(No Model.) 2 Sheets—Sheet 1.

W. H. LINGLE.

MOVABLE SEAT FOR VEHICLES.

No. 428,922. Patented May 27, 1890

Fig. 1.

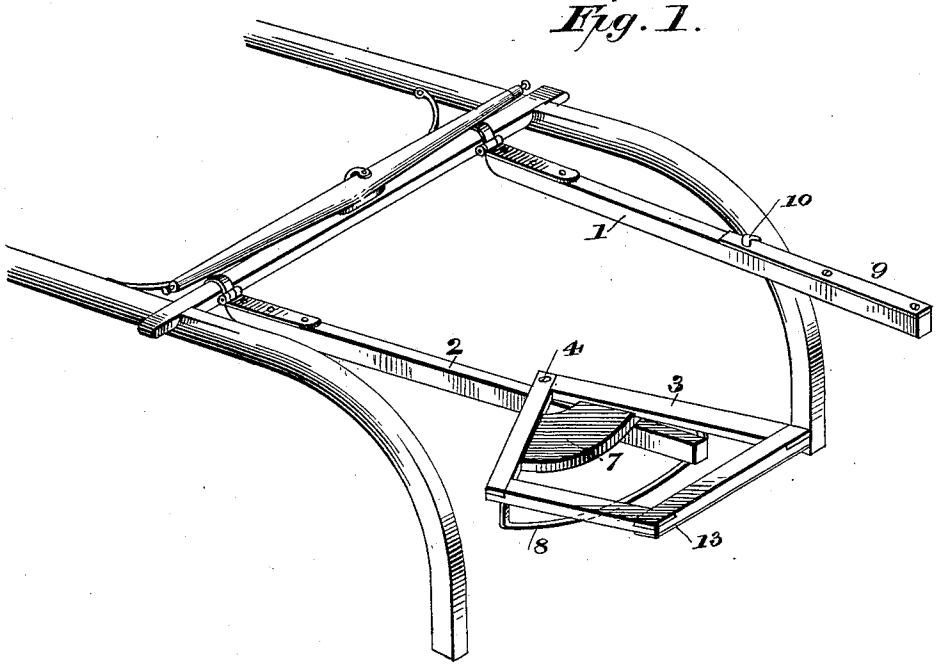
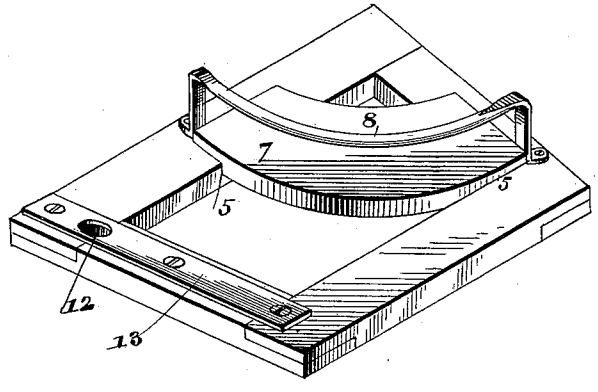


Fig. 2



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(No Model.) 2 Sheets—Sheet 2.

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Fig. 3.

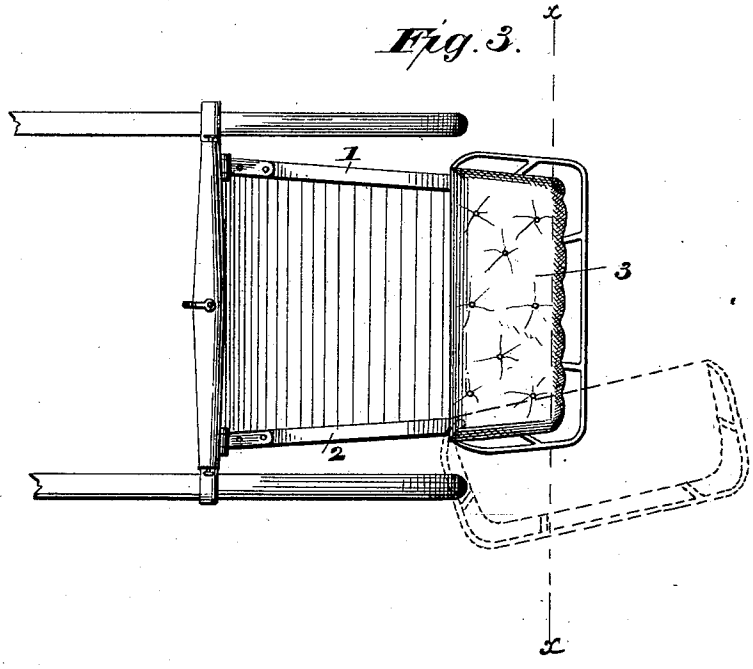


Fig. 4.

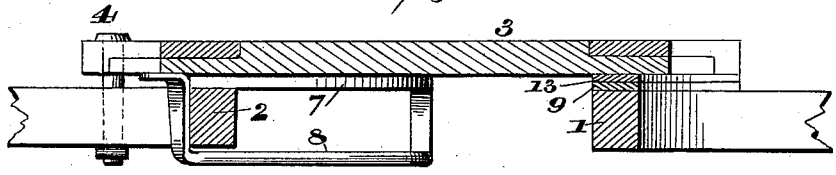
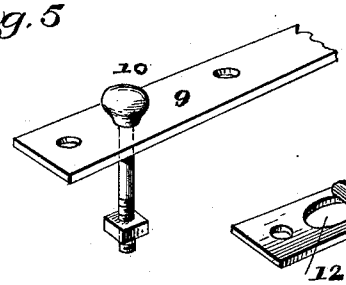


Fig. 5



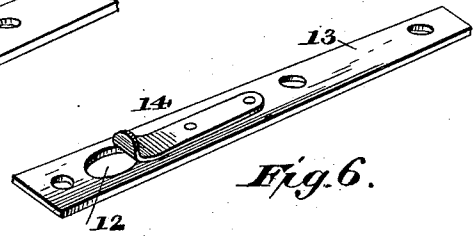


Fig. 6.

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UNITED STATES PATENT OFFICE.

WILLIAM H. LINGLE, OF OWOSSO, MICHIGAN, ASSIGNOR OF THREE-FOURTHS TO DAVID M. ESTEY, OF SAME PLACE.

MOVABLE SEAT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 428,922, dated May 27, 1890.

Application filed March 18, 1890. Serial No. 344,359. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. LINGLE, a citizen of the United States, and a resident of Owosso, in the county of Shiawassee and State of Michigan, have invented certain new and useful Improvements in Movable Seats for Sulkies and other Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in movable seats for sulkies and other similar vehicles in which the seat and body are mounted upon a single axle supported upon two wheels, and is intended as an improvement upon the Letters Patent granted to me December 10, 1889, No. 417,053. In said Letters Patent the seat-frame is pivoted to one of the side bars of the sulky and provided on its under side with a segment and lugs for limiting its movement, the object being to so construct the seat-frame that it may be swung out of the way, so as to afford a passage-way to enable a person to mount the vehicle from the rear.

The object of the present invention is to provide a guard or guide for the segment, whereby the seat-frame is prevented from jumping upwardly, and is thus more securely held in place.

The invention consists in the novel features of construction and new combinations of parts, hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of so much of the box or body of a sulky as is necessary to illustrate my invention, showing the seat-frame as it appears when swung open. Fig. 2 is a similar view of the under side of the swinging seat-frame. Fig. 3 is a plan or top view of the box and swinging seat-frame, the dotted lines showing the seat in its open position. Fig. 4 is a sectional view on the line *x x*, Fig. 3. Fig. 5 is a perspective view of the chafing-plate detached, and Fig. 6 a similar view of the wearing-plate.

In the said drawings, the reference-numeral 1 denotes one of the side pieces of the box or body of the road-cart or sulky, and 2 the other side. These side pieces constitute the supports for the seat. The seat-frame 3 is pivoted in one of its corners to one of the side pieces or supports by means of the vertical pivot or fulcrum-bolt 4.

The seat-frame is provided on its under side with a segment 7 of metal or other suitable material, being recessed at each end, forming shoulders 5 5, which bear or abut against the seat-frame, and may be fastened or secured to said seat-frame in any suitable manner.

The numeral 8 designates the guard or guide consisting of a curved metallic or other bar, having its ends bent at right angles forming two short arms 9^a, which are secured to the seat-frame near the ends of the segment, and passes underneath the side piece of the cart or sulky, to which the seat-frame is pivoted, so that said side piece is embraced between said bar and the segment.

The numeral 9 designates a metallic chafing-plate located on the opposite side piece of the sulky, and at its forward end is provided with a bolt 10, having a shouldered head, as shown, which passes through a hole or aperture 12 in the wearing-plate 13, secured to the under side of the seat-frame. Secured to plate 13 on the upper side is a spring 14, with its free end projecting over the aperture 12 and engaging with the shouldered head of the bolt 10 when the seat is in place, and thus securely holding the same in position.

The operation is as follows: When it is desired to form a passage-way, so that a person can gain access to the body of the vehicle without clambering over the seat, the hook 12 is disengaged from the slot in the chafing-iron by lifting up that corner of the seat-frame, which can be readily and easily done. The seat-frame is then swung outward on its pivot 4 until checked by coming in contact with the end of the guard or guide, thus making an open passage-way between the side pieces 1 and 2 to the body of the vehicle. It will be noted that the side piece to which the seat-frame is pivoted being between the segment and guard or guide, said seat-frame is prevented from jumping upward and is also steadied and prevented from wabbling.

Having thus described my invention, what I claim is—

1. The combination, with a sulky or two-

wheeled vehicle, of a seat-frame pivoted to its support, so as to be swung outwardly to form a passage-way to the body of the vehicle, said seat-frame being provided on its under side with a segment and a guard or guide consisting of a curved metallic bar having its ends bent at right angles, forming short arms, which are secured to the seat-frame near the ends of the segment, substantially as described.

2. The combination, with a sulky or two-wheeled vehicle, of a seat-frame pivoted to its support, so as to be swung outwardly to form a passage-way to the body of the vehicle, said seat-frame being provided on its under side with a segment and a guard or guide, a chafing-plate secured to the opposite side bar provided with a shouldered head, and a similar chafing-plate secured to the seat-frame and provided with a spring to engage with said shouldered head, substantially as described.

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

WILLIAM H. LINGLE.

Witnesses:

A. D. WHIPPLE,

MCELWANE MINER.