, dated August 27, 1889.

Application filed December 19, 1888. Serial No. 294,058. (No model.)

To all whom it may concern:

Be it known that I, GEORGE B. HAMLIN, a citizen of the United States, residing at Providence, in the county of Providence and State of Rhode Island, have invented certain new and useful Improvements in Buckboard-Vehicles; and I do hereby 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 appertains to make and use the same.

My invention has reference to certain new and useful improvements in two-seated buckboards, and has for its object to provide an additional seat to a buckboard, which seat shall be readily secured to and removed from the vehicle, while at the same time the weight of the seat and its load shall be sustained wholly by the rear axle and not by the board.

With these ends in view my invention consists in the details of construction and combination of elements, such as will be hereinafter fully set forth, and then specifically designated by the claims.

In the accompanying drawings, Figure 1 is a perspective of a buckboard-vehicle embodying my improvement, the wheels being omitted; Fig. 2, a detail plan of the rear axle, showing particularly the two staples within which the seat-springs are secured; and Fig. 3, a detail broken view showing the manner of securing the seat-bars.

Similar letters denote like parts in the several figures.

A is the board, and B the seat secured thereto.

C are bars, to the upper ends of which is secured a seat D. The lower ends of said bars are fastened to the bottom of the front seat-frame E by cheek-plates G, placed on opposite sides of said ends and frame, and bolts 1 2, passed through said plates within the frame and bars, respectively.

I are springs, the upper extremities whereof are clipped at J to the bars, the lower ends being formed into a hook K.

L are staples secured to the rear axle and affording rearwardly-extending eyes M.

The manner of securing the seat D in posi-

tion is as follows: The lower ends of the springs are hooked within the eyes M and the seat swung to elevated position, bringing the bars C into such location relative to the frame E that the cheek-plates G (which are always left attached to the ends of said bars) will extend on opposite sides of the bottom of said frame. The bolts 2 are now passed through the plates and frame.

The manner described of securing these bars is immaterial, since very many contrivances can be utilized in this connection, and I do not wish to be circumscribed by the use of said plates G and bolts 1 2. Also, it will be obvious that the lower ends of the springs may be attached to the rear axle by clips or by the use of any ordinary clamping device, and I have shown eyes within which said springs are hooked merely to illustrate the facility with which said springs can be attached to and detached from the axle.

It will be observed that the load on the rear seat is sustained wholly by the axle, and that all strain on the staples is exerted by the springs backward, thus preventing any rattling of the spring-couplings.

I claim—

1. In a buckboard-vehicle, a rear or additional seat mounted on supporting-bars secured to the body of the vehicle, in combination with springs secured at their ends respectively to the rear axle and the said bars, substantially as set forth.

2. In a buckboard-vehicle, the combination, with the seat-supporting bars detachably secured to the vehicle-body, of the springs, the upper ends whereof are fastened to said bars while the lower extremities are removably attached to the rear axle, substantially as shown and set forth.

3. The combination of the seat-supporting bars, seat-frame, cheek-plates and bolts whereby said bars are secured to said frame, staples secured to the rear axle, and springs having hooks formed at their lower extremities for connection with said staples and clipped at their upper ends to said bars, substantially as and for the purposes hereinbefore set forth.

4. In a buckboard, the combination, with the

seat mounted on suitable supports detachably connected to the body of the buckboard, of independent springs secured to the hind axle and sustaining said seat, whereby any
5 load on said seat is supported by the rear axle and not by the board, substantially as set forth.

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

GEORGE B. HAMLIN.

Witnesses:

THOMAS A. JENCKES,
SAMUEL S. STONE.