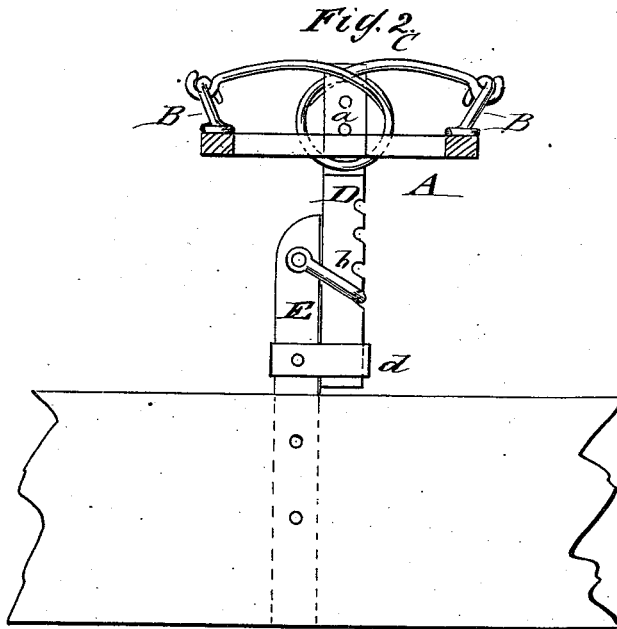
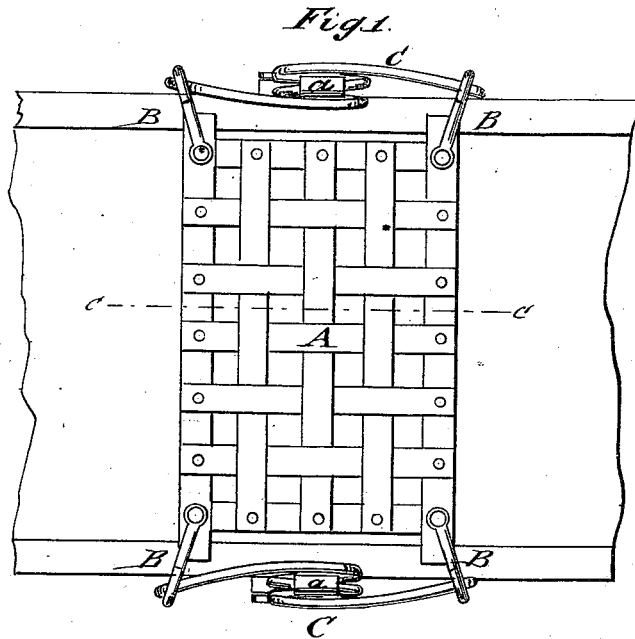


S. GILZINGER.
Wagon-Seat.

No. 161,945.

Patented April 13, 1875.



WITNESSES:

E. Wolf
A. J. Terry

INVENTOR:

S. Gilzinger
BY *Munnell*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

SEBASTIAN GILZINGER, OF GLASCO, ASSIGNOR TO HIMSELF AND ABEL A. CROSBY, OF KINGSTON, NEW YORK.

IMPROVEMENT IN WAGON-SEATS.

Specification forming part of Letters Patent No. **161,945**, dated April 13, 1875; application filed February 20, 1875.

To all whom it may concern:

Be it known that I, SEBASTIAN GILZINGER, of Glasco, in the county of Ulster and State of New York, have invented a new and Improved Wagon-Seat, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a top view, and Fig. 2 a side elevation, of my improved wagon-seat, partly in section on the line *cc*, Fig. 1.

Similar letters of reference indicate corresponding parts.

The object of my invention is to provide an improved spring-seat for vehicles which may be readily swung out of the way, if required, for loading, and adjusted to any desired height above the wagon-body. The invention consists of a seat hung by stationary corner-braces to the ends of strong spiral springs, which are secured by their middle parts to sliding standards, which are adjustable by links and guide-bands on the stationary side standards of the seat.

In the drawing, A represents a vehicle-seat, which is suspended by rods or braces B, applied firmly to each corner of the seat, from the eye or hook shaped outer ends of strong spiral steel springs, C, of the side standards. The braces B are connected to one side spring, C, by means of closed eyes, and to the oppo-

site spring by hook-shaped ends, for the purpose of being readily detachable from one spring, and swung over to the outside of the vehicle-body on the other spring. The spiral springs C are bent in double spiral shape, with arms extended in opposite directions to support thereon the seat. The middle section of each spring C is applied by a fastening-band, *a*, securely to the upper end of a sliding standard, D, that is adjusted to different heights on the stationary main standard E of the vehicle-body by a pivoted link, *b*, locking into notches *b'* of the sliding standard, and a lower guide-band, *d*.

The seat may thus be raised or lowered as required, or be thrown entirely out of the way during the loading of the wagon, forming thus a very convenient and readily-adjusted spring-seat for vehicles.

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

The combination, with seat A and supporting-standards D D, of the spiral springs C C and corner-rods B, all substantially as and for the purpose specified.

SEBASTIAN GILZINGER.

Witnesses:

T. B. MOSHER,
ALEX. F. ROBERTS.