

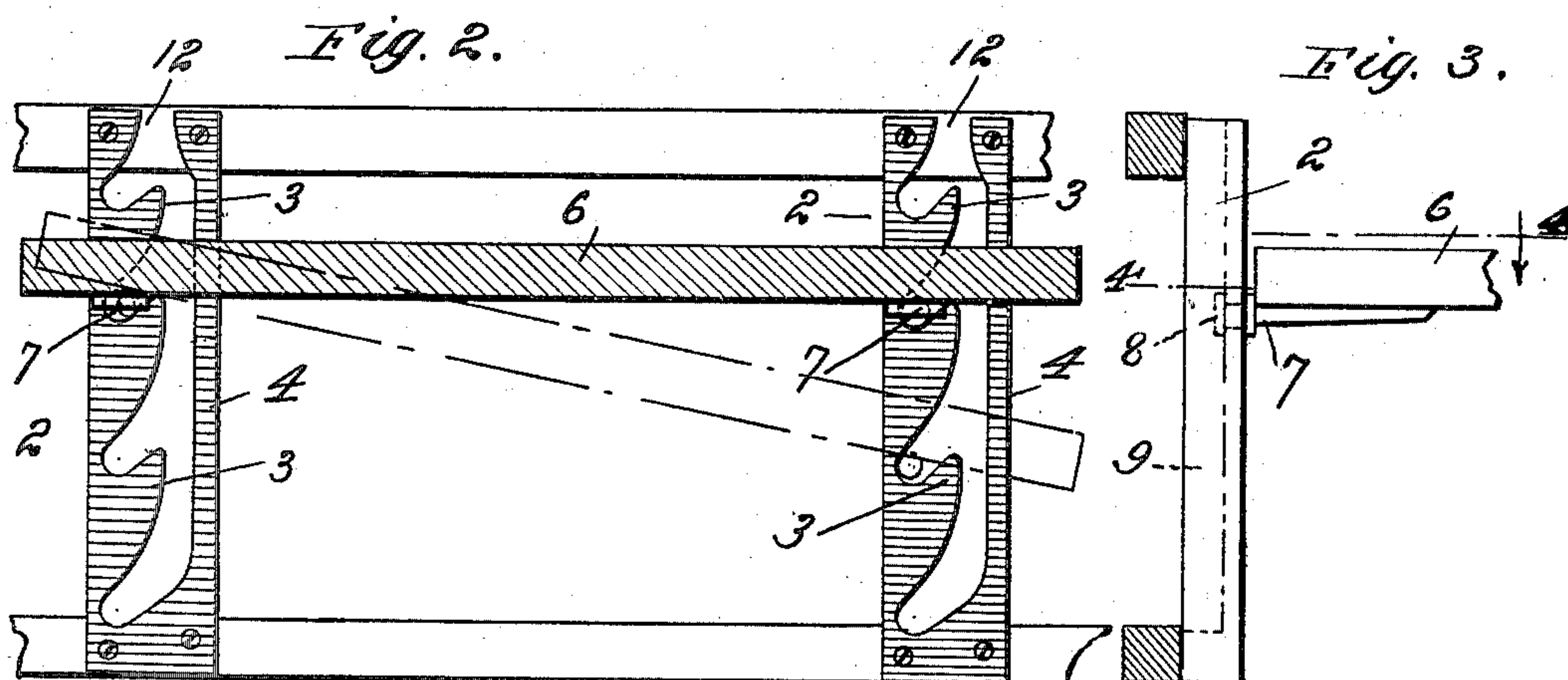
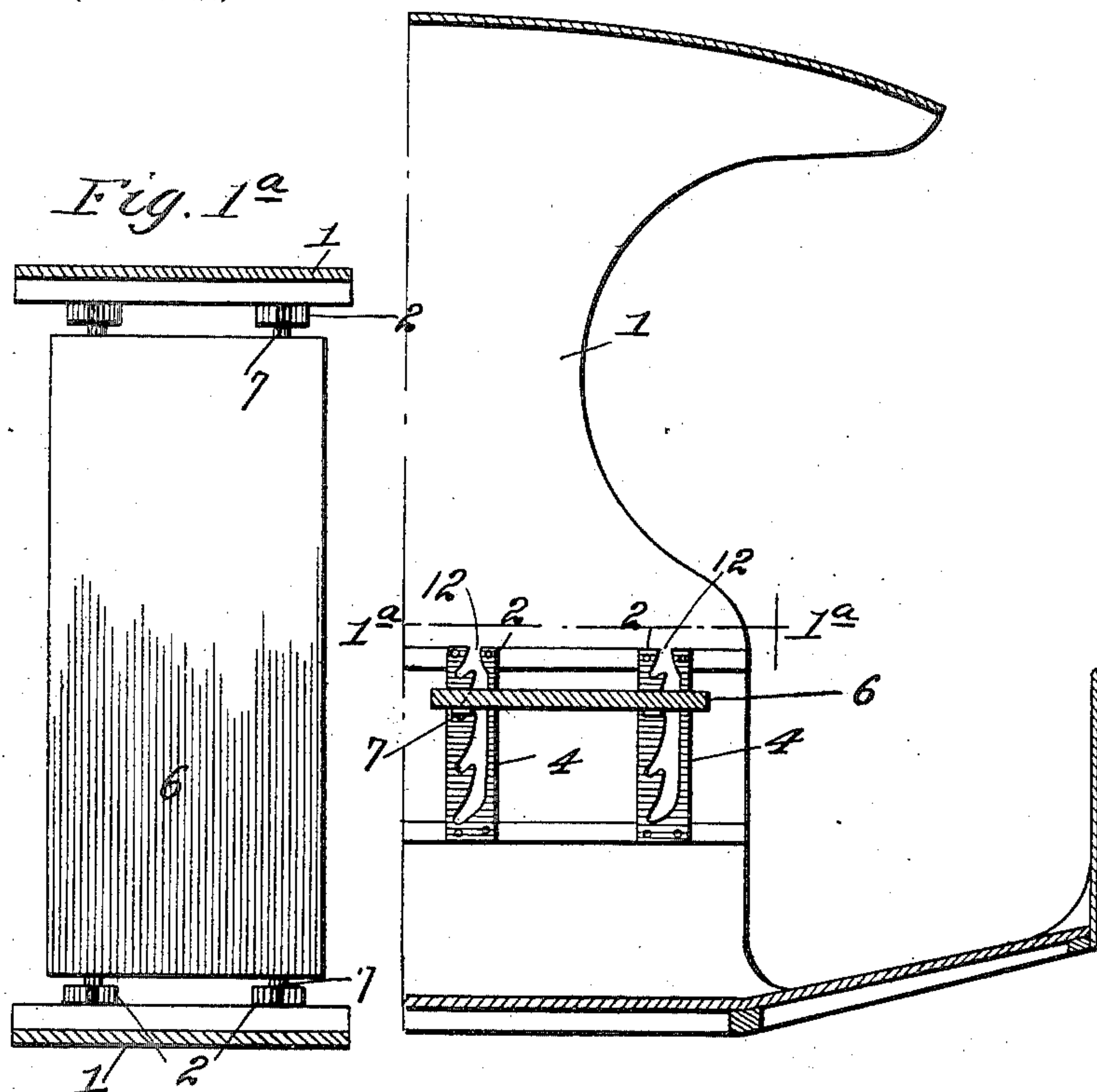
No. 668,038.

Patented Feb. 12, 1901.

H. DUHAMEL.
ADJUSTABLE SEAT FOR WAGONS.

(Application filed Dec. 29, 1900.)

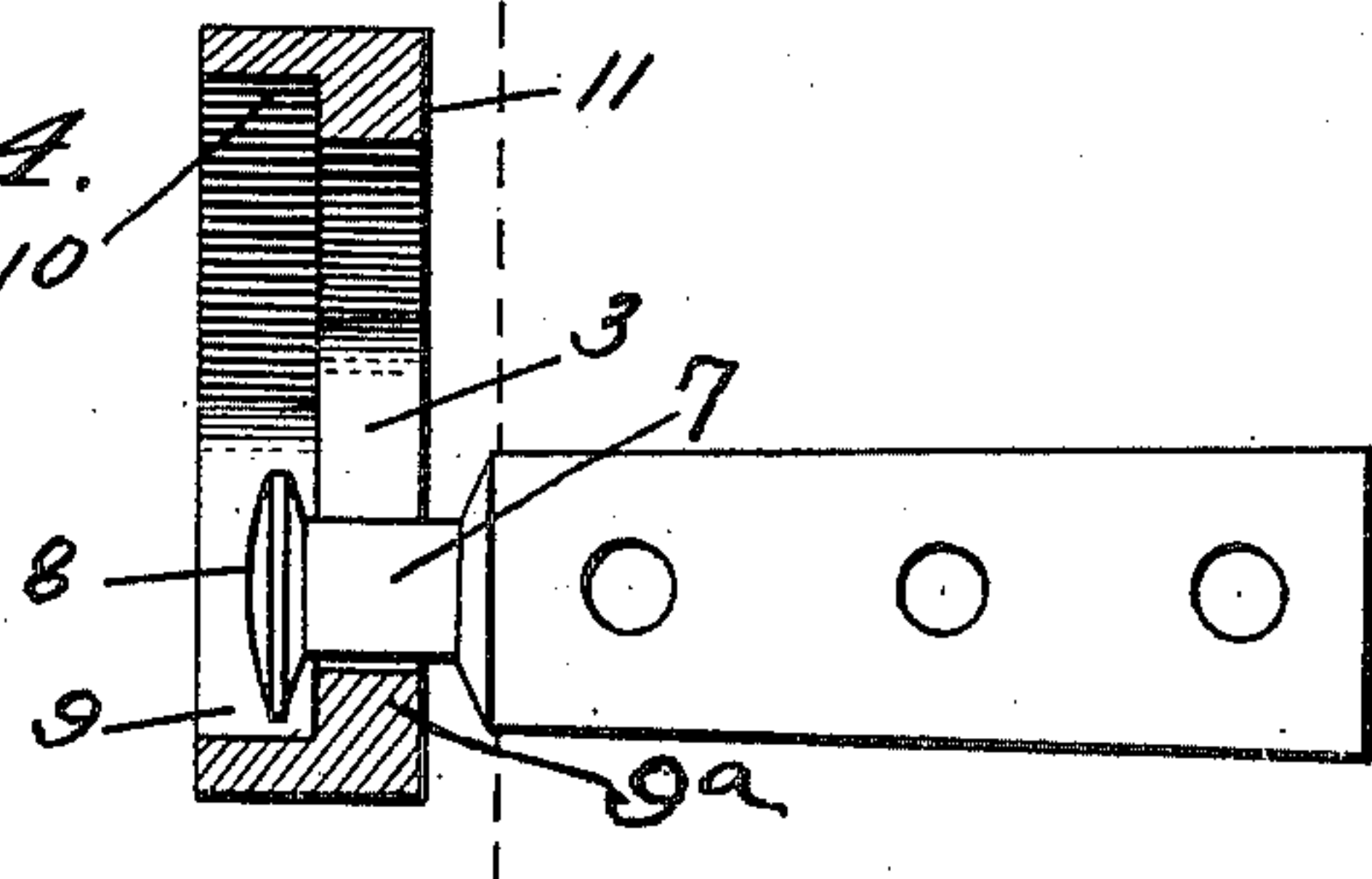
(No Model.)



WITNESSES:

R. H. Bishop.
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Fig. 4.



INVENTOR

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UNITED STATES PATENT OFFICE.

HILARY DUHAMEL, OF NEW YORK, N. Y.

ADJUSTABLE SEAT FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 668,038, dated February 12, 1901.

Application filed December 29, 1900. Serial No. 41,491. (No model.)

To all whom it may concern:

Be it known that I, HILARY DUHAMEL, a citizen of the United States, residing in the city of New York, borough of Brooklyn, county of Kings, and State of New York, have invented certain new and useful Improvements in Adjustable Seats for Wagons, of which the following is a specification, reference being had therein to the accompanying drawings, in which—

Figure 1 is a vertical sectional view of the front part of a wagon, showing the seat in position; Fig. 1^a, a horizontal sectional view taken on the line 1^a 1^a of Fig. 1; Fig. 2, an enlarged sectional view of the seat; Fig. 3, a detail rear view of a portion of the seat and one of its supports; Fig. 4, a detail horizontal sectional view taken on the line 4 4 of Fig. 3, a portion of the seat being shown in dotted lines.

This invention relates to new and useful improvements in adjustable seats for wagons; and it has for its object to produce a seat of simple and strong construction, which may be readily raised or lowered, and which may be inclined forward and downward or rearward and downward, as desired, and which when in position will form a brace and tie the two sides of the wagon together.

Referring to the various parts by numerals, 1 designates the wagon-body, and 2 the vertical seat-supports. A pair of these supports is secured to each side of the wagon-body at the forward end and on the inner side thereof a suitable distance above the bottom. The supports on one side of the wagon are in a direct transverse line with the corresponding supports on the opposite side of the wagon. Each support consists of a vertical plate or supporting-bar having formed in its forward vertical edge a series of downward and rearward extending notches, the lower walls of these notches forming forward-projecting hook-like supports 3, which are unequal distances apart, those near the top being nearer together than those near the bottom to secure various vertical adjustments of the seat. In front of the forward notched edge of this plate and a short distance therefrom is a vertical guard-bar 4. This bar is shown as formed integral with the supporting-bar at its lower end; but it is evident that it may be an inde-

pendent bar. The purpose of this guard-bar is to prevent the seat being drawn too far forward when it is being adjusted, as will be hereinafter described.

Secured to the ends of the seat 6, near each corner thereof, is a lateral-extending seat-supporting pin 7, which projects toward the side of the wagon and is provided with a head 8 at its outer end. Each of these pins projects into one of the notches of the adjacent supporting-plate and rests on one of the hook-like supports, as clearly shown in Fig. 4, the head thereof fitting in a recess 9, formed in the inner side of the supporting-bar, and engaging the flange 9^a, which is formed by cutting out the recess 9. Because of the heads on the pins 7 engaging the flanges 9^a the seat acts as a brace for the sides of the wagon and ties them together and holds them against any strain tending to force them outward. These heads also prevent the disengagement of the pins from the supporting-plate by a lateral movement of the seat.

There is a space 12 between the upper end of each supporting-bar and the upper end of the adjacent guard-bar to permit the removal of the seat and its supporting-pins from between the two bars of the seat-support. It is obvious that this opening may be left at the lower ends of the bars, or it may be left at both ends thereof, if desired.

The guard-bar is placed far enough from the forward ends of the notches in the supporting-plate to permit the seat-pins to be disengaged from one set of notches and moved up or down to the next set of notches it is desired to place them in. This guard-bar is recessed on its inner side, as shown at 10 in Fig. 4, to permit the heads 8 of the pins to engage under the flange 11 thus formed, and thereby prevent lateral movement of the seat while it is being shifted up or down on this guard-bar.

It will thus be seen that I provide an adjustable seat which is exceedingly simple and strong and which will be capable of a variety of adjustments and which when in position acts as a brace to secure together the two sides of the wagon. It will be readily understood that the guard-bar will prevent the seat being pulled far enough out at one end to cause it to jam at the other end. It will be

also understood that by pulling the seat upward and forward sufficiently to bring all the seat-pins against the guard-bars the seat may be easily raised or lowered, the pins working
5 on the guard-bars as on ways.

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

1. A movable seat for wagons, consisting
10 of a seat proper provided at its ends with outward-projecting headed pins, and a vertical supporting-bar secured to the wagon side adjacent each pin, said supporting-bars being recessed on their inner sides to form flanges
15 over which the heads of the seat-pins are adapted to engage, whereby the movable seat will form a brace and tie the two sides of the wagon together.

2. An adjustable seat for wagons, consisting
20 of a seat proper provided at its ends with outward-extending pins, and a vertical series of supports adjacent each pin and in such a position that the adjacent seat-pin may engage any one of the series of supports as the
25 seat is raised or lowered, all of said supports extending in the same direction, and a guard-bar adjacent the ends of the supports to limit

the horizontal movement of the seat away from the supports when the pins are disengaged from the supports.

3. The combination of a seat proper provided at its ends with laterally-projecting headed pins, a vertical supporting-bar adjacent each pin and formed with a series of upward and forward extending supports, said
35 bar being recessed on its inner side to form a flange around each support which is adapted to be engaged by the head of the adjacent seat-pin, and a vertical guard-bar adjacent the forward ends of the supports to limit the
40 horizontal movement of the seat away from the supports and to act as a guide for the pin when shifting the seat, a space being left between one end of the guard-bar and the corresponding end of the supporting-bar to permit the vertical withdrawal of the pins from
45 between said bars.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 28th day of December, 1900.

HILARY DUHAMEL.

Witnesses:

JOHN G. PEARSE,
WM. R. DAVIS.