

(No Model.)

W. I. HUNT.
WAGON SEAT.

No. 442,977.

Patented Dec. 16, 1890.

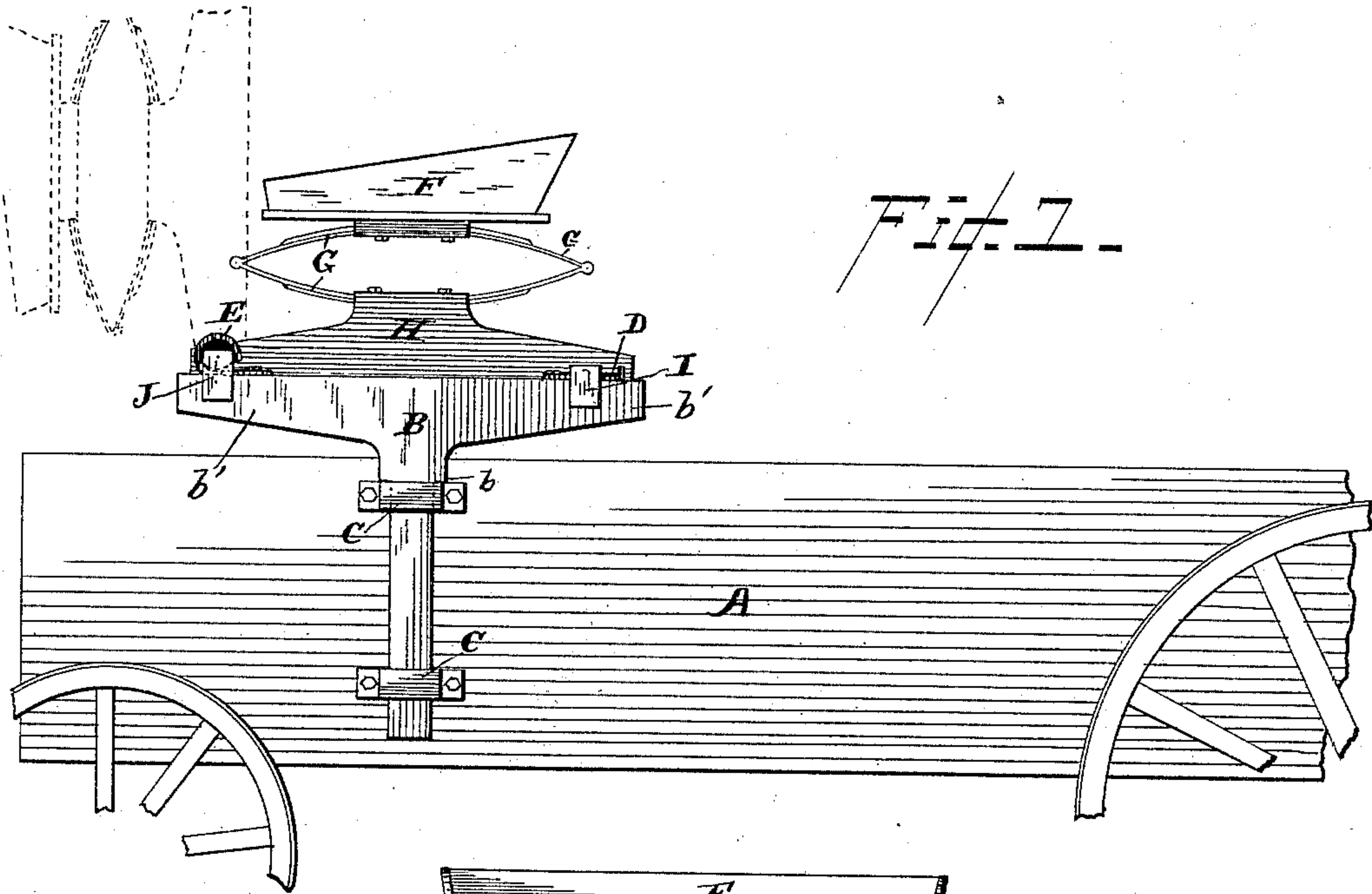


Fig. 2.

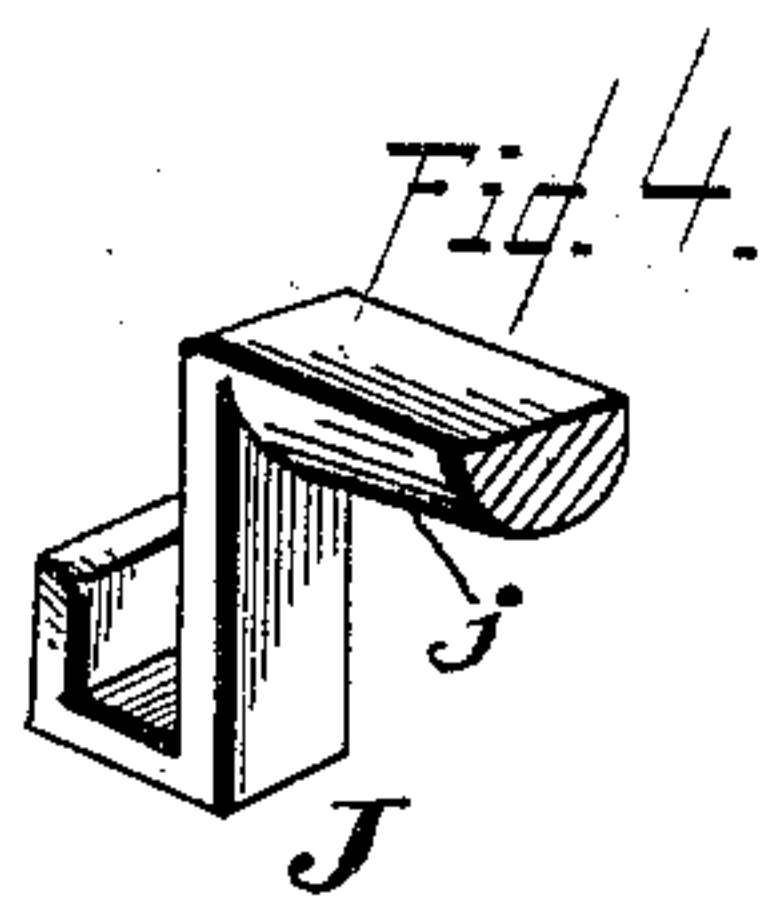
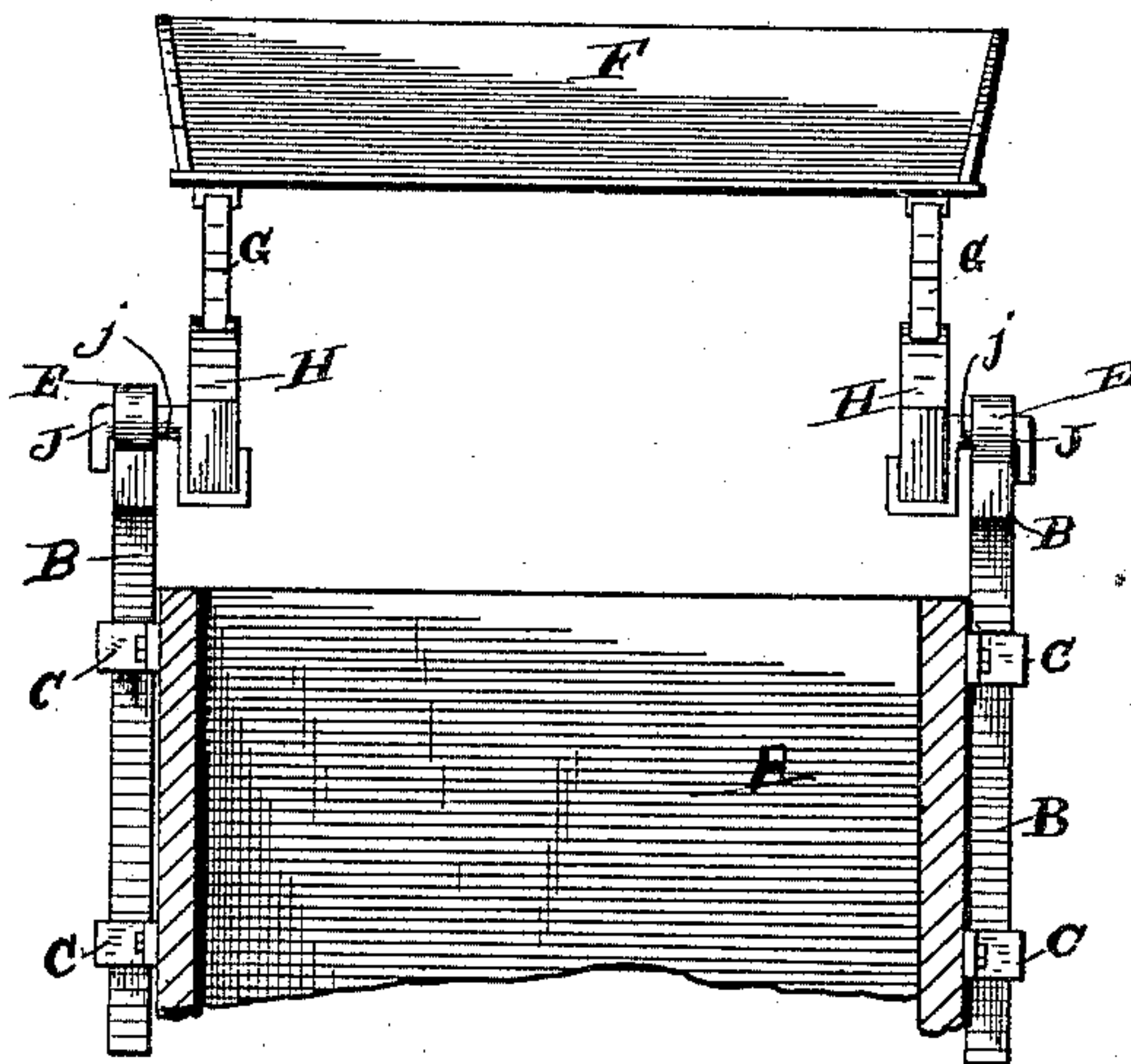
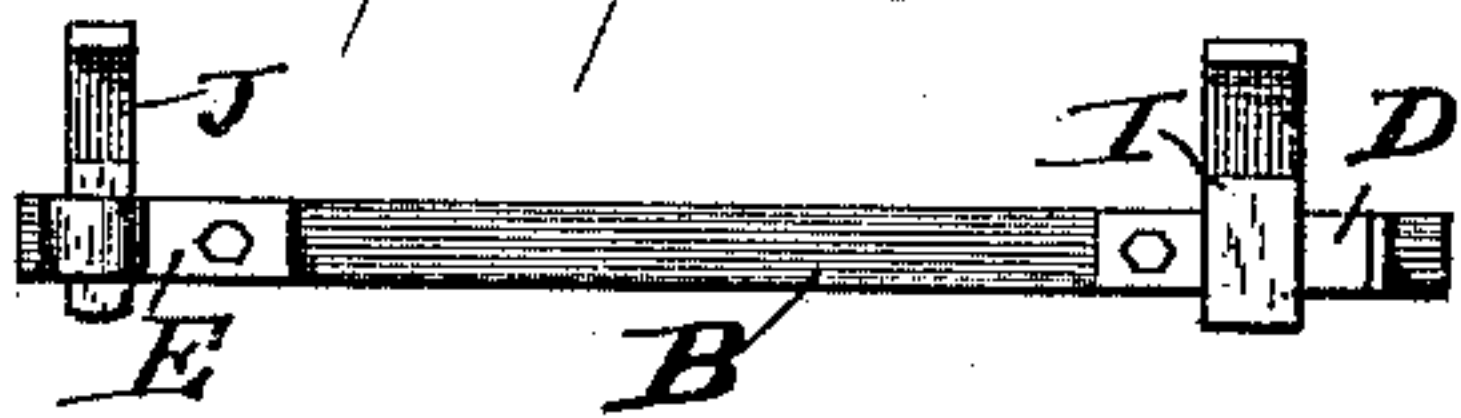


Fig. 3.



WITNESSES:

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WAGON-SEAT.

SPECIFICATION forming part of Letters Patent No. 442,977, dated December 16, 1890.

Application filed July 29, 1890. Serial No. 360,269. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM I. HUNT, of South Bend, in the county of St. Joseph and State of Indiana, have invented certain new and useful Improvement in Wagon-Seats; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification, in which—

Figure 1 is a side elevation of my improved wagon-seat supports. Fig. 2 is a front view thereof. Figs. 3 and 4 are detail views.

The present invention is an improvement in suspending devices for wagon-seats, and its object is to provide a seat that can be turned forward, removed from or replaced on the wagon-body without unfastening or loosening of any of the connecting parts; and it consists in novel devices for suspending the seat on the risers or sides of the body, as will be clearly understood from the following description and claims.

In the drawings, A designates an ordinary wagon-body, and B B are T-shaped uprights or risers, the stems of which engage loops C C, attached to the sides of the body, and are shouldered at b to engage the upper loop and uphold the risers. The horizontal pieces b' b' of the risers have attached to their upper edges near their rear ends L-shaped straps D, the extremities of which rise vertically, and near the front ends of these pieces are secured C-straps E, the outer portions of which curve upward and inward in C shape, as shown, the free ends of the straps E nearly impinging against their horizontal portions.

F designates the seat of ordinary form, and G G are elliptical springs attached to the ends thereof, and H are supporting-blocks attached to said springs and lying transversely beneath the ends of the seat parallel with the horizontal pieces b' of the risers. To the ends of the blocks H H are connected double angle-irons I J, the former to the rear ends, the latter to the front ends of the blocks respectively. These irons bend down and under the lower edge of the blocks and up beside the same and outward and down so as to catch over the top edges of pieces b', and are re-

spectively adapted to rest on straps D and E, which prevent the blocks and seat shifting on the riders either laterally or longitudinally.

The parts j of irons J that rest upon strap E are thickened and semi-rounded in cross-section, and except when the seat is in a nearly horizontal position will not pass between the curved ends of the straps E and the flat portions thereof, thus constituting a kind of loose hinge, and the rear end of the seat can be lifted and the same swung over as indicated in dotted lines, Fig. 1, the parts J and E forming a loose-hinge connection.

When the seat is horizontal, it can be moved backward so as to disengage irons J and straps E and then removed, but when the seat is down in proper position the upturned ends of straps D will prevent the seat slipping backward and the consequent casual disengagement of the parts.

The straps D and E might be secured directly to the sides of the body, but the risers elevate the seat so that it will not ordinarily interfere with the load.

Having described my invention, what I claim as new, and desire to secure by Letters Patent thereon, is—

1. The combination of the seat and the suspending-irons I J with the body and the straps D E, all constructed and arranged to operate substantially as set forth.

2. The combination of the L-straps D and C-straps E with the blocks connected to the seat and the angle-irons I J attached thereto, substantially as described.

3. The combination of the body, the T-shaped risers connected to the sides thereof, and the straps D and E at the front and rear ends of the top pieces of the risers, with the seat, its springs, blocks H, and the double angle-irons I and J, attached to said blocks and adapted to engage said straps, respectively, all constructed substantially as specified.

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

WILLIAM I. HUNT.

Witnesses:

JAMES DUSHANE,

WILLIS A. BUGBEE.