(No Model.)

G. H. GOODWIN.

CONVERTIBLE WAGON.

No. 589,715. Patented Sept. 7, 1897.

Fig. 1

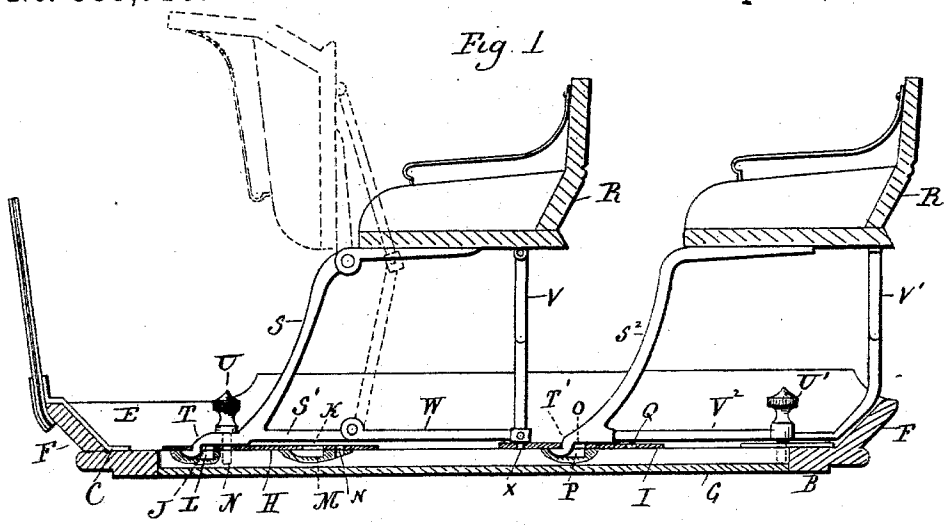


Fig 2

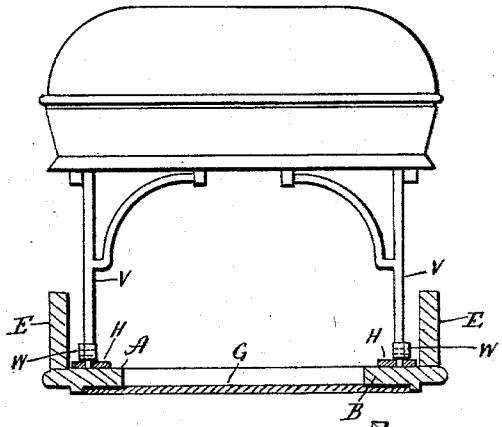


Fig. 3

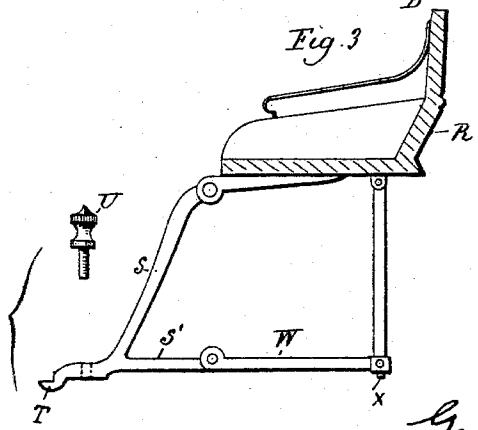
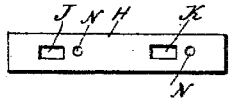


Fig. 4



Witnesses
J. W. Shumway.
Ellen Scarborough

George H. Goodwin.
Inventor.
By Atty's. Earle & Seymour

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

GEORGE H. GOODWIN, OF WATERBURY, CONNECTICUT.

CONVERTIBLE WAGON.

SPECIFICATION forming part of Letters Patent No. 589,715, dated September 7, 1897.

Application filed March 15, 1897. Serial No. 627,452. (No model.)

To all whom it may concern:

Be it known that I, GEORGE H. GOODWIN, of Waterbury, in the county of New Haven and State of Connecticut, have invented a new Improvement in Convertible Wagons; 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 sectional side view of a wagon-body and seats thereof constructed in accordance with my invention; Fig. 2, a transverse section in rear of the forward seat; Fig. 3, a detached view of the forward seat and risers and supporters therefor; Fig. 4, a detached view of one of the tracks which is secured to the sills of the wagon.

This invention relates to an improvement in convertible wagons or carriages, and particularly to that class in which the front seat is temporarily movable to give convenient access to the rear seat, the object of the invention being to construct a wagon in which the seats are supported on light frames and the rear supports permanently connected with the front risers, which connection may be either rigid or in the form of links, to permit one of the seats to be tilted forward, and in certain details of construction and combination of parts, as will be hereinafter described, and particularly recited in the claims.

For convenience of illustration I have shown a wagon having low sides and so that the seat risers and supports are exposed; but it is obvious that the sides might be of proper height to give the appearance of supporting the seats, which is a common style of wagon.

As shown in the accompanying drawings, the body of the wagon comprises two sills A B, connected at their ends by cross-braces C D and supporting the side strips E and end pieces F, which may extend to any desired height, the floor G being secured to the under faces of the sills A B. In the upper faces of the sills A B are secured metallic tracks H I, which, as shown herein, are formed in two parts for each side of the wagon, but, if desired, may be one continuous strip. In the forward tracks H are slots J K, which open into recesses L M in the sills, and in rear of each slot is a threaded opening N. Near the forward end of the strips I are slots O, opening into recesses P in the sills, and at various points in the tracks I are threaded openings Q. The seats R R′ may be of any desired style and are supported by metal risers S, which in the case of the front seat is divided at the upper end and the parts connected by a hinged joint. The forward lower ends of the risers in the front seat are preferably formed with hooks T, adapted to pass through the slots J K in the tracks and into the recesses L M, and in the rear of the hooks are threaded openings to receive thumb-bolts U, which engage with the threaded openings N, whereby the said risers are securely fixed to the track. From the rear of the front seat depend metal supports V, which are hinged to the seat and pivotally connected at the lower ends with links W, the forward ends of which are pivotally connected with arms S′, projecting rearward from the front risers. The risers S^2 of the rear seat are formed at their lower ends with hooks T′, which are adapted to extend through the slots O and into the recesses P in the sills. The rear supports V extend forward at their lower ends to the front risers and so that the supports and risers are practically one continuous piece. Through the bases V^2 extend set-screws U′ into engagement with the tracks I and so that the rear seat is securely fixed thereto, the said screws being arranged near the rear risers to not only obtain greater security, but to remove them from a position in which they might interfere with a person entering or leaving the wagon. If the two seats are employed, the forward seat may be readily tipped forward, as shown in broken line in Fig. 1, which gives free access to the rear seat, or if only one seat is required the thumb-screws U′ may be moved so that the rear seat can be detached and the front seat moved back so that the hooks T pass through the slots K into the recesses M in the sills, which thus locates that seat near the center of the wagon. Preferably the lower ends of the risers V of the front seat are formed with lugs X, which enter holes provided for them in the tracks I, thus giving additional security to the seat. Instead of securing the seats

to the sills, as above described, they may be secured in any desired manner.

In the construction thus described and in which the rear supports and risers are connected at their lower ends the supports and risers are readily formed from metal, giving a light appearance to the wagon and yet great strength.

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

1. In a wagon, the combination with the body thereof, of a seat having risers and supports formed from metal, extensions from the lower ends of said risers to the lower ends of said supports, and means including forwardly-extending hooks, for interlocking the supports or risers with the body of the wagon, substantially as described.

2. In a wagon, the combination with the body thereof, of a seat and risers therefor, said seat hinged to the upper ends of said risers, and supports also hinged to said seats and connected at the lower ends by a link with said risers, substantially as described.

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

GEORGE H. GOODWIN.

Witnesses:
FRED. C. EARLE,
ELLEN SCARBOROUGH.