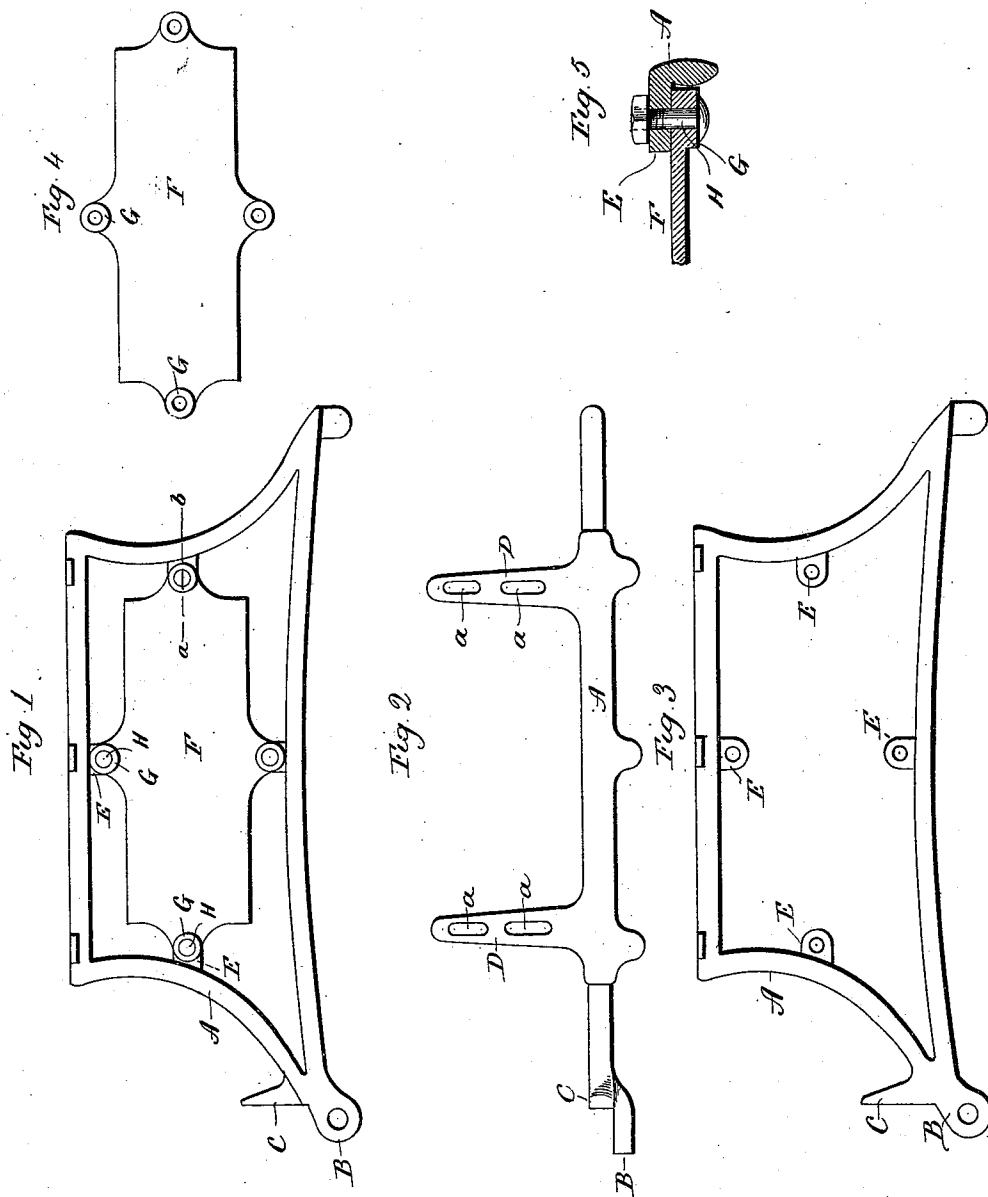


(No Model.)

W. LEECH.
WAGON SEAT.

No. 547,999.

Patented Oct. 15, 1895.



Witnesses
J. H. Shumway
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UNITED STATES PATENT OFFICE.

WILLIAM LEECH, OF HAMDEN, CONNECTICUT.

WAGON-SEAT.

SPECIFICATION forming part of Letters Patent No. 547,999, dated October 15, 1895.

Application filed February 4, 1895. Serial No. 537,247. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM LEECH, of Hamden, in the county of New Haven and State of Connecticut, have invented a new Improvement in Wagon-Seats; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a side view of a seat-riser embodying my invention; Fig. 2, a top view of the same; Fig. 3, a side view of the riser with the panel removed; Fig. 4, a face view of the panel detached; Fig. 5, a section on line *ab* of Fig. 1.

This invention relates to an improvement in wagon-seats, and particularly to the construction of risers therefor. It is very desirable to form these risers from wrought or cast iron. In many cases also the user desires his name or initials to appear upon the riser, and, as usually formed, these risers are cast complete with the desired initials, or with a panel upon which the name or initials may be painted. This requires a separate casting for each different design.

One object of this invention is to construct the risers so that various styles or designs of panels may be used with the same frame.

Another object is to form the flanges projecting from the upper edge of the risers, and to which the seat is secured, with slots, so that the seats are adapted to varying widths of wagons, and also to construct the frame with a foot at its forward end which will strike the wagon-rail when the seat is tilted forward and support it in such tilted position; and the invention consists in the construction as hereinafter described, and particularly recited in the claim.

The frame proper *A* may be of any desired outline and formed with a retaining-lug *B* at its lower forward end, a flat-faced stop *C*, extending upward from said frame slightly in rear of said retaining-lug, and with arms *D* *D*, extending inward from the upper edge of said frame, and with perforated lugs *E* *E*, projecting into the frame from its inner edge. Preferably the arms *D* will be formed with long slots *a a*. The panel *F*, which may be of any desired pattern or design, either plain

or formed by a combination of letters, is constructed with perforated projections *G* *G*, corresponding to the said lugs *E*, and so that when the panel is placed in the frame the perforations in the projections *G* will register with the perforated lugs *E*, and thereby form openings through them for the admission of securing-bolts *H*, by which the panel is secured within the frame. The seat (not shown) is secured to the frame by screws or bolts passing through the slots *a*, and so that the frames may be moved toward or away from the ends of the seats, as may be required for the width of the wagon to which the seat is to be attached, without entirely removing the screws or bolts. The said seat is secured to the wagon-rail by a bolt or pin extending through the lug *B*. If the seat be tipped forward, the forward flat face of the stop *C* will rest upon the top of the rail of the wagon and hold the seat in the tilted position, preventing it from dropping forward.

It will thus be seen that a manufacturer may make the frames in any desired number and insert the panels as required when the wagons are sold, thus permitting him to furnish a great variety of risers at a low cost for manufacture.

By the term "panel," as herein used, I wish to be understood as including either a solid panel or panel formed by a combination of letters.

It will be understood from the foregoing that I am aware that risers containing a combination of letters, or a panel upon which letters may be painted, has been used, and therefore I do not wish to be understood as claiming such as my invention; but

What I do claim is—

The herein described riser for wagon seats, consisting of a frame with inwardly extending lugs, of a panel formed with projections corresponding to said lugs with which they are united, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

WILLIAM LEECH.

Witnesses:

FRED C. EARLE,
LILLIAN D. KELSEY.