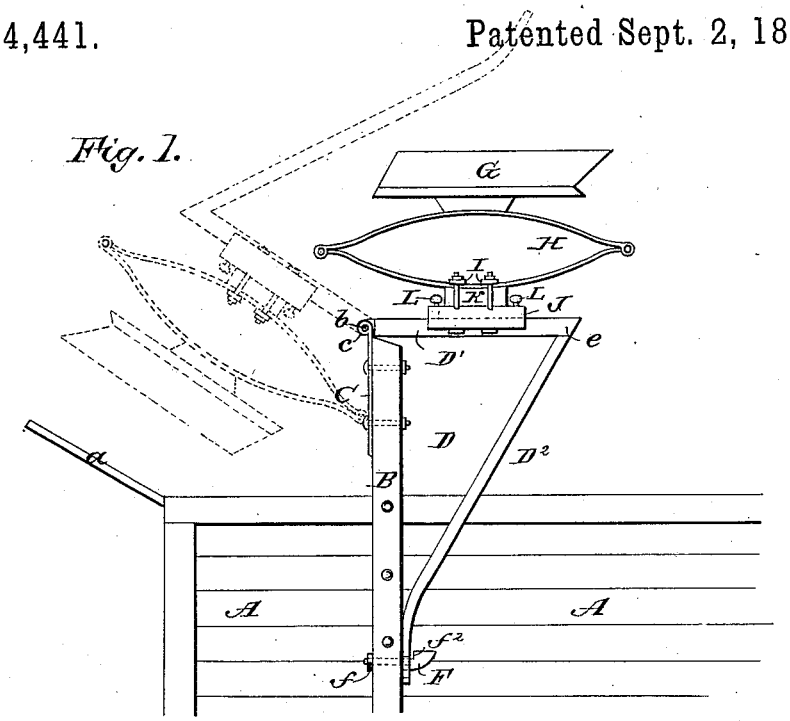
(No Model.)

A. MILLER.

WAGON SEAT.

No. 304,441. Patented Sept. 2, 1884.

Fig. 1.



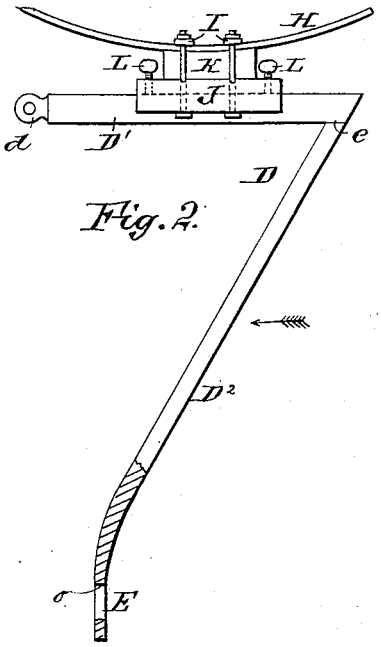


Fig. 2.

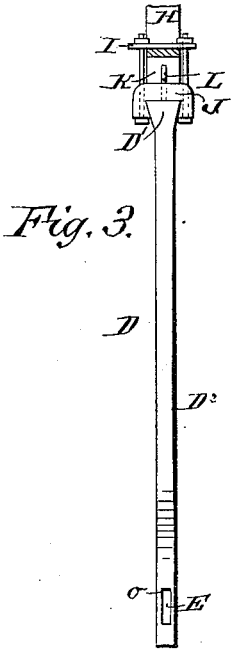


Fig. 3.

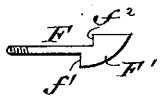


Fig. 4.

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ALONZO MILLER, OF NORTH ADAMS, MASSACHUSETTS.

WAGON-SEAT.

SPECIFICATION forming part of Letters Patent No. 304,441, dated September 2, 1884.

Application filed May 21, 1884. (No model.)

To all whom it may concern:

Be it known that I, ALONZO MILLER, of North Adams, in the county of Berkshire and State of Massachusetts, have invented a new and Improved Wagon-Seat, of which the following is a full, clear, and exact description.

The object of my invention is to provide simple and durable supports to hold a wagon-seat on and above the wagon-body, and so as to permit the seat to readily be moved backward or forward to accommodate the length of limb of its occupants, and to be swung over forward or reversed to facilitate loading the wagon and for protection of the upper face of the seat and its cushion.

The invention consists in a wagon-seat fitted to slide upon the head-pieces of brackets which are hinged to the tops of posts fixed at the sides of the wagon-body.

The invention consists, also, in particular constructions and combinations of parts of the seat-supporting brackets and slides and their connections with the wagon-body, all as hereinafter fully described and claimed.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the forward end of a wagon-body with my improved seat applied, and showing the seat thrown forward in dotted lines. Fig. 2 is an enlarged sectional side view of one of the seat-brackets and sliding blocks. Fig. 3 is a rear view of the seat bracket and block looking in the direction of the arrow in Fig. 2 and with the spring in section, and Fig. 4 is an enlarged side view of the key for fastening the foot of the seat-bracket.

The letter A indicates a portion of the front end of a wagon-body, which has the usual footboard, *a*.

B indicates a post firmly bolted or fastened to the side of the body A, and fitted at the top and front face with a strap-iron, C, which has an eye, *c*, to receive a bolt or pin, *b*, by which the forward end lip or tongue, *d*, of the horizontal bar D′ of the seat-supporting bracket D is hinged to the head of the post B. The rear inclined brace-bar, D^2, of the seat-bracket is rigidly connected at *e* with the back end of the bar D′, and the foot of the brace D^2 is slotted or mortised at E in vertical direction, said slot E being about the same length as the extreme width of the head F′ of a key or latch pin, F, which is held firmly to the post B by a nut, *f*, on the end of the key or by other means, and so that the plane of the head F′ of the key will be in a vertical direction. A shoulder, *f′*, at the lower edge of the head F′ limits the back movement of the key, and this shoulder *f′* may be mortised into the rear face of the post B, if desired, the more fully to guard against a turning of the key in the post, or the shank or body of the key may be made square or angular to prevent turning of the key. The key has a shoulder, f^2, at the upper edge of its head, behind which shoulder the foot of the brace D^2 is adapted to lock when the seat is thrown back into position for use.

It will be understood that there is a post, B, a bracket, D, and a key, F, at each side of the wagon-body.

I mount the seat G by suitable fastenings upon the upper member or top of a leaf or other suitable spring, H, which is fastened below by shackles or bolts I to a sliding block or plate, J, and preferably with a wooden block, K, between the spring H and block J, as shown, so that the seat will be supported by a block, J, at each side of the wagon-body. Each block J is fitted to slide back and forth on the head D′ of a bracket, D, and one or more set-screws, L, are provided to hold the blocks on the brackets in any position into which the seat may be shifted to accommodate the size or length of limb of the occupants of the seat. I show the block J with a dovetailed groove along its under side, and the head D′ in corresponding shape to fit the groove, which construction permits the seat freely to slide on the brackets and holds the seat to the brackets when it is reversed or thrown over on the hinges *b c d* at the heads of the side posts, B, as in dotted lines in Fig. 1, but the block J may otherwise be fitted to the bracket-heads D′, if desired.

To reverse or throw the seat forward, it is lifted slightly at the back until the upper ends, *o*, of the slots E can pass over the shoulders f^2 of the keys F, and the arms D^2 of the brackets slip from the heads of the keys, when the

seat may fully be swung over forward, and in swinging the seat back into position for use the slots E of the brackets will pass over the heads of the keys, and a little greater downswing of the seat will cause the ends *o* of the slots to fall and lock behind the shoulders f^2 of the key-heads. The seat may of course be swung on its hinges, as last described, irrespective of the positions of the blocks J on the seat-brackets.

It is evident that the seat may quickly be swung either way, and that when reversed, as in dotted lines, Fig. 1, all the usual advantages of a reversing-seat are obtained, such as protection from rains or snows outdoors and from soiling by roosting fowls when the wagon is indoors.

By removing the hinge-pins *b* the entire seat with its end brackets may quickly be lifted from the wagon-body, leaving only the two side posts, B, which offer little or no obstruction to the stowage of high large loads—such as hay or furniture—over the entire bed or body of the wagon.

I propose to make the brackets D and seat-block J of metal having sufficient strength to insure durability and lightness for easy swinging of the seat on its hinges.

I am aware that a seat-supporting spring-bracket formed of two hinged spring-arms, and braces hinged to the said arms by links, is old, and I therefore do not claim such invention.

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

1. A wagon-seat fitted to slide upon the head-pieces of brackets which are hinged at their upper forward ends to posts fixed at the sides of the wagon-body, substantially as shown and described.

2. The combination, with the wagon-body A and its side posts, B, of the seat-brackets D, formed of connected head and brace pieces D′ D^2, and hinged to the heads of the posts, said braces D^2 having vertical slots E, adapted to lock over the shouldered heads of keys F, fixed in the posts B, and the seat G, being arranged to slide by its blocks J on the brackets, substantially as shown and described.

3. The seat-brackets D, made of the rigid head-pieces D′, and rigid inclined braces D^2, rigidly connected at *e*, the head-pieces having a half hinge-joint formed at their forward ends, and the braces being slotted vertically at E, substantially as shown and described.

4. The combination, with the seat G and its slide-blocks J, of the springs H, blocks K, and shackles I, substantially as shown and described.

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Witnesses:
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