

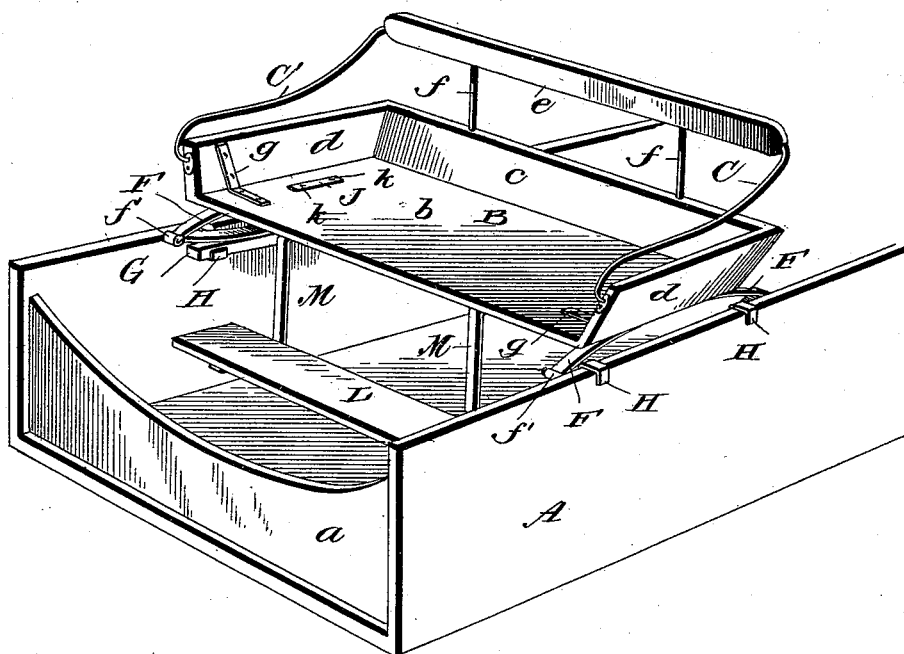
(No Model.)

W. S. O'BRIEN.  
VEHICLE SEAT.

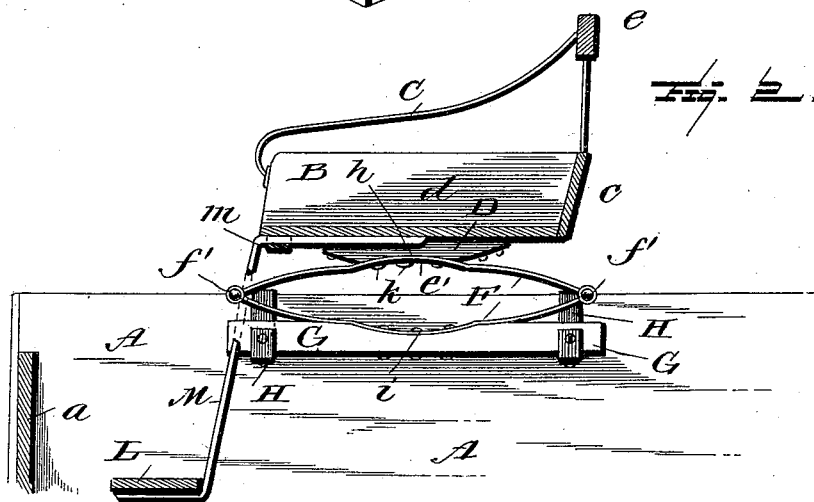
No. 490,919.

Patented Jan. 31, 1893.

~~FIG. 1.~~



~~FIG. 2.~~



Witnesses

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# UNITED STATES PATENT OFFICE.

WILLIAM S. O'BRIEN, OF LAFAYETTE, INDIANA.

## VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 490,919, dated January 31, 1893.

Application filed October 20, 1892. Serial No. 449,461. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM S. O'BRIEN, a citizen of the United States, residing at Lafayette, in the county of Tippecanoe and State of Indiana, have invented certain new and useful Improvements in Seats for Wheeled Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

This invention relates to certain new and useful improvements in carriages and wagons and more particularly to the seats thereof and it has for its objects among others to provide a simple and inexpensive seat which shall be more comfortable than old forms and which will take up the jar incident to sudden starting of the horse or passing over uneven ground. I also provide a detachable foot rest supported from the seat. This foot-rest can be employed either inside the body of the wagon or outside, or when the body is filled the foot-rest can be taken off.

Other objects and advantages of the invention will hereinafter appear and the novel features thereof will be specifically defined by the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which

Figure 1 is a perspective view of a portion of a wagon body equipped with my improvements. Fig. 2 is a vertical longitudinal section through the same.

Like letters of reference indicate like parts in both of the views.

Referring now to the details of the drawings by letter, A designates the wagon body the front or dash *a* of which is made shallow as seen so as to provide for more readily getting in and out.

B is the seat which consists of the bottom *b*, the back *c* and ends *d* which may be of any well known or approved form of construction. The seat may be also provided with any style of lazy back *e* of any suitable material and with or without the arm rails C, which latter are secured in position in any desired man-

ner. The lazy back is shown as held at the proper place by the vertical rods *f* which are seated therein and in the upper edge of the back *c*. The ends may be braced by brace irons *g* at the forward end as seen in Fig. 1.

To the under side of the bottom of the seat near each end is secured a bar or cleat D which is provided upon its under face with a rounded cavity *h* into which fits and is secured the corresponding curved portion *e'* of the upper half of the spring F, the lower half being of corresponding reverse shape and the two portions hinged at their ends as seen at *f'*. The lower half of the spring has a downwardly-curved central portion *i* which fits and is secured in a curved depression *j* in a bar G in vertical line with the bar D as seen best in Fig. 2. To each bar G is secured near each end a substantially Z-shaped metal plate H one end of which embraces the bar and its vertical portion is secured to the bar while its other end, turned in the opposite direction, is designed to engage over the upper edge of the side of the body of the wagon as seen best in Fig. 1.

Plates J may be employed upon the upper face of the bottom of the seat as seen in Fig. 1 to receive the bolts or other means *k* employed for securing the bars D to the under side of the seat.

In practice the seat is supported upon the body of the wagon by the plates H hooked over the upper edges of the sides as shown; it may be easily moved forward or back as desired, and the seat is free to play between the sides and to rock back and forth as much as necessary.

L is a foot-rest consisting of a board or plate secured to the lower horizontal portions of the Z-shaped bars M; the upper horizontal portions of said arms are designed to be adjustably and detachably supported and held in loops or eyes or analogous devices *m* on the under side of the bottom of the seat as seen in Fig. 2. These bars are preferably made of spring metal so as to permit of the desired spring movement of the foot-rest. This foot-rest can be quickly and easily placed in position or removed; it can be adjusted to be arranged either within the body of the wagon or outside as may be desired. It is of such a

length as to fit within the body as seen in Fig. 1. The resiliency of the foot-rest in connection with the spring of the seat makes a very easy riding and comfortable seat.

5 What I claim as new is;—

1. The combination with a wagon body, of a spring-supported seat mounted to move vertically between the sides of the body, and a detachable and adjustable foot-rest supported  
10 from the seat and arranged between the sides of the body, as set forth.

2. The combination with the seat, of the bars upon the under side thereof, the bars

parallel with said bars, the springs held between and to said bars, and the hooked plates 15 on the lower bars and adapted to engage over the sides of the wagon body, and a foot-rest detachably supported from said seat as set forth.

In testimony that I claim the above I have 20 hereunto subscribed my name in the presence of two witnesses.

WILLIAM S. O'BRIEN.

Witnesses:

JOHN F. MCHUGH,  
HARRY HERRMAN.