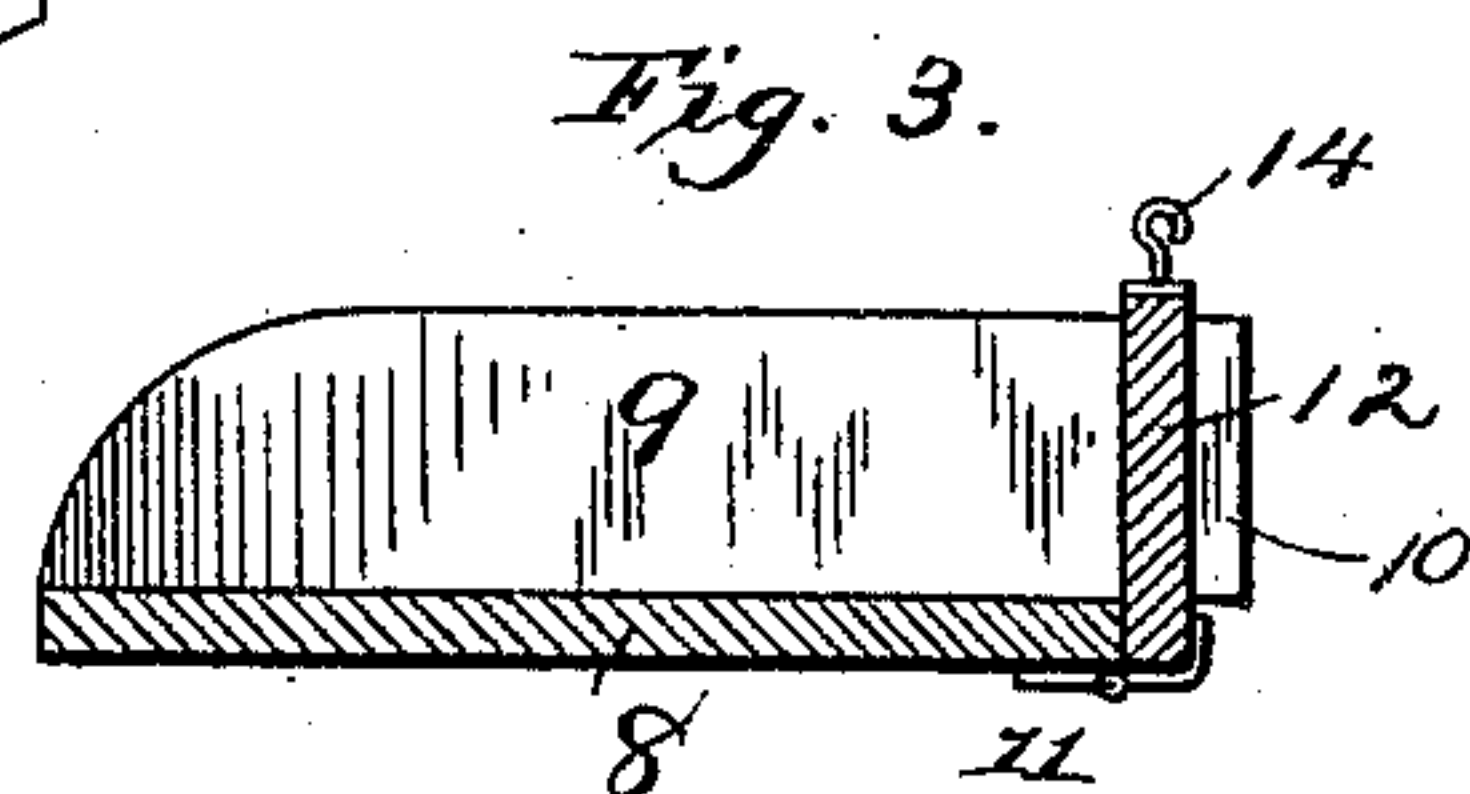
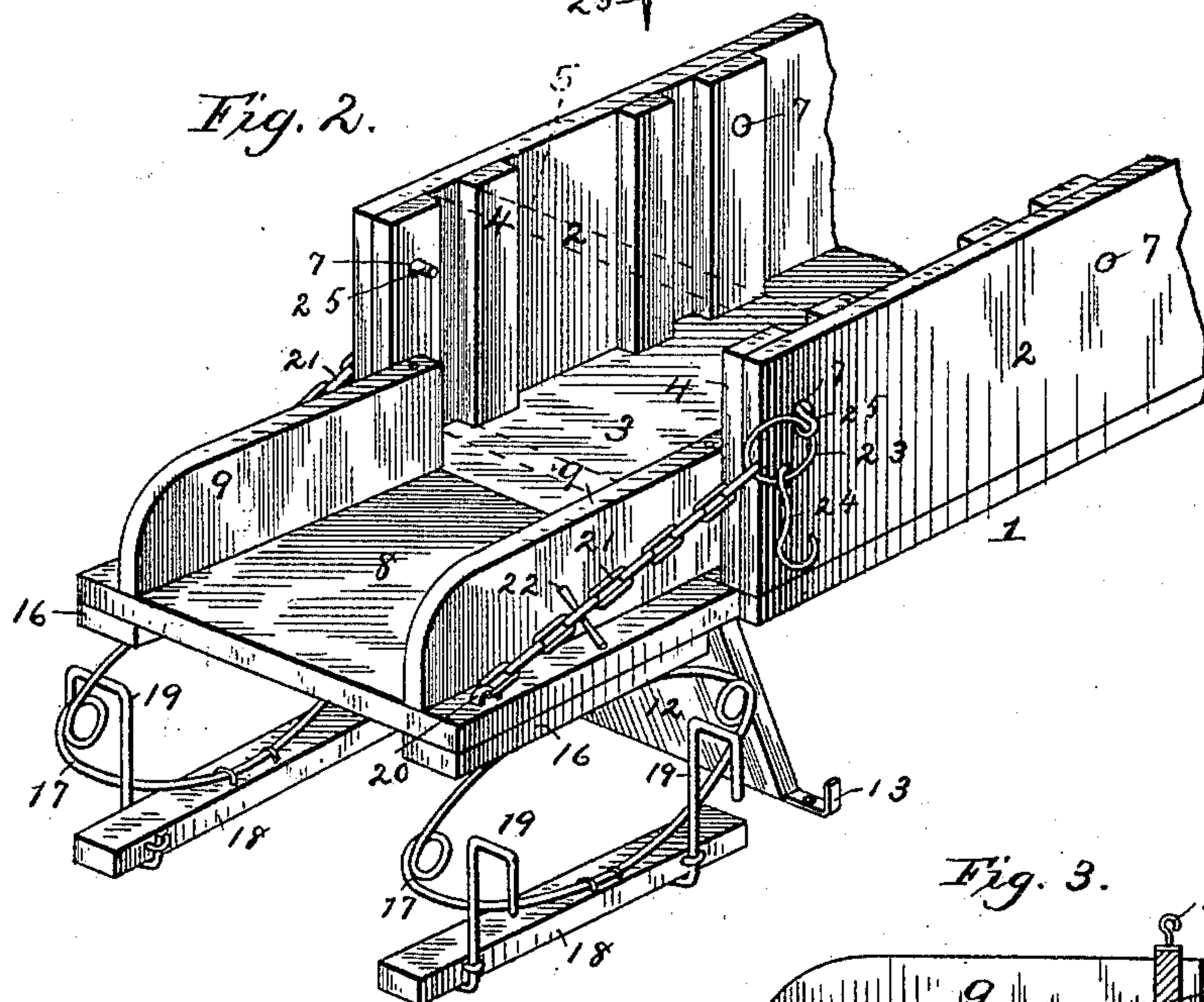
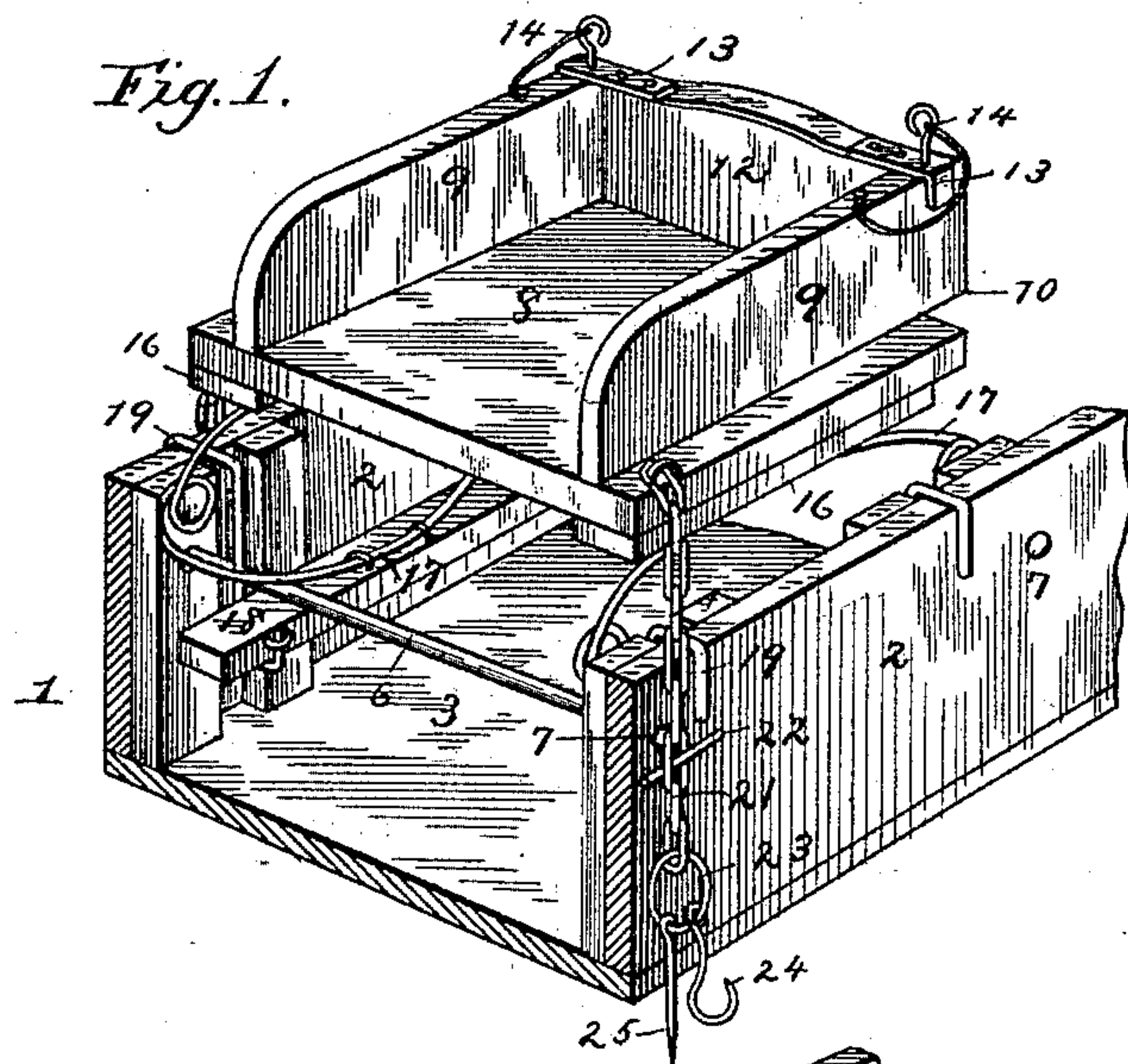


(No Model.)

L. SAHM.  
COMBINED WAGON SEAT AND END GATE.

No. 427,618.

Patented May 13, 1890.



Witnesses:

Harry L. Amer.  
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Inventor

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# UNITED STATES PATENT OFFICE.

LUDWIG SAHM, OF BELLEFONTAINE, MISSOURI.

## COMBINED WAGON-SEAT AND END-GATE.

SPECIFICATION forming part of Letters Patent No. 427,618, dated May 13, 1890.

Application filed January 25, 1890. Serial No. 338,099. (No model.)

*To all whom it may concern:*

Be it known that I, LUDWIG SAHM, a citizen of the United States, residing at Bellefontaine, in the county of St. Louis and State of Missouri, have invented a new and useful Spring Wagon-Seat, of which the following is a specification.

This invention has relation to a combined shovel-board and wagon-seat adapted for use with any ordinary farm or other similarly-constructed wagon.

The objects of the invention are to provide a seat designed to be conveniently and removably mounted upon the side rails of a wagon-body and applied to the rear end of said body to act as an ordinary shovel-board during the operation of unloading said wagon.

Other objects and advantages of the invention, together with the novel features thereof, will hereinafter appear, and be particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a perspective of the front end of a wagon provided with a seat constructed in accordance with my invention. Fig. 2 is a similar view of the rear end of the wagon, the seat being secured thereto and serving as a shovel-board. Fig. 3 is a section through the combined seat and shovel-board with the springs and connections omitted.

Like numerals of reference indicate like parts in all the figures of the drawings.

The body 1 of the wagon is provided with the usual bottom 3 and side walls or rails 2, which latter near their rear ends are provided with opposite vertical ways 4, adapted for the reception of an ordinary tail-board. (Shown by dotted lines 5, Fig. 2.) The sides are also provided with opposite openings 7, in which is located a removable tie-rod 6.

The combined shovel-board and driver's seat comprises the usual seat board or bottom 8, to which are secured the opposite sides or wings 9, the rear ends of which occur slightly in rear of the seat-board, as shown at 10.

To the rear edge of the seat-board is hinged, as at 11, the back section 12, adapted to be swung up into position between the sides 9. The opposite upper ends of the back 12 have secured thereto L-shaped spring-clasps 13, the bent ends of which are designed to over-

lap the sides 9, and are perforated for the reception of removable pins 14, inserted through the clasps and into the sides, whereby the back is removably locked in position.

The under surface of the seat is provided at opposite sides with cleats 16, to which are secured opposite bow-springs 17, provided at their lower sides with bars 18. Each of the seat-bars 18 is provided with a pair of double L-shaped hangers or hooks 19, the lower ends of which embrace the seat-bars 18 and are secured thereto, and the upper ends of which are adapted to be removably mounted upon the upper edges of the sides of the wagon-body. The manner of connecting the lower ends of the hangers with the seat-bars is such as to permit of a vertical movement afforded by the springs, so that a very easy spring action is given the seat.

In staples 20, secured to the forward ends of the side rails or wings of the seat, there are connected the ends of ordinary chains 21, which are provided with any usual devices for taking up the same and rendering them longer or shorter—in this instance by the usual cross-bar 22. The free ends of the chains terminate in a ring 23, in each of which there is loosely mounted a hook 24 and a pin 25.

The manner of employing the seat as a shovel-board is as follows: The rear rail of the seat is swung down and the end-gate of the body of the wagon removed. The seat is now removed from the front portion of the wagon, and the rear ends of the side rails of the seat inserted between the rear ends of the side rails of the body. The chains are lengthened or shortened so as to reach to the openings 7, formed in the side rails of the body, and in said openings are inserted the pins 25 at the lower ends of the chains. It will of course be understood that the tie-rod has previously been withdrawn from the openings 7 in order to accomplish the above; or, if desired, special openings in the wagon-body may be formed. In some instances, however, the end-gate of the wagon is hinged and adjusted at different inclinations by means of supporting-chains. For the purpose, therefore, of adapting the device to both types of wagon-bodies, the rings are also provided with hooks 25, which hooks are de-



signed to act in the same manner as the pins, said hooks being designed to engage a convenient link of the chain.

It will now be apparent that the seat may  
5 be used in the same manner as in ordinary shovel-boards, and after the wagon has been unloaded the same may be returned to the front part of the wagon and adjusted to perform the functions of an ordinary seat.

10 Having described my invention, what I claim is—

1. The combination, with a wagon-body, of a seat comprising a bottom section adapted to be arranged against the rear end of and  
15 in the same plane with the bottom of the body, and opposite side rails projecting beyond the bottom section and adapted to enter and fit between the side rails of the body, and opposite chains connected to the seat and  
20 adapted for connection with the body, substantially as specified.

2. The combination, with the wagon-body, of a removable seat comprising a bottom, opposite sides terminating in rear of the same,  
25 and a hinged rear rail and means for locking the same between the side rails, opposite chains connected to the side rails near their front ends, and means, substantially as described, for connecting the free ends of the  
30 chains with the body of the wagon, substantially as specified.

3. The combination, with the wagon-body having the opposite sides provided with registering perforations and a removable tie-rod  
35 mounted in the perforations, of the removable wagon-seat having the bottom, the opposite side walls extending beyond the rear edge of the same and adapted to be inserted between the side walls of the body, and the  
40 opposite chains connected to the front ends of the sides of the seat and terminating in pins adapted to be inserted in the openings in the sides of the body in place of the tie-rod, substantially as specified.

45 4. The combination, with the wagon-body having opposite side rails, of the removable seat provided upon its under surface with depending bow-springs, seat-bars connected to the lower sides of said springs, and opposite  
50 pairs of double-L-shaped suspension-hooks

having their lower ends connected to the seat-bars and their upper ends removably mounted upon the upper edges of the side rails, substantially as specified.

5. The herein-described combined driver's  
55 seat and shovel-board, consisting of a bottom or seat board, opposite sides extending beyond the rear edge of the same and adapted for insertion between the rear ends of the side rails of the wagon-body, the rear rail hinged  
60 to the seat-board between the side rails and provided with perforated spring-catches and pins for the same, and the opposite chains connected to the front ends of the side rails of the seat and terminating in rings provided  
65 with devices for connecting the same with the body of the wagon, substantially as specified.

6. The combination, with the wagon-body, of a removable seat comprising a bottom, opposite sides terminating in rear of the same,  
70 and a hinged rear rail and means for locking the same between the side rails, substantially as specified.

7. The removable seat provided upon its  
75 under surface with depending springs, seat-bars connected to the lower sides of said springs, and opposite suspension-hooks having their lower ends connected to the seat-bars and their upper ends removably mounted  
80 upon the upper edges of the side rails, substantially as specified.

8. The herein-described combined driver's seat and shovel-board, consisting of a bottom or seat board, opposite sides adapted for in-  
85 sertion between the rear ends of the side rails of the wagon-body, the rear rail hinged to the seat-board and provided with catches for the same, and the opposite chains connected to the front ends of the side rails of the seat and  
90 provided with devices for connecting the same with the body of the wagon, substantially as specified.

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

LUDWIG SAHM.

Witnesses:

LOUIS KESSLER,  
JNO. R. WARFIELD.