

(No Model.)

C. GOELLER.

2 Sheets—Sheet 1.

SEAT FOR WAGONS.

No. 493,863.

Patented Mar. 21, 1893.

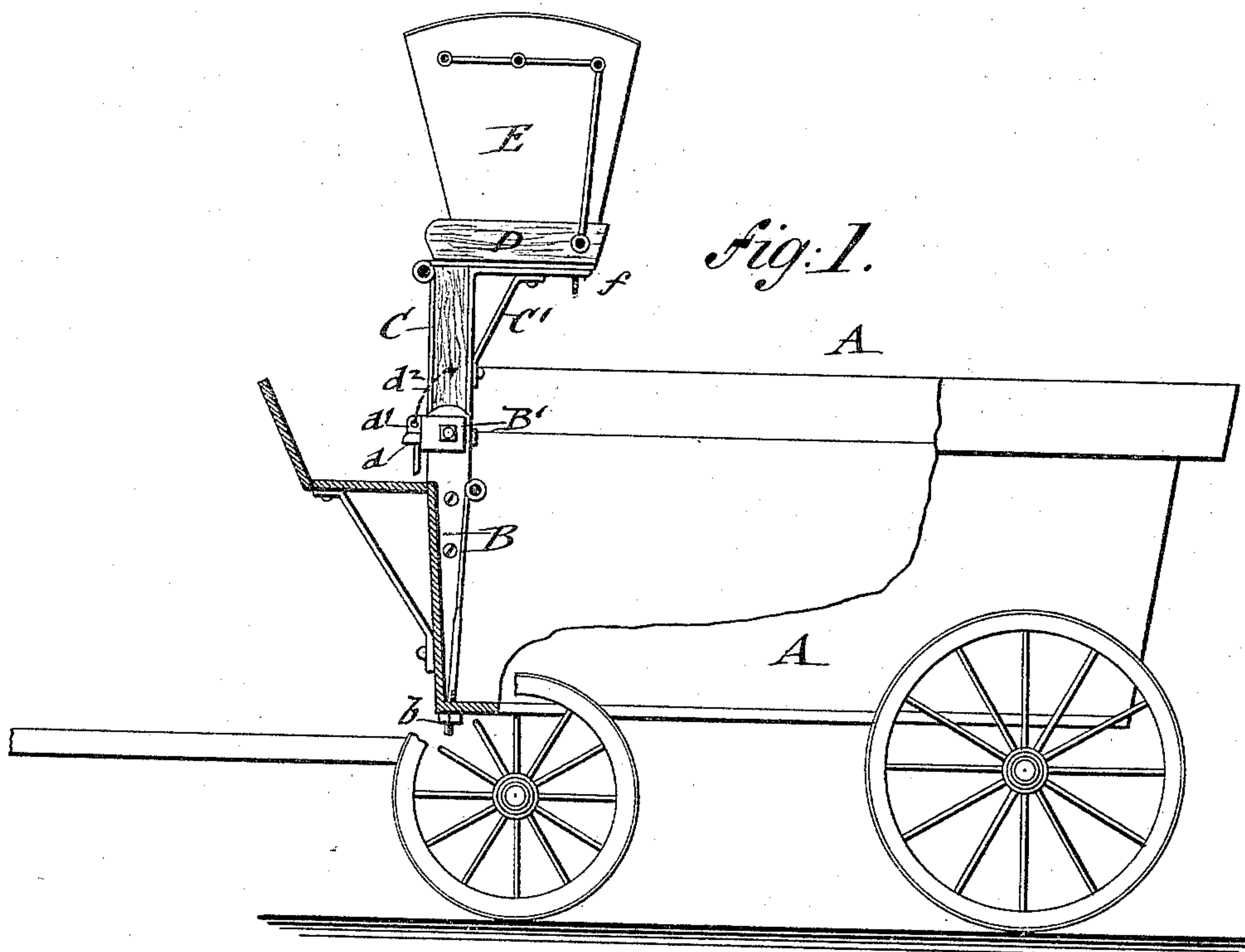


Fig. 1.

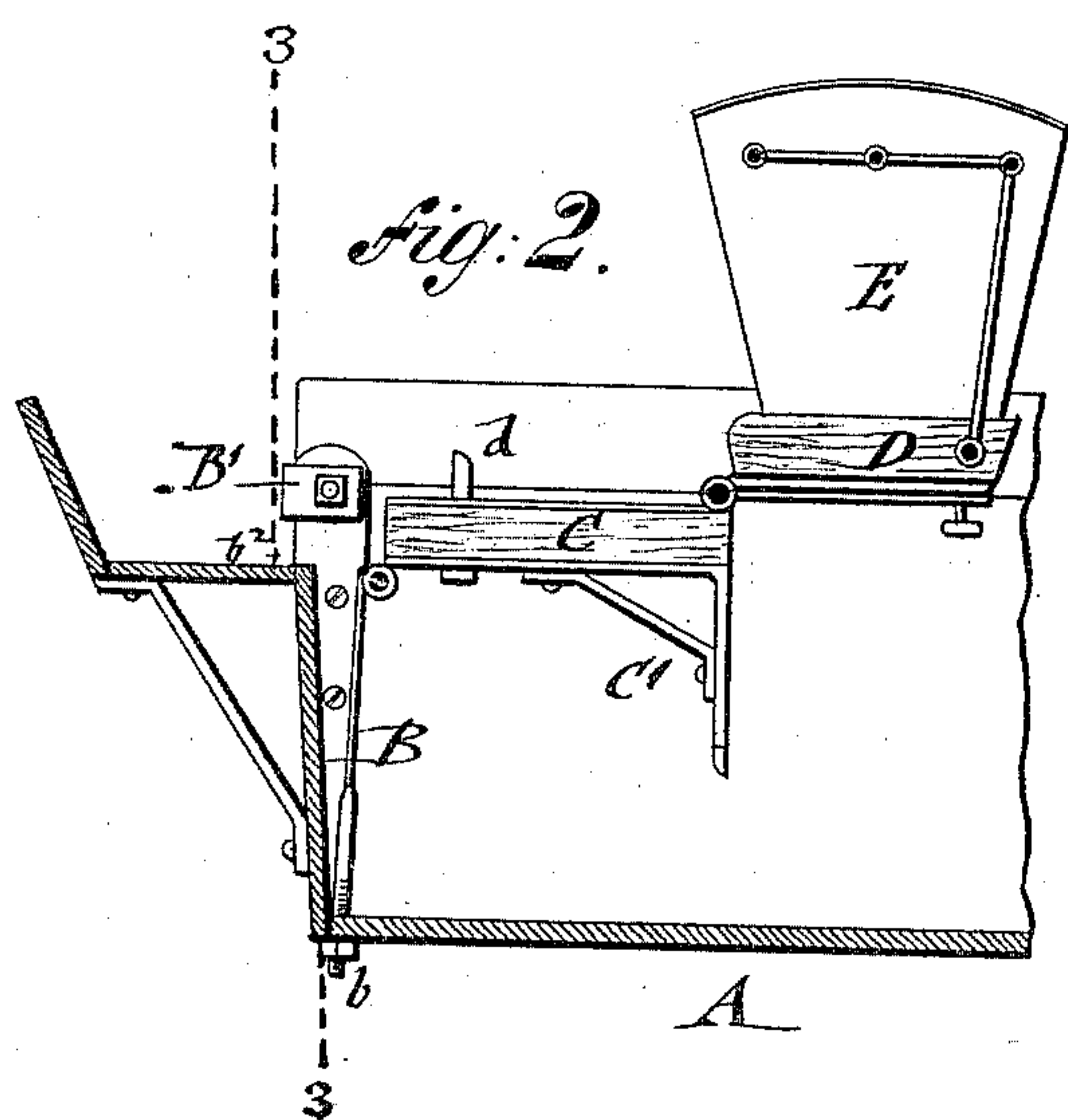


Fig. 2.

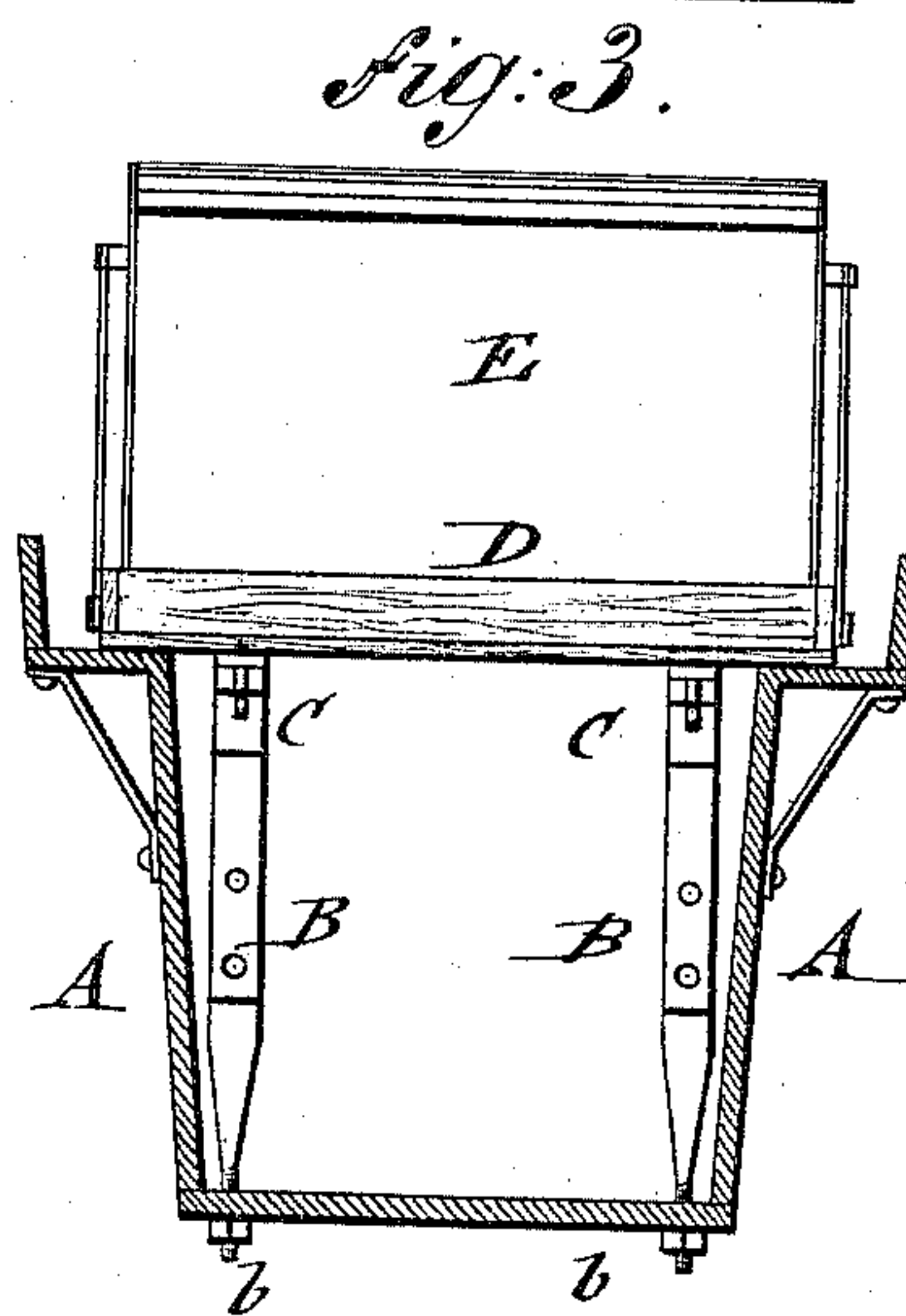


Fig. 3.

WITNESSES:

A. Schehl.
Charles Schroeder

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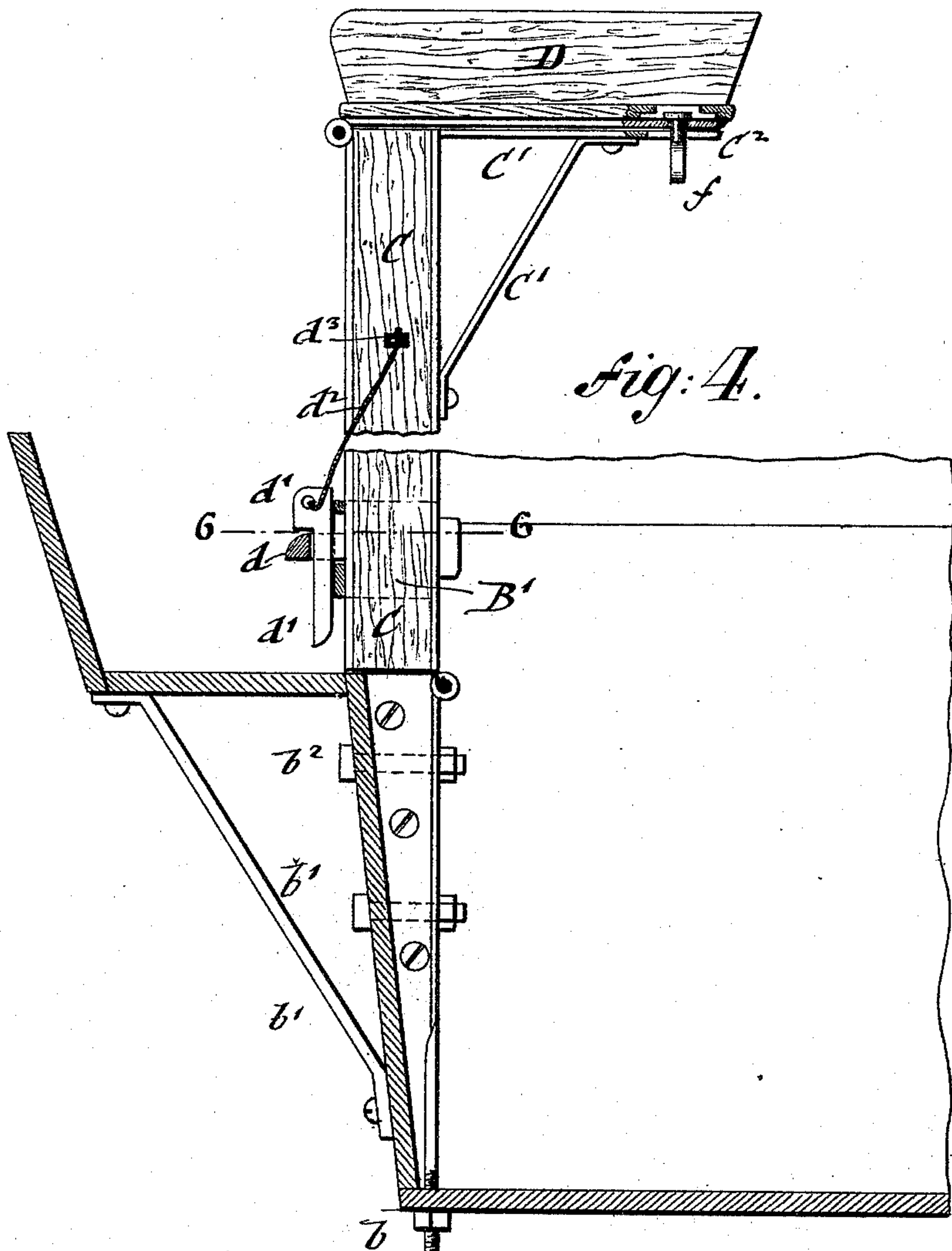


Fig. 4.

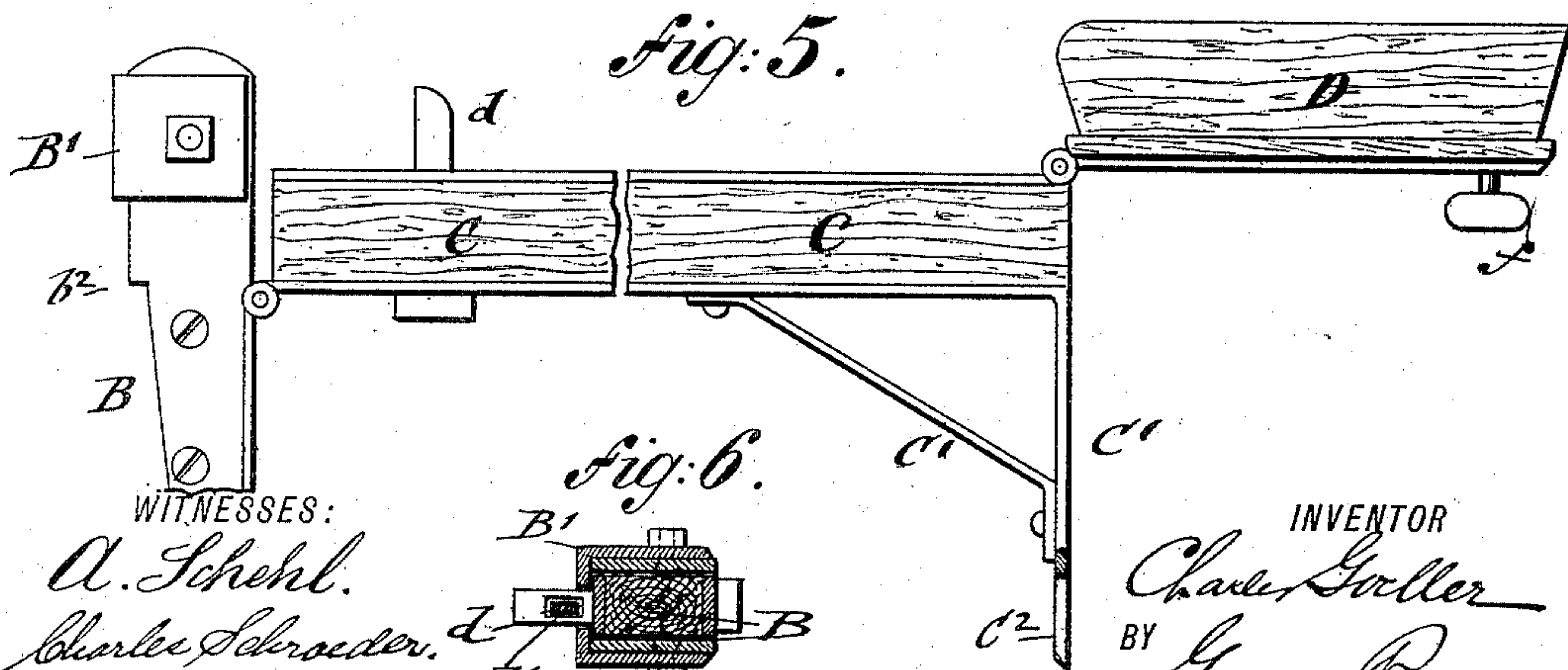


Fig. 5.

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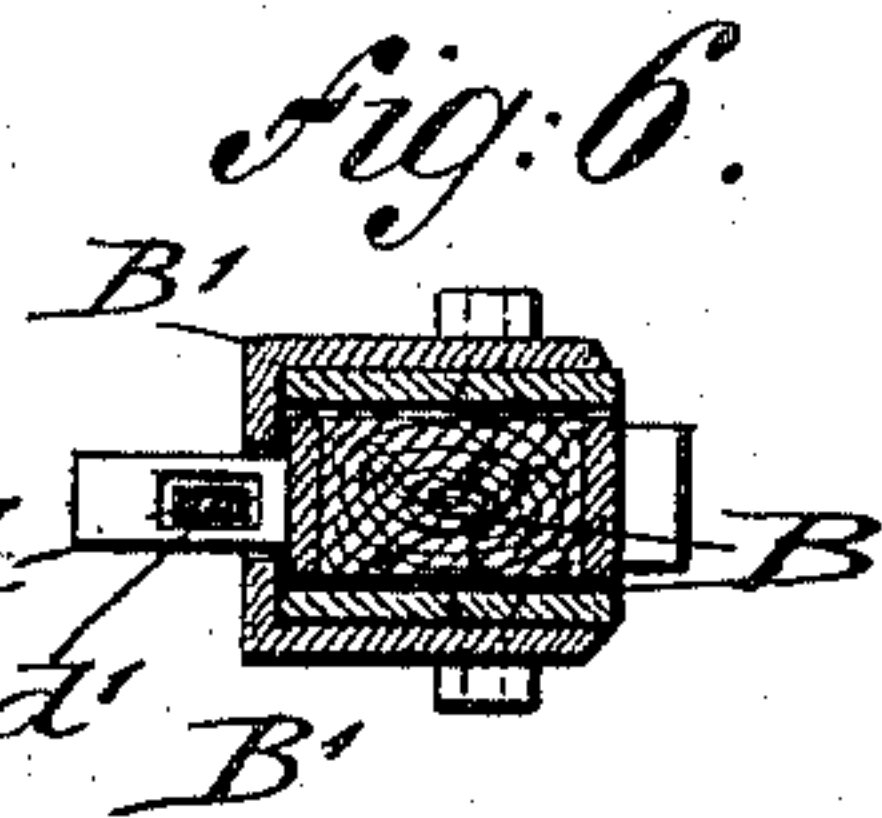


Fig. 6.

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UNITED STATES PATENT OFFICE.

CHARLES GOELLER, OF ELMONT, NEW YORK.

SEAT FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 493,863, dated March 21, 1893.

Application filed October 19, 1891. Renewed September 28, 1892. Serial No. 447,105. (No model.)

To all whom it may concern:

Be it known that I, CHARLES GOELLER, a citizen of the United States, residing at Elmont, in the county of Queens and State of New York, have invented certain new and useful Improvements in Seats for Wagons, of which the following is a specification.

This invention has reference to an improved seat for wagons of that class in which vegetables and other farming produce are carried to the market, the seat being so arranged that the same can be adjusted above the wagon so as not to be in the way of the baskets in the same when the farmer is going to market, and that the same can be readily lowered into the body of the wagon when the farmer is returning with the empty baskets from the market.

The invention consists of a seat for market-wagons, which is composed of upright standards, the lower stationary sections of which are attached to the front of the wagon-body, while the upper movable sections are hinged to the stationary standards, said movable sections being locked by tongues and keys to keepers of the stationary sections and of a seat that is hinged to the upper end of the hinged sections and adapted to be clamped to or released from the same, so as to be supported either above or within the wagon-body, as will be fully described hereinafter and finally pointed out in the claims.

In the accompanying drawings, Figure 1 represents a side-elevation of a market-wagon, partly in section and with a part broken away, showing my improved seat arranged in position above the wagon-body, as arranged when going to market. Fig. 2 is a vertical longitudinal section of the front-part of the body of a market wagon, showing the seat arranged inside of the body of the same in position when going home from the market. Fig. 3 is a vertical transverse section of the wagon, on line 3 3, Fig. 2. Figs. 4 and 5 are side-elevations of the seat showing the same respectively in raised and lowered positions, said figures being drawn to a larger scale, and Fig. 6 is a horizontal section on the line 6 6, Fig. 4.

Similar letters of reference indicate corresponding parts in all the figures.

Referring to the drawings, A represents the

body of a market-wagon, of that class which is used by truck-farmers in bringing their vegetable produce to the market. The body of the wagon is slightly tapering and provided at the upper end with an enlarged or offset part for the storage of additional baskets, &c. To the front-end of the body A are permanently attached two upright standards, which are composed of two sections, stationary lower sections B B and upper movable sections C C. The lower sections B B are attached to the bottom and front-wall of the wagon-body A by means of screw-nuts $b\ b'$. The upper ends of the lower sections B B are provided with forward-extending shoulders b^2 that rest on the upper edge of the front of the wagon-body, as shown clearly in Figs. 1 and 4. The lower sections B B are provided with U-shaped keepers B', which are attached to or made integral with the reinforcing wrought-metal side-straps of the sections B B, and which are open at their rear-parts, so that the movable sections C C which are hinged to the upper ends of the lower sections B B, may be swung into said keepers and supported in the same by means of fixed and perforated tongues $d\ d'$ and keys d' that are passed through the perforations of said tongues in front of the keepers, as shown clearly in Figs. 4 and 6. The keys d' are provided with an enlarged upper end and connected by chains or cords d^2 to eyes d^3 attached to the sides of the hinged sections C C. When the tongues $d\ d'$ are engaged by the locking keys d' , the hinged sections C C are rigidly locked to the keepers of the stationary sections B B, and thereby prevented from being accidentally tilted in backward direction so as to upset the person seated on the seat and subject him to danger of accident. The hinged sections C C are provided with backwardly-extending brackets C', on which rests a seat D, which is hinged at its front-end to the upper ends of the hinged sections C C and rigidly clamped to the rear-ends of the brackets C' by means of winged screws f , the shanks of which are swiveled to the seat and inserted into recesses C^2 of the brackets C', as shown in Fig. 4. In place of the winged screw-nuts, spring latches or other suitable devices by which the seat may be locked to the brackets of the hinged sections C C, may be used. To the seat D is applied a top E of

the usual construction. When the farmer is going to market, the seat D is attached to the bracket C' by the clamping-screws *f* and then raised above the body of the wagon by moving the hinged sections C C into line with the lower sections B B, and locking them by the tongues *d* and keys *d'* to the keepers B'. The seat D is thus supported on the brackets C' and sections C C by means of the locking devices.

10 The feet of the farmer rest on the foot-board arranged for this purpose at the front part of the body A, as shown clearly in Figs. 1 and 4.

By supporting the seat above the wagon-body, the entire space in the same is available for storing the baskets, barrels and other receptacles for the vegetable produce that are carried to market. When returning from market, the seat is lowered into the body A by first removing the keys *d'*, so that the sections C C can be moved on their hinges in backward direction into horizontal position, as shown in Fig. 2. By unlocking the connection of the seat D with the brackets C' of the sections C, the seat can also be moved independently on its hinges until it is supported on the top-edge of the wagon-body A, as shown clearly in Figs. 2 and 3, in which position the seat is supported at a sufficient distance from the front of the wagon-body so that the feet of the driver can rest inside of the body on the bottom of the same, whereby the driver is not subjected to the danger of being pitched from the seat when the wagon passes over obstructions or rough parts of the roads. The seat is also adapted for use with express, brewers' and other wagons.

I am aware that seats for farmers' wagons which can be adjusted into position above the body or within the same, are well known, and I do not claim this feature broadly. The

advantage of my construction, however, consists in the facility with which the hinged sections and the hinged seat can be unlocked respectively from the keepers of the lower sections and the brackets of the hinged sections, when the seat is placed inside of the wagon-body, and the reliable and secure connection of the hinged sections and seat with the lower sections and brackets when the seat is to be supported above the wagon-body.

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

1. The combination with a wagon-body, of lower upright sections attached to the same, keepers at the upper ends of said sections, movable sections hinged to the lower sections and provided with fixed perforated tongues, locking-keys passing through said tongues in front of said keepers, and a seat hinged to the upper ends of the hinged sections and connected by suitable locking-devices, the same, substantially as set forth.

2. The combination with a wagon-body, of stationary standard-sections attached to the same, keepers arranged at the upper ends of said sections, movable sections hinged to the stationary sections, locking-tongues having apertures attached to said hinged sections, a seat hinged to the upper ends of the hinged sections, and means for locking the rear part of the seat to the rear-ends of the brackets, substantially as set forth.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two subscribing witnesses.

CHARLES GOELLER.

Witnesses:

PAUL GOEPEL,

CHARLES SCHROEDER.