(No Model.) 2 Sheets—Sheet 1.

W. H. LINGLE.

MOVABLE SEAT FOR CARTS.

No. 417,053. Patented Dec. 10, 1889.

Fig. 1.

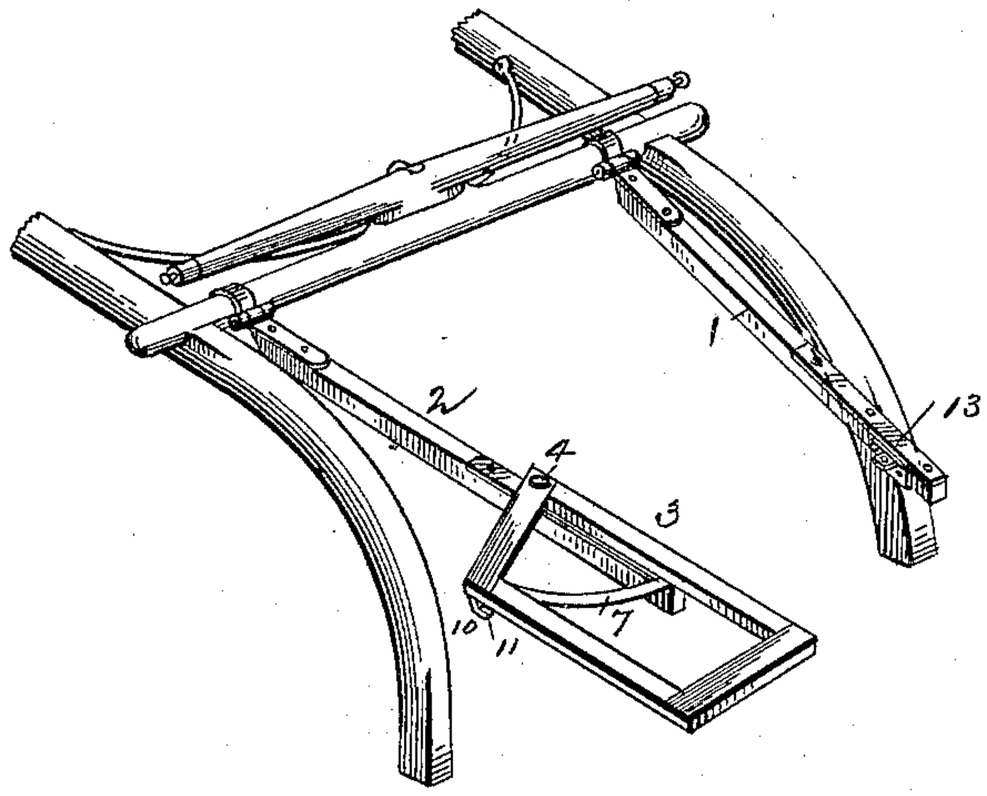
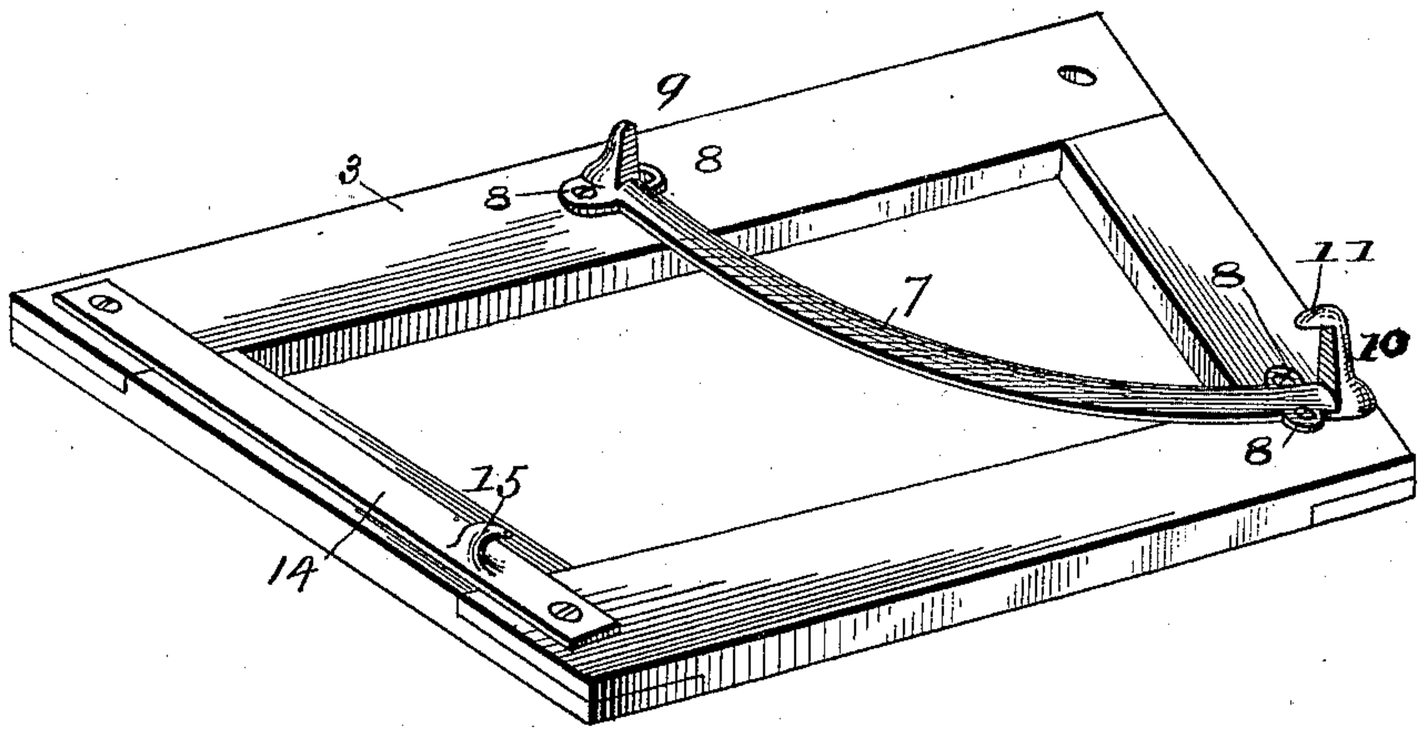


Fig. 2.



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(No Model.) 2 Sheets—Sheet 2.

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Fig. 3.

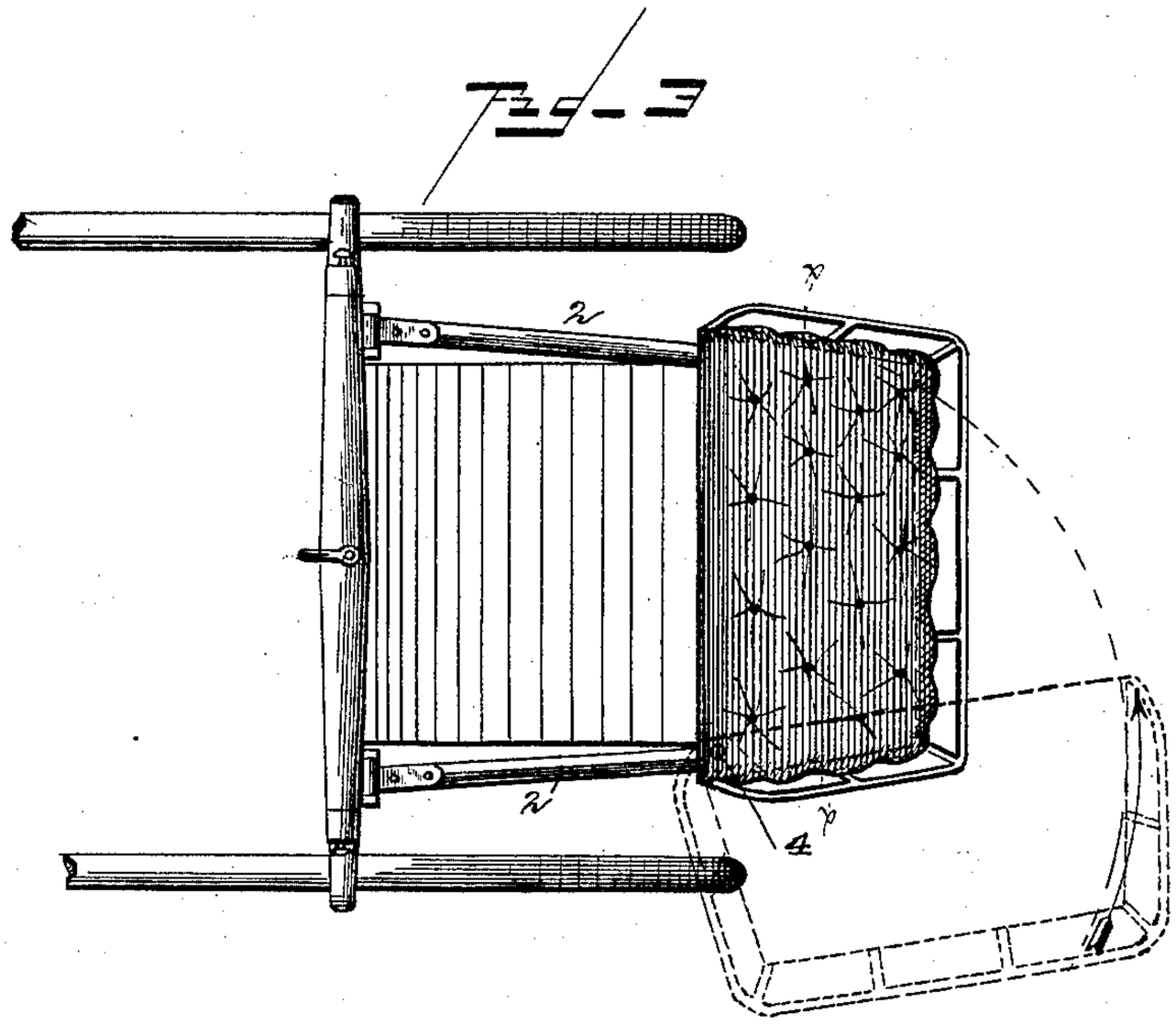
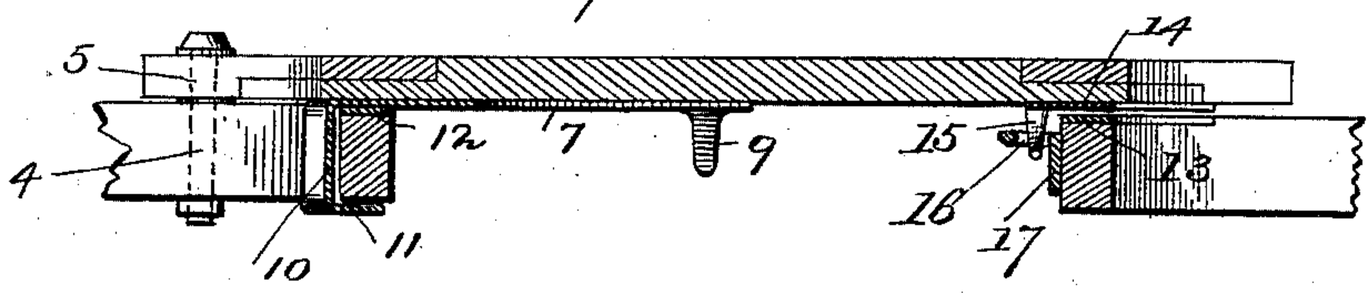


Fig. 4.



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UNITED STATES PATENT OFFICE.

WILLIAM HENRY LINGLE, OF OWOSSO, MICHIGAN, ASSIGNOR OF THREE-FOURTHS TO DAVID M. ESTEY, OF SAME PLACE.

MOVABLE SEAT FOR CARTS.

SPECIFICATION forming part of Letters Patent No. 417,053, dated December 10, 1889.

Application filed October 21, 1889. Serial No. 327,674. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HENRY LINGLE, a citizen of the United States, and a resident of Owosso, in the county of Shiawassee and State of Michigan, have invented certain new and useful Improvements in Movable Seats for Carts and other Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in sulkies and other similar vehicles in which the seat and body are mounted upon a single axle supported upon two wheels. In this class of vehicles it is very difficult, especially for women and children, to gain access to the seat, as, owing to its peculiar arrangement and location with respect to the other parts, it is necessary to mount the vehicle from the rear and clamber over the seat in order to reach the body of the vehicle.

My invention is designed to obviate the above objection and provide a sulky in which the seat is pivoted to its supporting-frame, so that it may be swung aside and out of the way of the person entering the vehicle and afford a passage-way to the body thereof. The seat is afterward swung back and locked or held in its normal position.

The invention consists in the novel features of construction and new combination of parts hereinafter fully described, and pointed out in the appended claims.

In the accompanying drawings, Figure 1 is a perspective view of so much of the box or body of a cart as is necessary to illustrate my invention, showing the seat-frame as it appears when swung open. Fig. 2 is a similar view of the under side of the swinging seat-frame. Fig. 3 is a plan or top view of the box and swinging seat-frame, the dotted lines showing the seat in its open position; and Fig. 4 is a transverse sectional view on the line x x, Fig. 3.

In the said drawings the reference-numeral 1 denotes one of the side pieces of the box or body of the road-cart or sulky, and 2 the other side. These side pieces constitute the supports for the seat. The seat-frame 3 is pivoted in one of its corners to one of the side pieces or supports by means of the vertical pivot or fulcrum-bolt 4.

5 indicates two washers, consisting of centrally-perforated metallic disks, through which the pivot-bolt 4 passes. One of these washers is secured to the seat-frame, while the other is secured to the side piece, so that the wear will be upon the washers and not upon the seat-frame and side piece.

The seat-frame is pivoted on its under side with a quadrant 7, of metal or other suitable material, and is provided at or near each end with perforated ears 8 8, by which it may be secured by means of screws, nails, or other similar devices. It will be seen that the seat-frame is composed of four strips of wood or other material united at their ends, one end of quadrant 7 being secured to the forward strip at or near its center, while the other end is secured at the meeting ends of one of the side and the rear strips. The forward end of the quadrant is formed or provided with a projecting lug or stop 9, which strikes against the inner side of one of the side pieces or supports when the seat-frame is swung outward, and thus limits or checks the movement of said frame. The rear end of the quadrant is provided with or bent upward to form a lug 10, provided with an angular tongue 11. When the seat-frame is in its closed position, this tongue 11 fits under the side piece 1 and holds the frame in position and prevents the said frame from being swung in the wrong direction.

To prevent any chafing of the side piece 1 by the quadrant, said side piece is provided with a wear iron or plate 13, and the other side piece 2 is also provided with a wearing-plate 12, against which the plate 14, secured to the under side of the seat-frame, is adapted to bear. This plate 14 is provided with a hook-shaped finger 15, so constructed that when the free end of the frame is pushed forward in closing it will spring over and automatically interlock with the eye 16 in the lug 17, secured to the side piece 2. Instead of forming the eye 16 in the lug 17, however, it may be formed in the upper side of the plate 13, in which case the finger 15 will be formed

centrally in the plate 14 to correspond therewith, the invention in either case not being departed from.

The operation of the invention is as follows: When it is desired to form a passage-way, so that a person can gain access to the body of the vehicle without clambering over the seat, the hook-shaped finger 15 is disengaged from the eye 16 by lifting up that corner of the seat-frame, which can be readily and easily done. The seat-frame is then swung outward on its pivot 4 until checked or stopped by the stop 9 coming in contact with the inner side of side piece 1, thus making an open passage-way between side pieces 1 and 2 to the body of the vehicle. After reaching the body of the sulky the occupant can swing the seat-frame and seat back to its normal position ready for use, the hook-shaped finger automatically engaging with the eye 16, so as to lock or hold the seat-frame. The tongue 11 of lug 10 will also engage underneath the side piece 1, and not only prevent any swinging of the seat-frame in the wrong direction, but also prevent any tendency of the same being thrown upwardly out of place.

From the above it will be seen that access to and exit from the vehicle may be readily effected by simply unlocking and swinging back the pivoted seat-frame and seat and the same easily replaced or swung back when desired for use.

Having thus described my invention, what I claim is—

1. The combination, with a sulky or two-wheeled vehicle, of a seat-frame pivoted to its support so as to be swung outward to form a passage-way to the body of the vehicle, said seat-frame being provided on its under side with a quadrant having at its forward end a stop to limit the movement of the seat-frame in one direction and a lug at its rear end to limit the movement in the other direction, substantially as described.

2. The combination, with the seat-frame pivoted to its support and having upon its under side the quadrant 7, provided at its forward end with the stop 9 and at its rear end with the lug 10, having tongue 11, of the hook-finger 16, secured to the under side of the seat-frame, and the side piece 2, having an eye 16, engaging with finger 15, substantially as described.

3. The combination, with the seat-frame pivoted to its support and having upon its under side the quadrant 7, provided at its forward end with stop 9 and at its rear end with lug 10, having tongue 11, of the wear-plates 14 and 13, the hook-finger 15, formed upon plate 14, and the lug 17, having eye 16, substantially as described.

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

WILLIAM HENRY LINGLE.

Witnesses:

E. L. BREWER,

E. R. SANFORD.