

No. 796,772.

PATENTED AUG. 8, 1905.

W. E. SULLIVAN.
SWINGING SEAT FOR USE IN AMUSEMENT WHEELS.

APPLICATION FILED SEPT. 9, 1902.

2 SHEETS—SHEET 1.

Fig. 1.

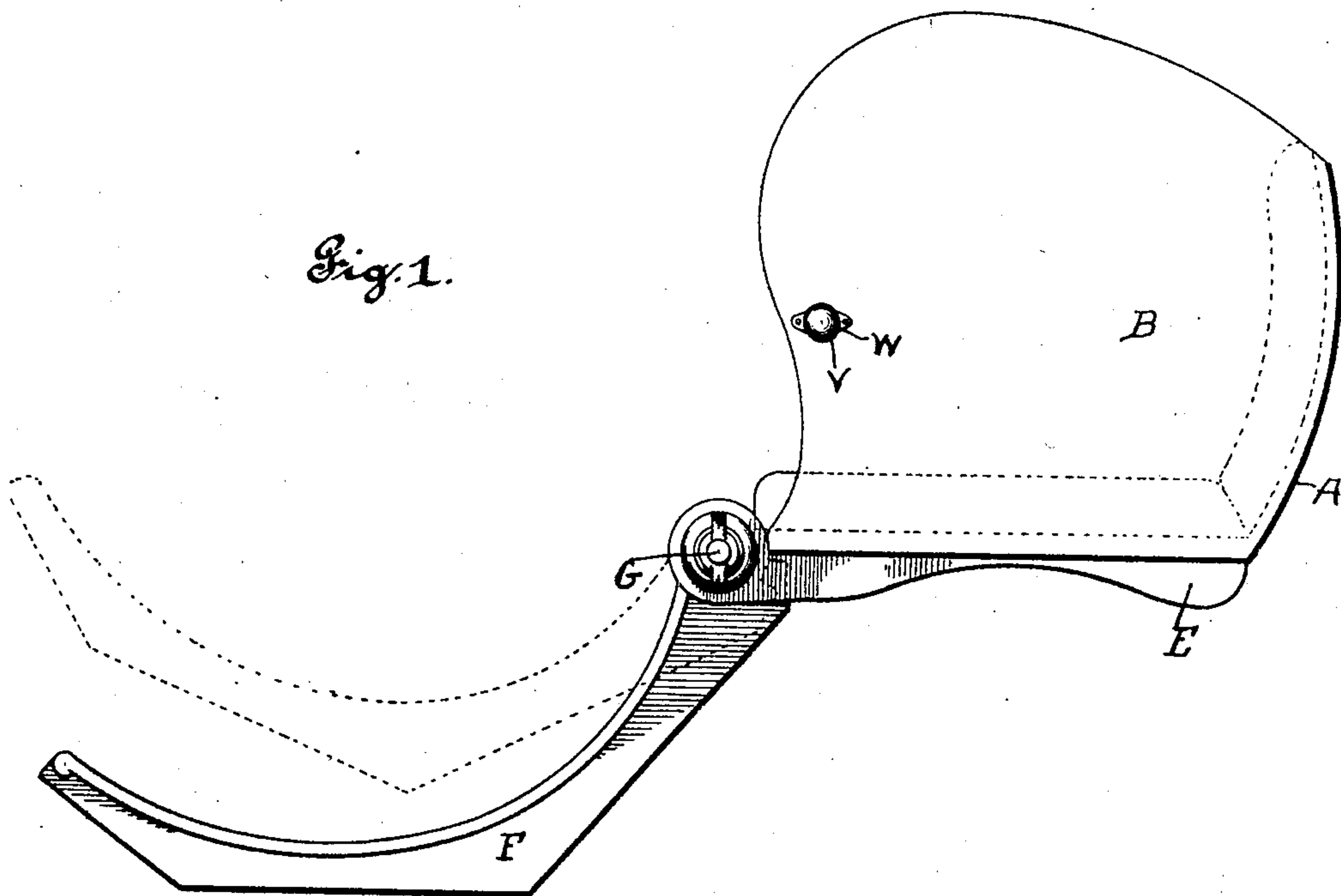


Fig. 3.

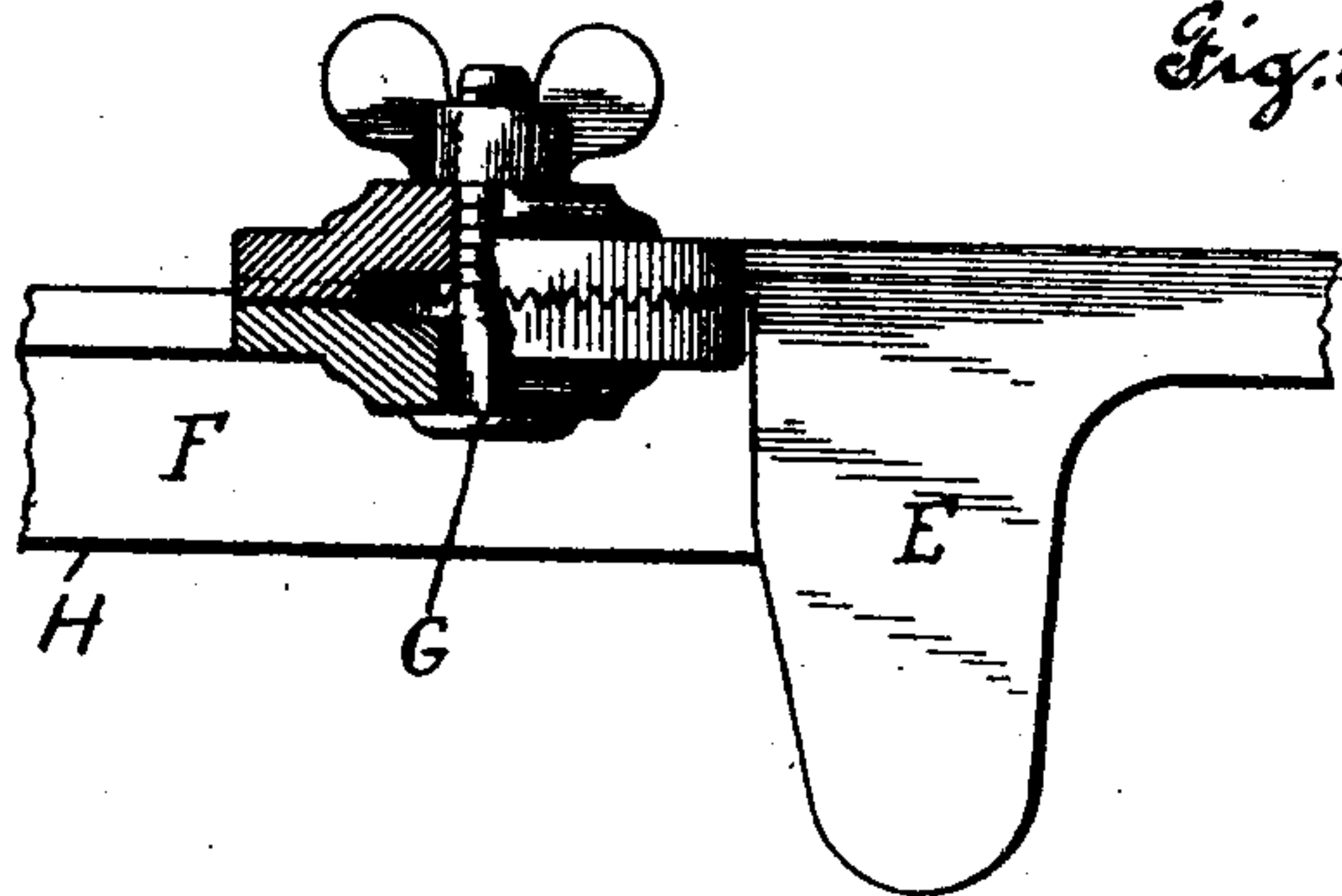
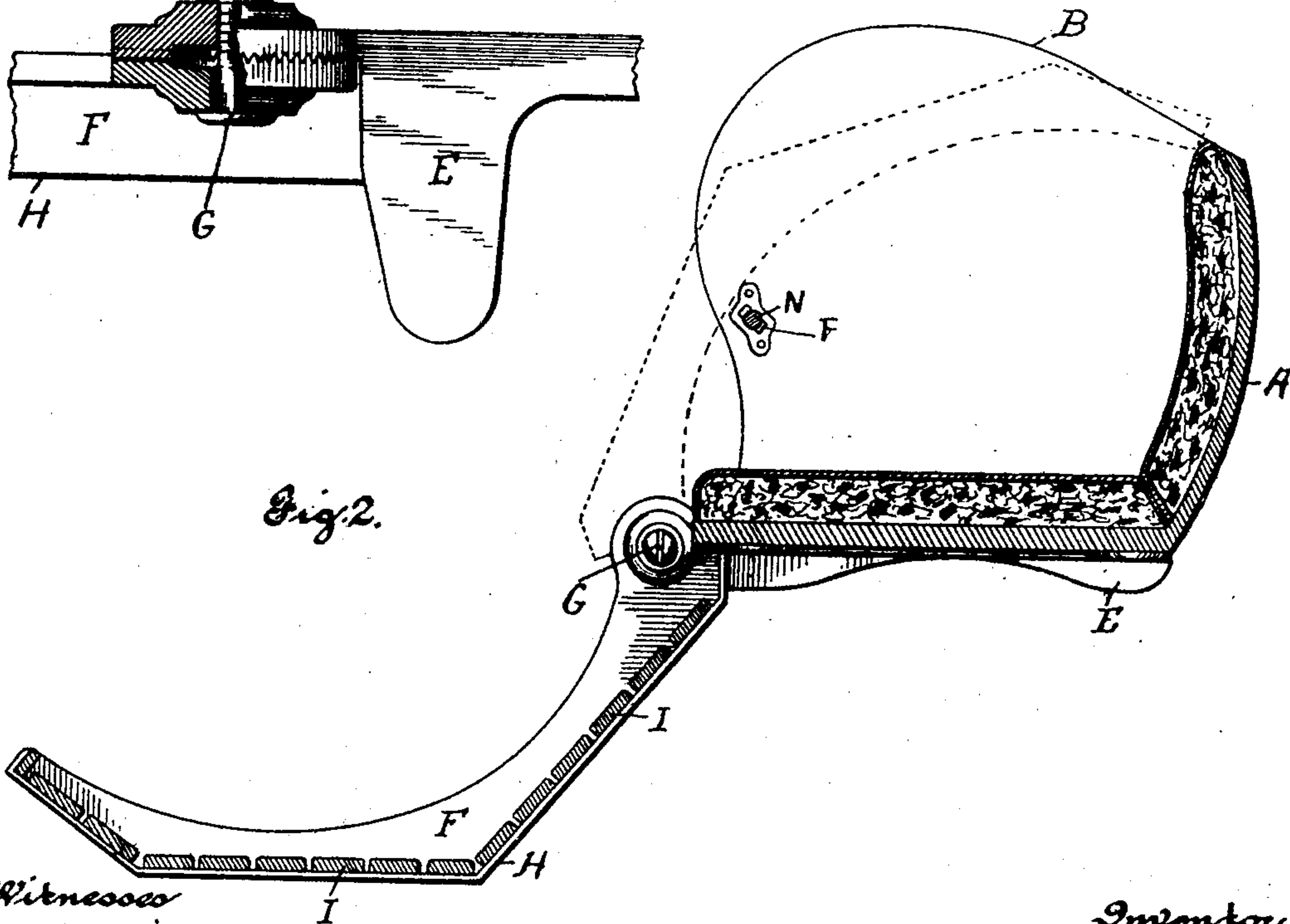


Fig. 2.



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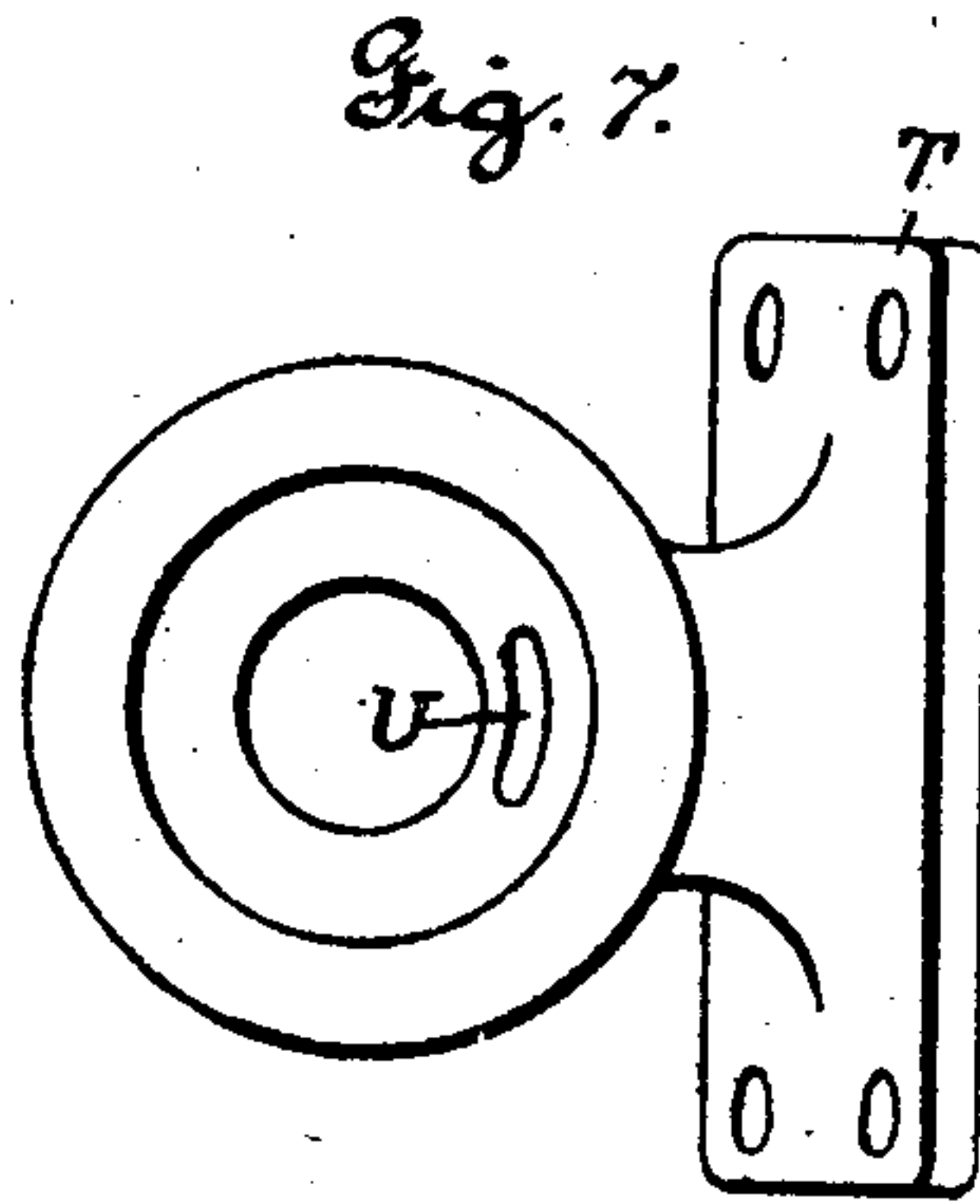
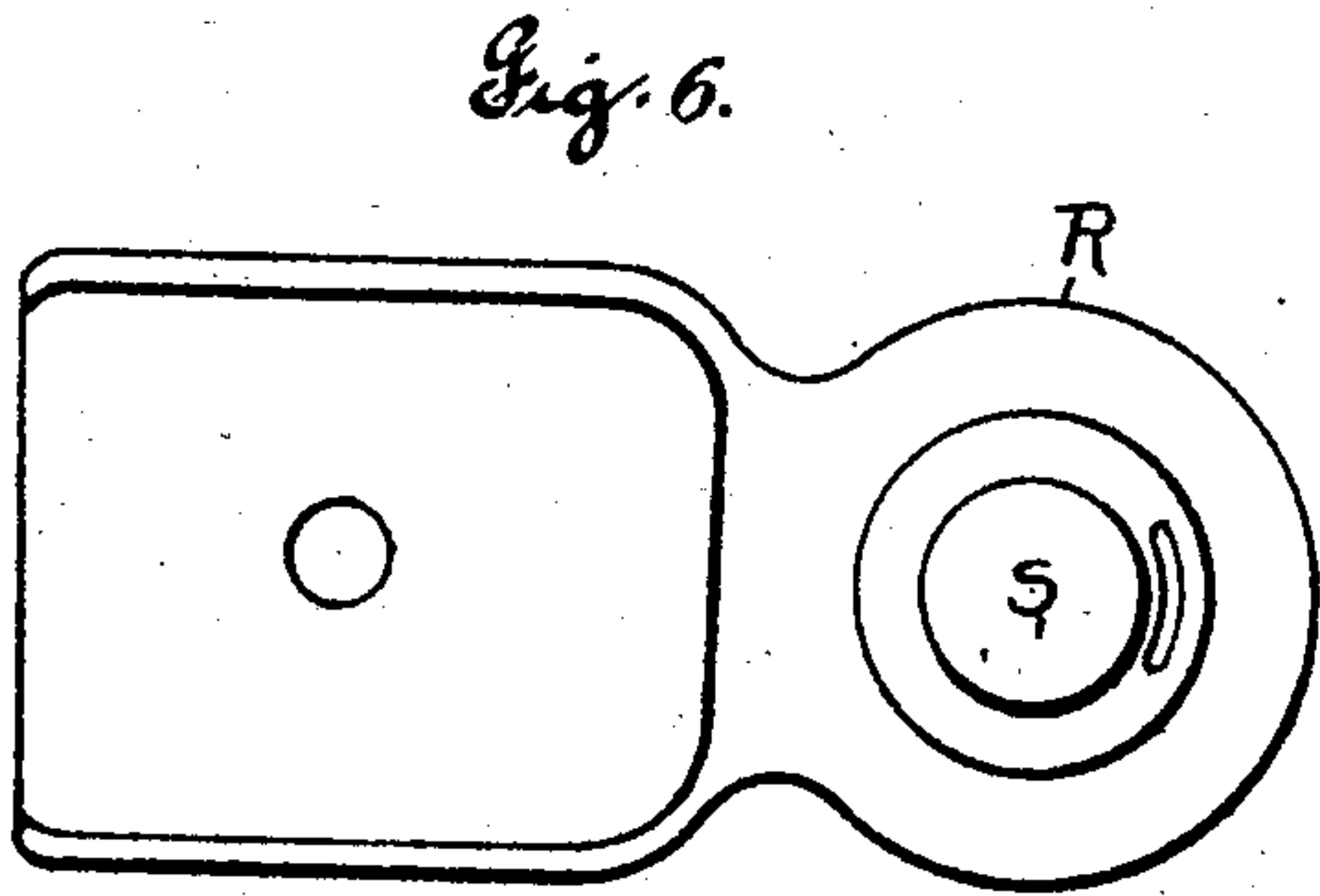
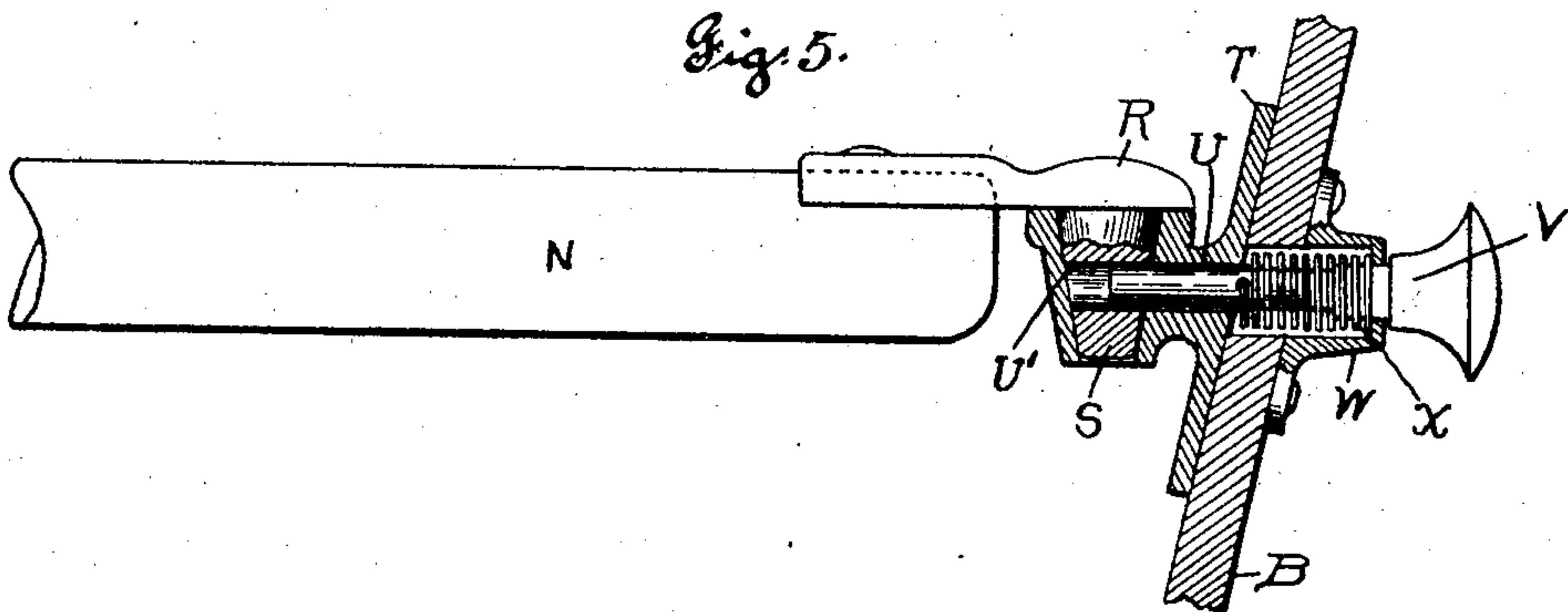
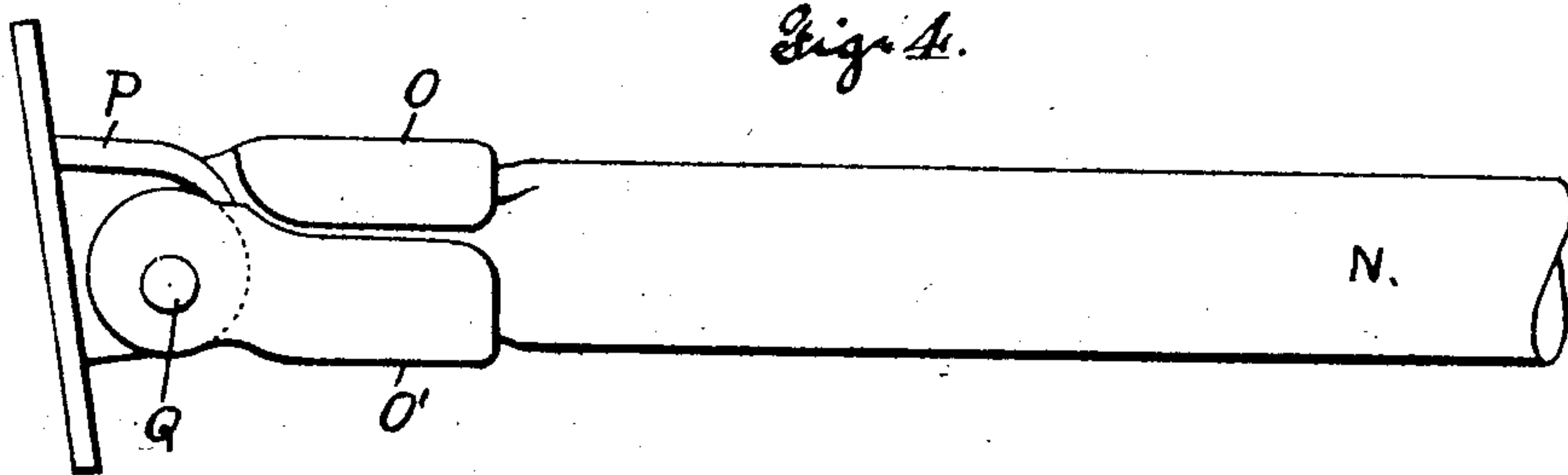
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

WILLIAM E. SULLIVAN, OF JACKSONVILLE, ILLINOIS.

SWINGING SEAT FOR USE IN AMUSEMENT-WHEELS.

No. 796,772.

Specification of Letters Patent.

Patented Aug. 8, 1905.

Application filed September 9, 1902. Serial No. 122,692.

To all whom it may concern:

Be it known that I, WILLIAM E. SULLIVAN, of the city of Jacksonville, Illinois, have invented certain new and useful Improvements in Swinging Seats for Use in Amusement-Wheels, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to improvements in swinging seats for amusement-wheels, my object being to provide a seat which can readily be folded for protection and convenience in moving and which provides a safety-bar to fold in front of the occupant when the wheel is in operation.

My invention consists of the novel features herein shown, described, and claimed.

Figure 1 is an end elevation of a seat embodying the principles of my invention. Fig. 2 is a vertical section on a plane parallel with Fig. 1. Fig. 3 is a top plan view, partly in section, upon an enlarged scale, showing the details of the joint connecting the folding foot-rest to the main body of the seat. Figs. 4, 5, 6, and 7 show details of construction on an enlarged scale.

Referring to the drawings in detail, the main body A of the seat is provided with high side boards B. The toothed hinge members E are secured to the bottom of the main body A and extend forwardly therefrom. The swinging arms F have teeth to engage the teeth of the members E and are adjustably clamped to said members E by means of the bolts G, the nuts of which have wings for manual operation. The members F when in a normal position, as in Fig. 1, are curved downwardly and extend forwardly a considerable distance, and the flange H projects inwardly from the inner lower edges of said members F to support the footboards I, said flange being shown in Fig. 3. By means of the interlocking teeth and the bolts G the footboards may be adjusted to any desired position, as indicated in dotted lines in Fig. 1, and when it is desired to fold the seat for transportation said footboard may be swung upwardly and backwardly over the seat and between the side boards, as indicated in dotted lines in Fig. 2, thus completely covering and inclosing the upholstery of the bottom and back of the seat, thereby protecting the upholstery from injury, and thereby rendering it possible to pack the seat in a very small space, so that it may be conveniently

transported. The sides B are purposely extended upwardly and forwardly a considerable distance to protect the passenger from contact with the machinery and from other accidents.

My improved seat is intended to be attached to any of the standard forms of vertical wheels.

The hinge member P is secured to the inner face of one of the sides B, and the bar N is secured to the hinge members O and O', said hinge members being pivoted to the hinge member P by the pin Q, so that said bar swings in front of the passenger when upon the seat. At its free end the bar is provided with a plate R, and the cone-shaped latch S extends downwardly from said plate R, said latch having a transverse opening U'. The lug T is secured to the inner face of the side B opposite to the hinge member P and has an opening to receive the latch S. A horizontal opening U is formed in the lug T. A collar W is mounted on the outer face of the side B, and the latching-pin V extends through said collar and is slidingly mounted in the opening U, so that the point of said pin will pass into the opening U' of the latch S, thus locking the bar N in position in front of the passenger. The pin has a handle on its outer end to be manually engaged when it is desired to withdraw the pin and swing the bar N out of the way, and the spring X holds the pin in the latched position. On account of the peculiar position of the head of the pin V it is out of the sight and out of the reach of the passenger while the wheel is being operated, thus greatly reducing the liability of accidents occurring by the passenger interfering with this mechanism and releasing the bar N.

I claim—

1. In a seat for amusement-wheels, the main body A, the high side boards B projecting upwardly and forwardly from the main body, the toothed hinge members E secured to the bottom of the main body and extending forwardly therefrom, the swinging arms F having teeth to engage the members E, the bolts G securing the swinging arms adjustably to the members E, flanges extending inwardly from the members F, the footboards I supported by said flanges, said footboards being of such size, that they will swing up over the seat as required to protect the upholstery of the seat, substantially as specified.

2. In a seat for amusement-wheels, the main body A, the high side boards B extending upwardly and forwardly from the main body, the hinge member P secured to the inner face of one of the sides B, the bar N pivotally connected to the hinge member P, the plate R connected to the free end of the bar N, the latch S projecting from the plate R and having a transverse opening, the lug T secured to the inner face of the opposite side B from the hinge member P, and having an opening to receive the latch S, said lug T having the horizontal opening U, the collar

W mounted on the outer face of the side B, the latch-pin V slidingly mounted and spring-actuated in the collar W and extending through the opening U of the lug T in the opening U' of the latch S, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM E. SULLIVAN.

Witnesses:

JAMES L. HOPKINS,
ALFRED A. EICKS.