(No Model.)

G. W. PETERS.

VEHICLE SEAT.

No. 458,777. Patented Sept. 1, 1891.

Fig. 1.

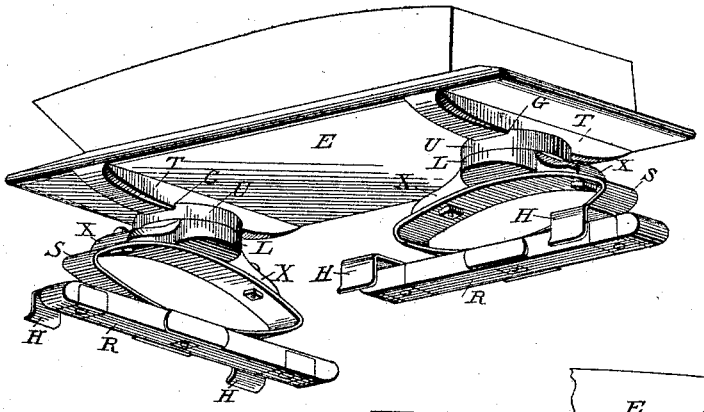


Fig. 2.

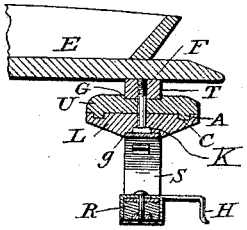


Fig. 3.

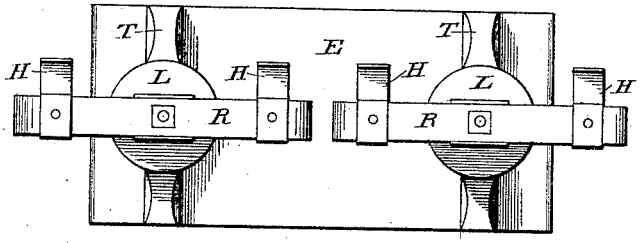


Fig. 5.

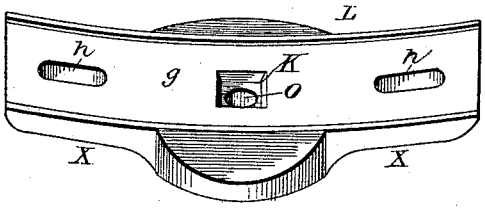
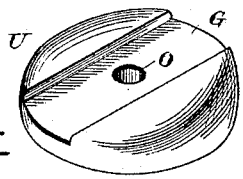
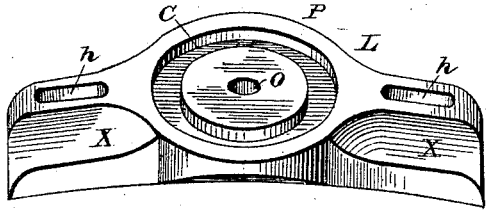
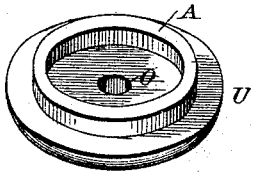


Fig. 4.







Witnesses

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UNITED STATES PATENT OFFICE.

GEORGE W. PETERS, OF LANCASTER, OHIO.

VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 458,777, dated September 1, 1891.

Application filed June 4, 1891. Serial No. 395,070. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. PETERS, a citizen of the United States, residing at Lancaster, in the county of Fairfield and State of Ohio, have invented a new and useful Vehicle-Seat, of which the following is a specification.

This invention relates to carriages and wagons, and more especially to the shifting seats used in connection therewith; and the object of the same is to provide an improved attachment to seats of this character whereby they may be turned into position parallel with the wagon-bodies when it is desired to have a free passage-way in the latter.

To this end the invention consists in a seat supported by swiveled standards, together with the specific details of construction and arrangements of parts, all as hereinafter more fully described and claimed, and as illustrated on the sheet of drawings, wherein—

Figure 1 is a perspective view of this improved seat, taken from the rear and showing the nearer standard turned to a position parallel with the seat. Fig. 2 is a central vertical section through one standard and its end of the seat. Fig. 3 is a bottom plan view showing the two standards turned into alignment. Fig. 4 is an enlarged perspective detail of the two parts of the swivel slightly separated. Fig. 5 is a similar view of these two parts turned to show their other faces.

Referring to the said drawings, the letter E designates the body of the seat, across whose lower face near its ends are transverse strips T, and U are the upper members of the swivel, each of which has a grooved seat G across its upper face adapted to fit over said strips, and has an annular projecting ring A on its lower face.

The standards proper comprise hooks H, which embrace the sides of the wagon-body, and these hooks pass thence inwardly and are connected to bars R. To the centers of these bars are secured springs S, which are preferably elliptical, as shown, and the upper ends of these springs are connected with the lower members L of the swivels. Each of the latter comprises, preferably, a circular plate P, having an annular groove or cavity C in its upper face, adapted to receive the projecting ring A on the upper member and lateral extensions X from opposite sides of said plate, the plate and the extensions having a groove or recess *g* in their lower face adapted to receive the upper end of the spring S. Bolt-holes *h* are formed through these extensions, and a central opening O is formed through both members. The fastening-bolt F is passed first through the lower member L, where its head is countersunk, as at K, then through the upper member, then through the strip T, and then into or through the seat B, in which latter case it has a nut on its upper end. The upper end of the spring is secured by bolts passing through the holes *h*, and the bolt F may also pass through the spring, or the extensions X may be omitted and the bolt F alone will hold the spring.

With the above construction of parts, the members being properly secured in place, the hooks H are passed over the sides of a wagon-body, with the bars R preferably standing against the inner faces of the sides, and in this position the seat can be used as usual and can be adjusted forward and back upon the wagon-body. When the driver is sitting upon the seat and it becomes desirable to pass to the rear in the wagon-body, as when the latter is being loaded or unloaded, one end of the seat is slightly raised, so as to disengage the hooks from the side of the wagon-body, the rear end of the bar R is turned inwardly to a position parallel with the length of the seat, the members U and L moving upon each other, and the fastening-bolt F, and the ring A, and annular cavity C engaging each other, and this end of the seat, with its supporting-standard, is then borne bodily to the rear, passing around the other standard as a pivot. When the two bars come into alignment with each other, the four hooks H may be engaged over the side of the wagon-body, and the seat will be supported thereby above one edge of the body and entirely out of the way. The driver can then pass to the rear in the body without difficulty, and a load, as of poles or other long articles which would pass beneath the seat, may be put into the body or taken out of the same without difficulty. From the swivel connection of the standards with the ends of the seat, and the fact that the hooks H are at one side of the central lines of said standards, it is obvious that one or both of

the latter might be turned outwardly in order to increase the distance between the hooks, so that the seat will be adapted to wagon-bodies of greater width.

The parts of this device are of the proper materials, size, and shape to give the desired strength to the device consistent with lightness, and, as above stated, the extensions X may be omitted from the lower member, or they might be added to the upper member.

Various other changes in the minor details of construction might be made without departing from the spirit of my invention.

What is claimed as new is—

1. In a vehicle-seat, the combination, with the seat-body, of a spring-standard beneath each end thereof, hooks on the standard removably engaging the upper edge of the side of the wagon-body, and a swivel connection between the standard and the end of the seat, as and for the purpose set forth.

2. In a vehicle-seat, the combination, with the seat-body, a transverse strip across the lower face thereof near each end, and a swivel whose upper member is secured to said strip and whose lower member is centrally pivoted to the upper, of a spring-standard beneath said lower member, and hooks on the standard removably engaging the upper edge of the wagon-body, as and for the purpose set forth.

3. In a vehicle-seat, the combination, with the seat-body, a transverse strip across the lower face thereof near each end, and a swivel whose upper member has a groove embracing said strip and whose lower member is centrally pivoted to the upper and has a groove on its lower face, of a bar having hooks removably engaging the upper edge of the wagon-body, and an elliptical spring secured to said bar and with its upper end secured in the groove of said lower member, as and for the purpose set forth.

4. In a vehicle-seat, the combination, with the seat-body and a swivel near each end thereof, whose upper member is secured to the lower face and has an annular ring on its lower face, whose lower member has an annular cavity receiving said ring, and whose connecting-bolt passes through the centers of these members, of a spring secured at its upper end to the lower member, a bar carried by the lower end of the spring, and hooks on said bar removably engaging the wagon-body, as and for the purpose set forth.

5. In a vehicle-seat, the combination, with the seat-body and a swivel near each end thereof, whose upper member is secured to its lower face and whose lower member is pivoted to the upper and has lateral extensions, the lower face of this member and of the extensions being grooved and the latter having bolt-holes, of a bar, hooks thereon removably engaging the wagon-body, and an elliptical spring secured at its lower end to said bar and with its upper end secured in said groove by fastening-bolts passed through said holes, substantially as described.

6. In a vehicle-seat, the combination, with the seat-body and a swivel near each end thereof, whose upper member is secured to the lower face of the body and has an annular projecting ring on its lower face, whose lower member has an annular cavity engaging said ring and has lateral extensions, and whose pivotal bolt passes through the centers of the members with its head countersunk in the lower member and its tip connected to the seat, of a bar, hooks thereon removably engaging the wagon-body, and an elliptical spring secured at its lower end to said bar and bolted at its upper end to said extensions, substantially as described.

7. In a vehicle-seat, the combination, with the seat-body and a swivel beneath each end thereof, of a bar connected to the lower member of the swivel beneath its pivot, and hooks at the ends of said bar projecting from one side thereof, as and for the purpose hereinbefore set forth.

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

GEORGE W. PETERS.

Witnesses:
J. H. P. JEFFRIES,
H. M. WARD.