

No. 625,690.

Patented May 23, 1899.

G. A. KINSEY.
SEAT FOR MARKET WAGONS.

(Application filed Jan. 23, 1899.)

(No Model.)

Fig. 1,

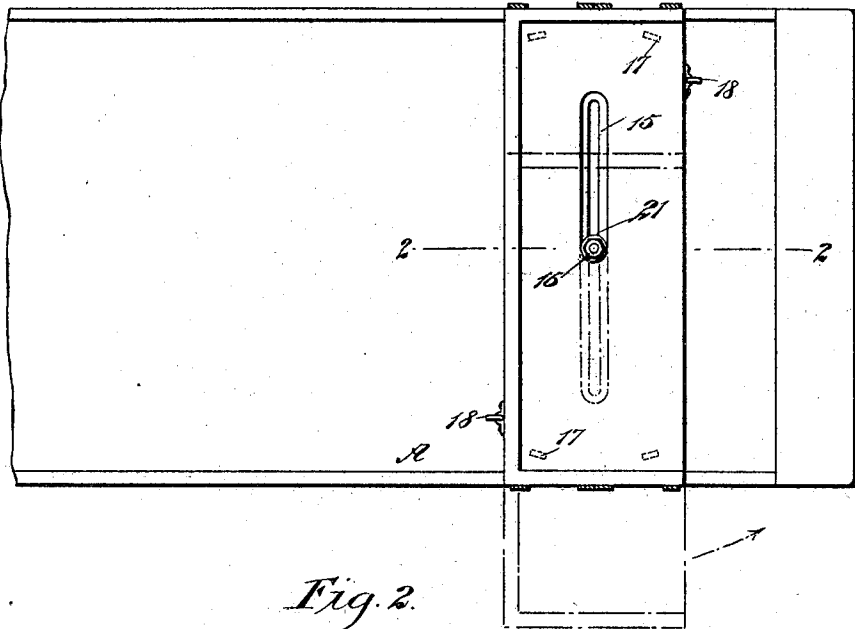
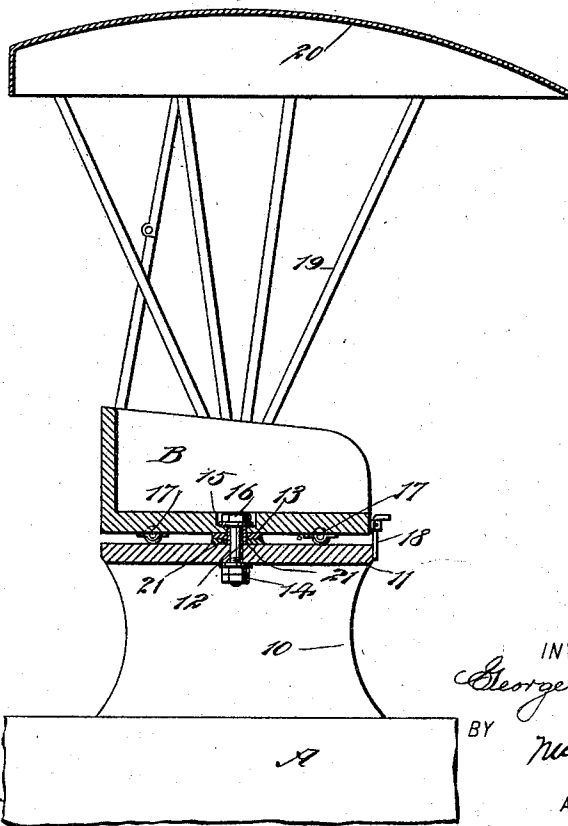


Fig. 2.



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SEAT FOR MARKET-WAGONS.

SPECIFICATION forming part of Letters Patent No. 625,690, dated May 23, 1899.

Application filed January 23, 1899. Serial No. 703,095. (No model.)

To all whom it may concern:

Be it known that I, GEORGE A. KINSEY, of the city of New York, (Springland,) borough of Queens, in the county of Queens and State of New York, have invented a new and Improved Seat for Market-Wagons, of which the following is a full, clear, and exact description.

The object of my invention is to provide a simple, durable, and inexpensive revolving canopy-top seat especially adapted for use upon market-wagons, the seat being capable of facing directly toward the front or rear, whereby when the wagon is at the stand the farmer may face his load and at the same time occupy the seat of the wagon and enjoy the protection of its attached canopy.

A further object of the invention is to so construct the seat that it may be turned upon a pivot located at the transverse center of the body and while a portion of the seat extends beyond the sides of the body, thus enabling the wagon-body to be filled almost up to the front and the rear of the seat.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

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

Figure 1 is a plan view of the front portion of the body of the farm-wagon and revolving seat therefor, the canopy-supports being in horizontal section; and Fig. 2 is a transverse section through the improved seat, taken practically on the line 2 2 of Fig. 1.

A represents the body of a market-wagon, which is provided at its sides with the usual standards 10, the said standards being connected at the top by a cross bar or board 11. A pivot-bolt 12 is passed through the central portion of the cross-bar 11 and through washers 13, located upon the upper face of the cross-bar, as shown in Fig. 2, the bolt being provided at its lower end with suitable nuts 14, which are beneath the said cross-bar. The seat B is located upon the cross-bar and is provided with a back of any approved construction, and the said seat is further provided with a longitudinal slot 15 in its bot-

tom, the upper edge of the said slot being countersunk, as shown best in Fig. 1, in order that the said slot may receive the head 16 of the bolt 12, which passes freely through the narrower portion of the slot, as shown in Fig. 2.

Rollers 17 are segmentally located upon the under face of the seat at or near the ends, the said rollers being adapted to travel upon the cross-bar 11 in order that the seat may be turned upon its pivot with the least possible amount of friction. A bolt 18 is located on the front and on the back of the seat at or near opposite ends, the said bolts being adapted to hold the revolving seat in the position to which it may be carried. The slot 15 enables one side of the seat to be carried beyond the side of the wagon before the seat is turned, as shown in dotted lines in Fig. 1, and under such a construction the seat may be turned in a comparatively small space and the farmer is enabled to pack the load quite close to both the front and the rear portions of the seat. The seat is provided with the usual supports 19 for the canopy 20, as shown in Fig. 2.

In order that the pivot-bolt 12 shall not unduly wear the walls of the slot 15, I prefer to provide the said bolt with a roller-sleeve 21, arranged for engagement with the walls of the said slot, as shown in Fig. 2.

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

1. A revolving seat for market-wagons, provided with a longitudinal slot, and a pivot-bolt passed loosely through the slot and adapted to enter a support, the said slot permitting one side of the seat to be carried beyond the side of the wagon before the seat is turned, the said seat being provided with friction-rollers on its bottom surface and with locking devices at its edges, as set forth.

2. The combination, with a wagon-body and a cross-bar supported by the said body, of a seat, a canopy attached to the seat, said seat having a longitudinal slot produced therein the upper edge portion whereof is countersunk, a pivot-bolt the head of which rests in the countersunk portions of the slot, the body of the bolt being passed through the body portion of the slot and into the

said cross-bar, locking devices for the pivot-bolt, locking devices carried by the seat and adapted for engagement with the cross-bar, and roller-bearings located upon the bottom
5 portion of the seat, and arranged for engagement with said cross-bar, as described.

3. In a wagon, a seat provided with a longitudinal slot, a support for the seat, a pivot-bolt passed loosely through said slot and entering said support, the said seat having a
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longitudinal sliding movement on said support and adapted to be turned to face either the front or the rear, and means for fastening the seat in position, substantially as described.

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Witnesses:

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